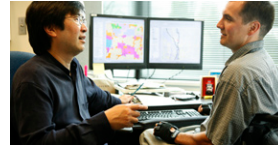


October 2009  
Public comment report



# 2035

## REGIONAL TRANSPORTATION PLAN

### Public comment report

October 2009

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

**Project web site:** [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

*The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.*

2035 Regional Transportation Plan

Public Comment Report  
October 2009

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## 2035 Regional Transportation Plan summary of public comment

The 2035 Regional Transportation Plan updates the policies, projects and strategies to guide transportation planning and investments in the tri-county Portland metro region to year 2035. By 2035, the metro region and surrounding counties are expected to have grown by more than 1 million people and added more than 500,000 jobs, doubling trips on the transportation system. By 2035, emergency services and freight and goods transport that use the region's airspace, bridges, roads, water and rails are expected to have more than doubled. During that time, our region will be implementing policies and taking actions to address the needs and challenges of population growth while supporting economic vitality, combating global warming, reducing air pollution, protecting and restoring wildlife habitat and natural areas, promoting equity in access to affordable housing and transportation choices, and promoting human health through active living.

To meet these needs and challenges, this RTP proposes to focus investment in the region's downtowns, main streets, employment areas and major travel corridors to protect the community assets in which the region has already invested; reduce the distances that people must travel to work, school and shop; and protect farm, forest and natural areas. Projects proposed for this planning horizon aim to fix safety problems; address growing congestion; provide real options for walking, biking and riding transit; and make travel more affordable and reliable for everyone—including businesses and freight shippers. Proposed projects include new sidewalks, new or expanded bicycle facilities and trails, technology that makes travel safer and more efficient, new roads, expanded transit service and high capacity transit connections, improved interchanges and more capacity in the region's highway system.

The following goals provided the framework for this proposed project list and its associated funding strategies.

### Desired outcomes for a successful region

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

### The 2035 RTP update process and decision timetable

Metro began the 2035 Regional Transportation Plan update in fall 2005, with early scoping that involved regional partners, community organizations and other stakeholders. Work from fall 2006 through fall 2007 included considerable stakeholder and public involvement to determine needs and develop policies that provided a framework to guide updating the RTP. In December 2007, the Metro Council adopted the federal component of the 2035 RTP to meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU). The federal RTP was approved with an Air Quality Conformity Analysis in February 2008.

Following adoption of the federal RTP, staff turned to completing a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. Technical work involved modeling



different land-use and transportation investment scenarios in Fall 2008, to provide a framework for further system development and refinement before soliciting projects and funding strategies from the region's 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland and the Oregon Department of Transportation (ODOT) – the region's transportation providers.

Projects were solicited in spring 2009 through county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. The solicitation resulted in 1,058 proposed projects with a total estimated cost of \$19.6 billion. The list included projects that have expected funding sources and are proposed to be included in the "State RTP Investment Strategy" project list. The list also included projects designed to meet state and regional land use goals, which must have realistic funding strategies rather than expected funding sources based on prior experience.

The draft RTP, draft Regional Transportation System Management and Operations Plan (TSMO), draft Regional Freight Plan and draft High Capacity Transit System Plan summary report and complete list of projects were released for a 30-day public comment period that began on Sept. 15 and ended on Oct. 15, 2009. The RTP comment package was released as part of the Making the Greatest Place effort and Metro's chief operating officer's recommendation titled "Strategies for a sustainable and prosperous region." Public comment received will be considered by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council before those committees and the Metro Council consider a resolution to accept the RTP at their regular meetings in November and December 2009.

Following acceptance of the RTP, staff will conduct a final analysis and prepare findings, an updated draft document and the functional plan amendments needed to implement the new policies and strategies. The final draft RTP will then be released for 45 days of public comment beginning in April 2010, before MPAC, JPACT and the Metro Council consider approval by ordinance in June 2010.

## **Metro's transportation planning responsibilities and the RTP**

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

Metro leads this process in consultation and coordination with federal, state, regional and local governments, resource agencies and other stakeholders. Metro facilitates this consultation, coordination and decision-making through four advisory committees: the Transportation Policy Alternatives Committee, the Metro Technical Advisory Committee, JPACT and MPAC. In addition, the Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington.

Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Intelligent Transportation Systems (ITS) Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement provided advice on public engagement activities.

## **Summary of stakeholder and public involvement (2006-2009)**

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

Methods for engaging public agencies and targeted public and private sector stakeholder groups included stakeholder, task force and advisory committee workshops; meetings with community groups; and meetings with county coordinating committees. County coordinating committees are a forum for staff and elected officials from the counties to coordinate work with their counterparts from the cities within their boundaries.

### **Community and stakeholder engagement, fall 2006-2007**

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

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

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

### **State and federal consultation, fall 2007**

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

### **Making the Greatest Place outreach, fall 2008**

During the fall 2008, Metro launched the "Framing the choices" phase of the Making the Greatest Place initiative. To signify the formal beginning of this particular process, an event was held on Oct. 8, 2008 bringing together elected officials from around the region, appointed officials such as planning commission members and community leaders from business, environmental advocacy and academia. This event set the stage for considering scenario results by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Committee on Transportation (JPACT) as well as for further consideration of policy choices as the region develops a preferred set of local and regional actions that meet 20-year and 50-year needs.

MPAC and JPACT held three joint meetings between October and December 2008 to consider land use, transportation and investment policy choices for future development in the region. More than 100

people attended the sessions which included other elected officials in addition to MPAC and JPACT members, local government staff, and non-government partners. Two discussion guides, “Land use and investment scenarios” and “Transportation and investment scenarios,” were prepared to summarize the results of research conducted during the summer of 2008 to frame the land use, transportation and public investment choices available to policymakers in the region.

The meeting on Oct. 22 focused on the results of various land use and investment policies. The meeting on Nov. 12 focused on transportation options. The final meeting on Dec. 10 focused on selecting a combination of land use, transportation and investment policy options to test further. Each meeting featured the use of electronic polling to indicate participants’ preferences.

## **Stakeholder and public engagement in plan development**

**Regional Freight Plan.** At the beginning of the RTP process, Metro formed a Regional Freight and Goods Movement Task Force, which included 33 members representing the multimodal freight industry, as well as community and government agencies. During its three-year tenure, as part of detailed technical data collection and analysis of freight operations, these regional freight stakeholders were interviewed about shipping logistics, freight mode preferences and selection factors, shipping practices, facility operations and pricing, and freight transportation issues, needs and priorities. This information was used to help shape goals and policy direction for the Regional Freight Plan, as well as provide Metro staff with an understanding of the regional transportation investments needed to support a sustainable economy and keep jobs in the region.

**Regional High Capacity Transit System Plan.** The last broad-based, regionwide consideration of high capacity transit’s role in regional planning dates back to 1982, with some adjustments in later RTP processes. The development of the Regional High Capacity Transit System Plan offered a valuable opportunity to gauge the public’s vision for high capacity transit growth and development. Public input was requested during each phase of the process: the identification of corridors to evaluate, the development of evaluation framework and the evaluation and prioritization of corridors.

During the summer of 2008, feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in about 55 corridors around the region. Over 100 attendees contributed at workshops, farmers’ markets and community events and 200 people completed an online questionnaire. The values collected during public involvement efforts were incorporated into the screening criteria, and 115 community members, planning staff and elected officials completed a questionnaire about the evaluation framework. In spring 2009, Metro shared evaluation results with the public to begin discussing trade-offs, choices and priorities using an interactive web site build-a-system tool and online survey and 31 public outreach events. The online survey was completed by 657 people, and the web site was viewed by 4,256 people.

In addition to the specific input on the identification of corridors, the evaluation framework and the evaluation and prioritization, staff collected overarching themes and policy level public comment. Some of the themes staff heard over the year-long process were access, service and speed, safety and security and connecting high capacity transit to land use.

For detailed reports on these outreach efforts, see the Regional High Capacity Transit System Plan public involvement outreach summary (Metro, May 2009).

The decision-making process for the high capacity transit plan was framed within existing Metro advisory committees. The High Capacity Transit Subcommittee was comprised of 18 representatives from the MTAC and TPAC or their designees. The subcommittee was charged with reviewing public input and technical analysis to provide guidance and consensus-based recommendations that reflected the interests and priorities of local jurisdictions. The subcommittee provided consensus-based recommendations to MTAC and TPAC at key decision points such and then MTAC and TPAC made formal recommendations to the MPAC, JPACT and the Metro Council.

The Portland area has historically been a center of activity for discussion of progressive approaches to land use, transportation and the integration of these in achieving quality communities with vibrant economies and the region has produced some of today's leading thinkers and practitioners on these subjects. The High Capacity Transit Think Tank brought a cross section of these experts and activists together at major milestones to ensure the high capacity transit plan considered and benefited from this body of knowledge and experience. The group was not intended to embody a full representation of the community, but rather a cross section of specialized knowledge and interests. The think tank raised several crucial themes and questions to consider as part of the vision for high capacity transit within the region.

**Regional Transportation System Management and Operations Plan.** The Regional TSMO Plan was developed in conjunction with the 2035 RTP to develop a focused strategy for investment in operations and demand management solutions. Three advisory committees joined efforts to create, review and revise the plan. TransPort, the operations subcommittee of TPAC, served as the technical advisory committee for operations. Its members include transportation operations professionals from across the region. TransPort met monthly between September 2008 and September 2009 to guide plan development. The Regional Travel Options Subcommittee, the transportation demand management subcommittee of TPAC, met bi-monthly during the plan development, providing guidance on TDM transportation demand management solutions. Lastly, a TSMO Policy Work Group was formed to provide high-level policy guidance for the plan. The ad hoc group consisted of TPAC members, key private sector stakeholders, and other transportation professionals that participate in or oversee TSMO activities. The work group met four times during plan development to provide recommendations on the vision and goals, strategies, and implementation actions. Additionally, public presentations were given at TPAC, JPACT and Metro Council meetings.

**Mobility corridors concept in the RTP.** During January 2009, Metro and Oregon Department of Transportation staff conducted 14 coordination interviews with local transportation agencies to provide information about the RTP's mobility corridor concept and to identify issues within each of the 24 corridors in preparation for future workshops.

Through March and April 2009, Metro and ODOT hosted seven mobility corridor workshops across the region, bringing together agencies partners with a common interest in the geographic area covered at each workshop. Together, participants identified a common set of mobility gaps and deficiencies, and discuss the desired function of the corridor and individual transportation facilities. Metro prepared a summary of each workshop that was shared with each agency in advance of the system development phase to help guide selection of investments.

## **Consultations, public engagement, and public notification**

**Public information meetings, state and federal consultations on the RTP.** Information on RTP developments was provided throughout the update process in media briefings of reporters and editorial boards, press releases, media packets, civic journalism, electronic newsletters and fact sheets available through the Metro website and distributed at meetings and events.

Metro Councilors and staff made presentations to community groups, business organizations, local governments, the TriMet Board of Directors, the Oregon Transportation Commission, the Land Conservation and Development Commission, the Bi-State Coordination Committee and other interested advisory committees in the region. In fall 2009, during this public comment period, Metro Councilors and staff met with 44 business, industry and community groups to provide information and listen to concerns about the RTP as well as the land use elements that made up the larger Making the Greatest Place effort.

The RTP project web site posted information about the update process, with a timeline of key decision points and public comment opportunities. Consultation meetings were held during the public comment

period with the Oregon Department of Transportation, the Department of Land Conservation and Development, and the Oregon Department of Environmental Quality and the Federal Highway Administration. Consultation with the Federal Highway Administration, the Federal Transit Administration, and the federal Environmental Protection Agency will occur as part of the air quality conformity determination process in 2010.

**Public comment period notification and comment opportunities on the RTP.** A 30-day public comment period opened on Sept. 15, 2009, with posting of a review draft of the 2035 RTP on Metro's web site and copies on compact disks or paper available upon request. Public outreach for this phase of the 2035 RTP update was promoted as part of a larger integrated land-use and transportation effort dubbed "Making the Greatest Place," which included recommendations from Metro's chief operating officer to maintain what we have, protect the urban growth boundary and bring jobs to the metro region.

Forty-five days before the opening the comment period, electronic notices were distributed to all regional neighborhood associations, citizen participation organizations and interested parties who had asked to be included in Metro's notification lists. The notices included information on how to access the review draft online, dates and times of public open houses and hearings, and instructions on different options for submitting comments. Options included e-mail, an online web comment form, U.S. postal service and testimony submitted at one of seven open houses or five public hearings.

The open houses and public hearings were held on the following dates at the following locations: open houses and written comment opportunities on Sept. 21 in Hillsboro and Sept. 22 in North Portland; open houses and oral testimony opportunities were held on Sept. 24 in Beaverton, Oct. 1 in Gresham, Oct. 8 in Happy Valley, Oct. 13 in Oregon City, and Oct. 15 at Metro in Portland. Because of the large Spanish-speaking population living in the areas, the events in Hillsboro, North Portland and Gresham had a Spanish interpreter present. The presence of the interpreter was promoted in display ads and through a flyer in Spanish that was distributed to organizations that serve Spanish-speaking people in those communities.

The comment period, open houses and public hearings were promoted through display ads published in all the community newspapers, in local and ethnic publications and in The Oregonian. Copies of the ads and notices are presented in an appendix to this report.

## Summary of comments

During the Sept. 15 through Oct. 15, 2009 comment period, Metro received 686 comments on the RTP. In keeping with recent trends, a large portion of the comments – 70 percent (481) came in via the web comment tool, 23 percent (155) by e-mail, and 7 percent (50) at hearings and open houses.

Comments received through the online web tool are summarized as aggregate data and displayed graphs and tables. Comments received at open houses and hearings as well as by e-mail and U.S. mail are briefly summarized in a summary table of comments in a later section. To be included in the public record, comments must identify the author by first and last name; comments without proper identification had to be omitted.

### Comments received at hearings, open houses, e-mail and U.S. mail

Of all comments included in the summary table of comments, two projects accounted nearly half of them – the Sunnybrook Boulevard extension in Clackamas County (29 comments) and a set of arterial connections associated with “Alternative 7” proposed to connect I-5 with OR 99W (62 comments).

Comments opposed to the Sunnybrook Boulevard extensions came from individuals and community organizations concerned about potential environmental damage to sensitive natural areas. Comments in support came from local jurisdictions and area colleges wanting to improve local connectivity.

Comments opposed to some or all of the I-5/OR 99W arterial connections came from mostly from residents concerned about a lack of public process surrounding the proposed Alternative 7, increased traffic, damage to property values, damage to the environment and damage to a community park that would be affected by the northern arterial.

Comments in favor of one or more of the arterials proposed in Alternative 7 came from local jurisdictions, local chambers of commerce and commercial/ industrial interests, especially those that ship freight.

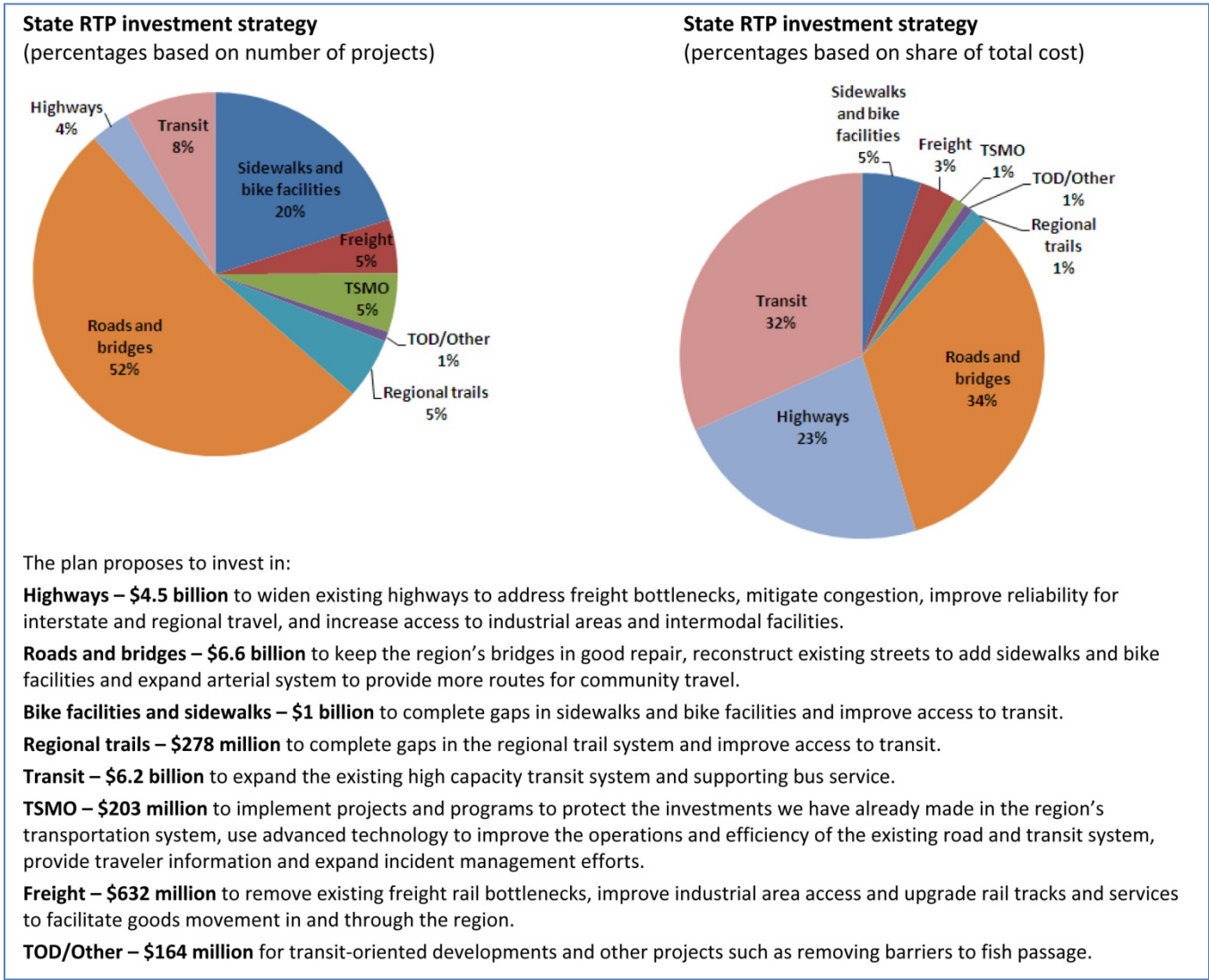
Comments suggesting corrections or requesting administrative changes will result in changes as appropriate. Comments suggesting substantive changes, technical changes or changes to the project list will receive a response from staff in a separate exhibit to be considered by MPAC, JPACT and the Metro Council as part of the resolution of acceptance.

### Web comments

Web comments were solicited using an online questionnaire through links on the “Get involved in Making the Greatest Place” and “2035 Regional Transportation Plan update” web pages as well as links placed in “widgets” published on related web pages. The following pages present key questions in the questionnaire followed by graphic representations of responses to free-text comment opportunities. The free-text comments were coded so they could be quantified and graphed to provide a quick overview of trends and general preferences. Responses that occurred at least twice are included in the graphs; single mentions are listed below each graph. Responses unrelated to the question are not included in this summary report, but will be included in the full comment report.

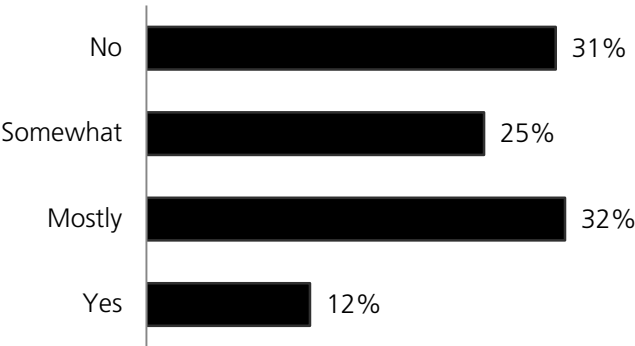
Comments on the balance of investments

The questionnaire provided this information and asked if this was the right balance:



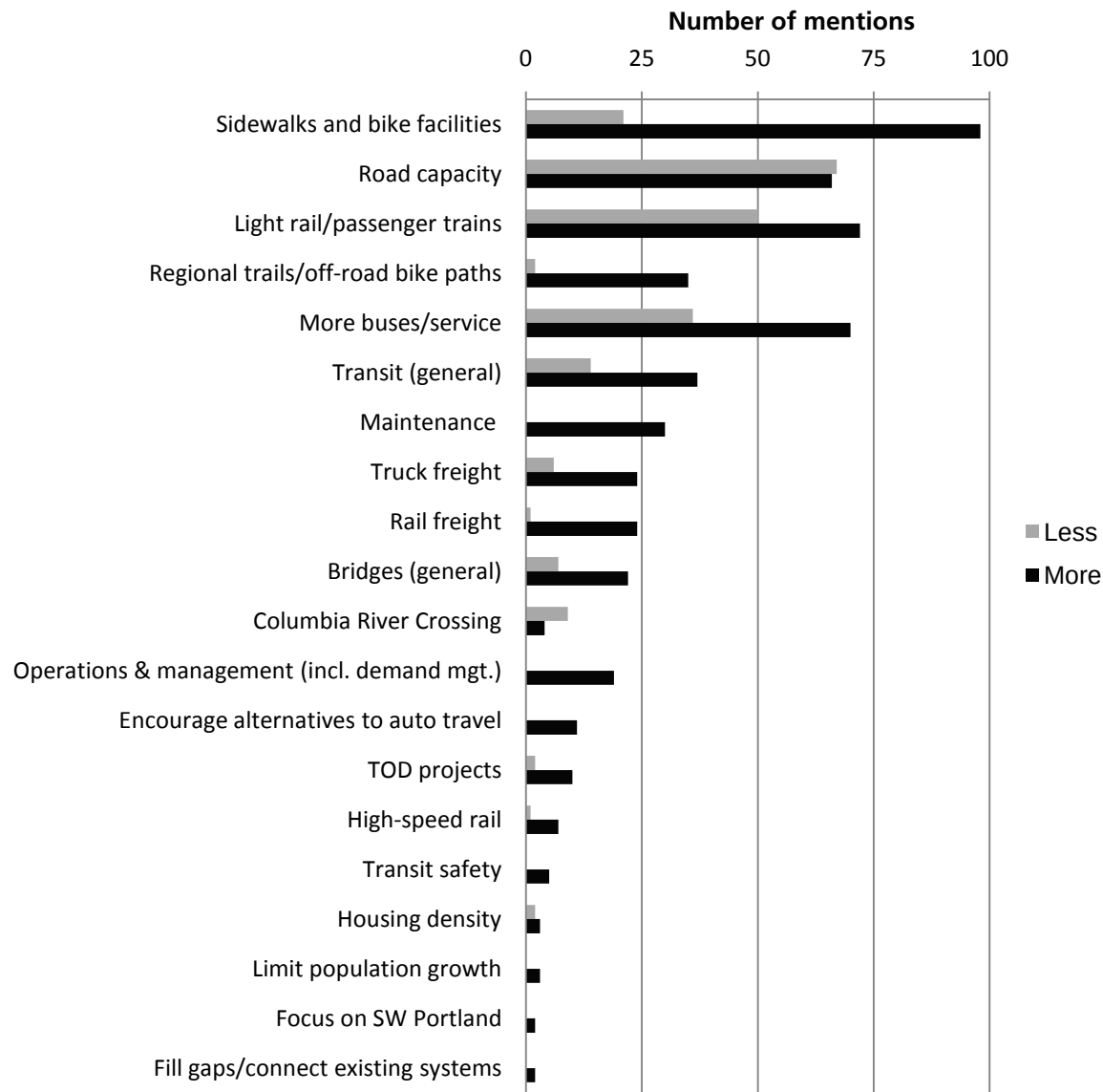
A total of 406 people weighed in on whether this was the right balance of projects. The breakdown of their opinion is illustrated in the graphic below.

Given the goals of the RTP, is this the right balance of projects?



Highlights of free-text comments on the balance of investment

Of the 406 individuals who commented on the balance of investments, 327 individuals offered free-text comments on the emphasis and balance of investments. The graph below illustrates the number of times a particular are of emphasis – either more or less – was mentioned.



In addition to the comments illustrated above, individuals also suggested investments in water freight, studying more possibilities along the Barbur Boulevard corridor, affordable housing, park and ride structures, streetcars and trolleys, high-occupancy vehicle lanes, dedicated bus ways and funding incentives to encourage more use of the existing transit system.



**Comments on high capacity transit priorities**

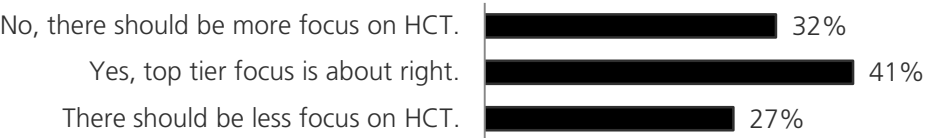
The survey provided this information:

As an element of the RTP, the Regional High Capacity Transit System Plan identified priorities for future investments in light rail, commuter rail, rapid streetcar and bus rapid transit. The process identified three near-term priorities:

- Portland to Gresham in the vicinity of Powell Boulevard
- Portland to Tigard or Sherwood in the vicinity of Barbur Boulevard/Highway 99E
- Service upgrades to all day, 15-minute service on WES between Beaverton and Wilsonville

A total of 340 individuals commented on the high-capacity transit plan. Opinions on investment in the top tier are illustrated in the graphic below.

If the region focuses on the top tier of priority corridors, is that enough for high capacity transit investments?

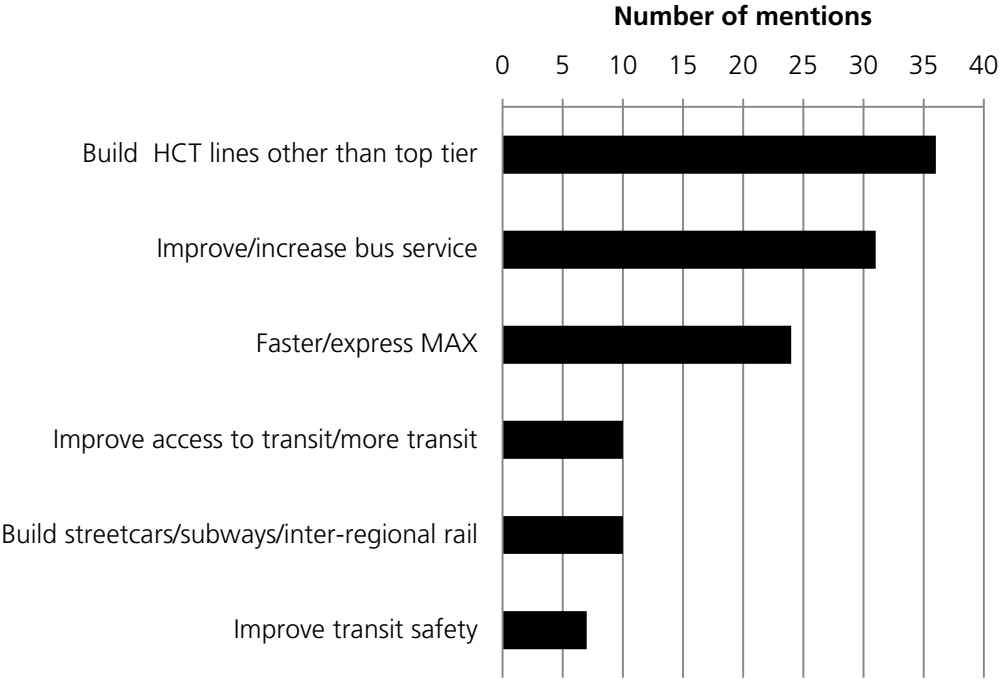


**Summary of free-text comments on the high-capacity transit priorities (2 or more mentions)**

Of the 340 people who weighed in on the high-capacity transit plan, 206 provided specific, free-text comments. In general those who offered comments on high capacity transit were more supportive of transit than not. However, 40 comments opposed any more investment in transit, especially light rail, and 20 suggested investing in roads instead of transit. Thirty-one comments noted that it is critical to “remember bus” as a key part of the system.

Of those in favor of transit investment, several specifically mentioned the idea of high capacity in the vicinity of Barbur Boulevard as a good idea. A few favored high capacity transit in the vicinity of Powell Boulevard and opinions were split on whether to invest more in service improvements to WES. Others expressed interest high capacity transit lines in addition to those in the top tier regional priority list, with a handful suggesting service to Oregon City.

Of the comments in support of transit, 24 supported faster transit service, eight wanted more transit in the form of inter-regional lines, subways or streetcars. Transit safety was important to seven people, and six wanted more access to transit. One comment favored investing in bicycle facilities and one favored land-use solutions. The graphic below provides an overview of comments supporting high-capacity transit investments.



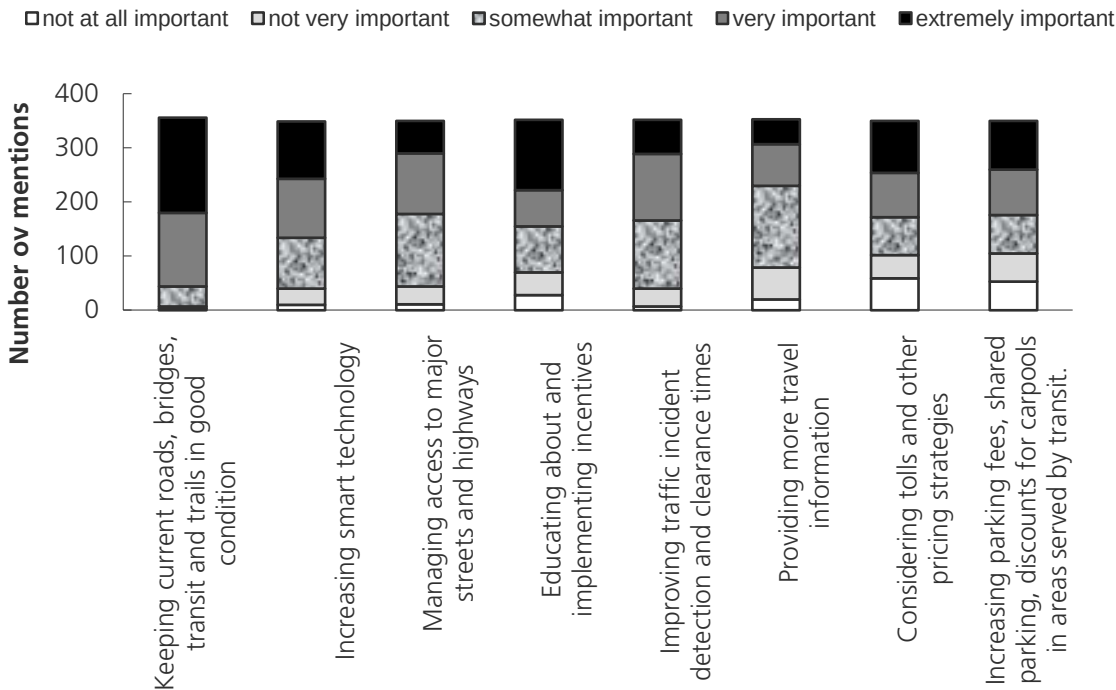
# Comments on the Transportation System Management and Operations Plan

The questionnaire provided this information and asked respondents to rate these possible strategies:

The Regional Transportation System Management and Operations Plan includes many strategies to make the most of our investment in the region's transportation system. When compared to traditional capital investments such as adding new transit service, building new roads or additional lanes, TSMO strategies offer high returns for a comparatively low cost, and can delay or remove the need for additional costly capital-intensive investments. As proposed, the TSMO plan includes more than \$725 million in proposed investments for the 10-year period from 2010 to 2020. How would you rate the importance of each of these strategies to better address congestion and increase efficiency on our transportation system?

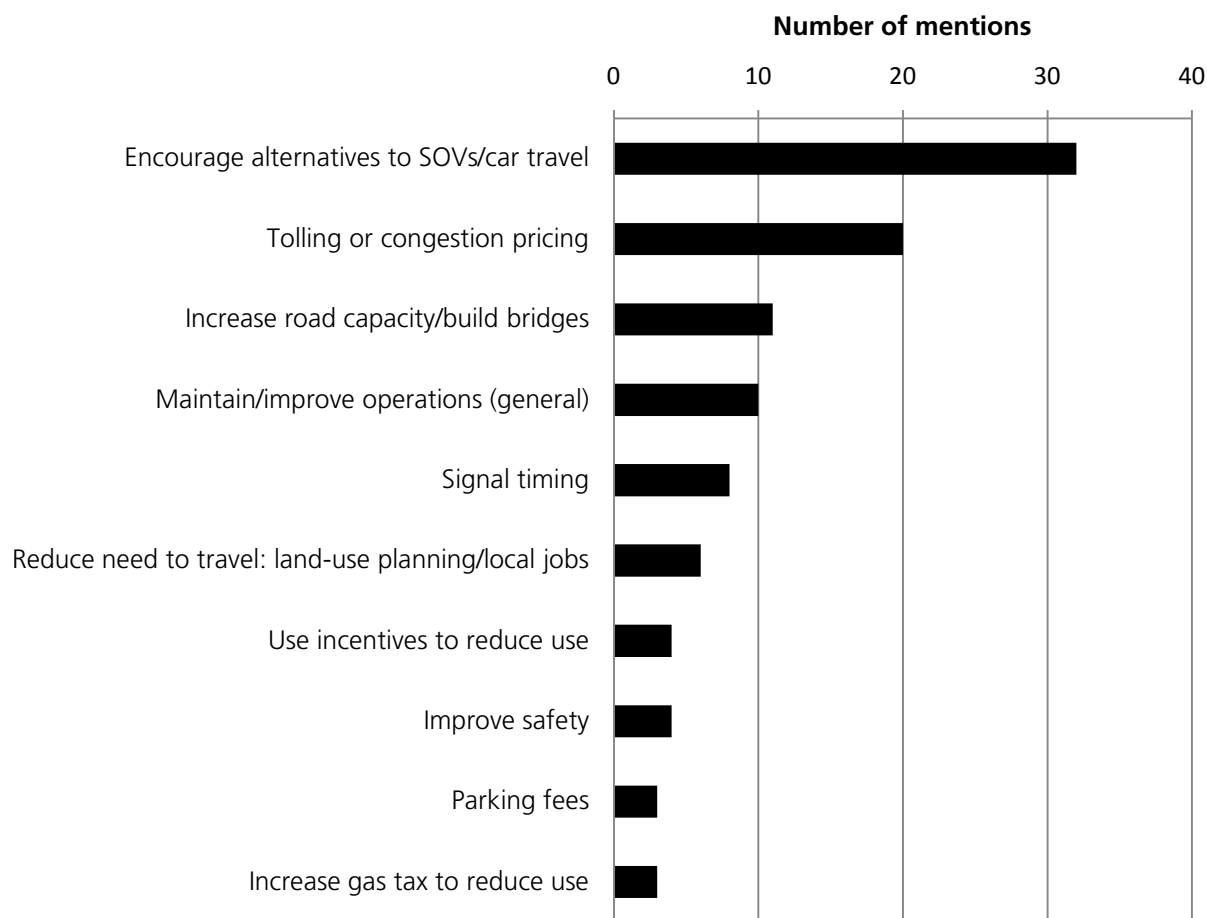
1. Keeping current roads and bridges in good condition
2. Increasing smart technology like signal priority at intersections and more incident and travel time information on the highway system to manage congestion
3. Managing access to major streets and highways
4. Education about and implementing incentives like youth bus pass and employer programs to encourage biking, walking, carpools, vanpools and transit use
5. Improving traffic incident detection and clearance times on highways, major streets and transit networks
6. Providing more travel information to people and businesses, including message signs on highways, radio alerts, ODOT's Tripcheck.com and TriMet's Transit Tracker
7. Considering tolls and other pricing strategies
8. Increasing parking fees, shared parking for multiple uses and price discounts for carpools or short-term parking in centers, downtowns, main streets and areas served by high quality transit.

A total of 356 individuals commented on the TSMO plan. The graphic below illustrates how they rated the importance of each TSMO strategy.



### Summary of free-text comments about the TSMO plan (2 or more mentions)

Of those who commented on the TSMO plan, 143 offered free-text comments on ways to improve the management and operation of the existing transportation system. The graphic below illustrates those comments.



A few strategies were mentioned just once or twice. Those include instituting user fees as a general principle, increasing traffic control, studying successes elsewhere, fixing bottlenecks, improving road signage, building more park-and-ride facilities, reducing freight traffic, bringing back electric buses, instituting a carbon tax, controlling access to throughways, implementing a mileage tax for all vehicles, being careful not to put unequal cost burdens on the poor and controlling population growth.

In addition to these comments, nine comments opposed using parking fees in particular as a means of managing the transportation system.

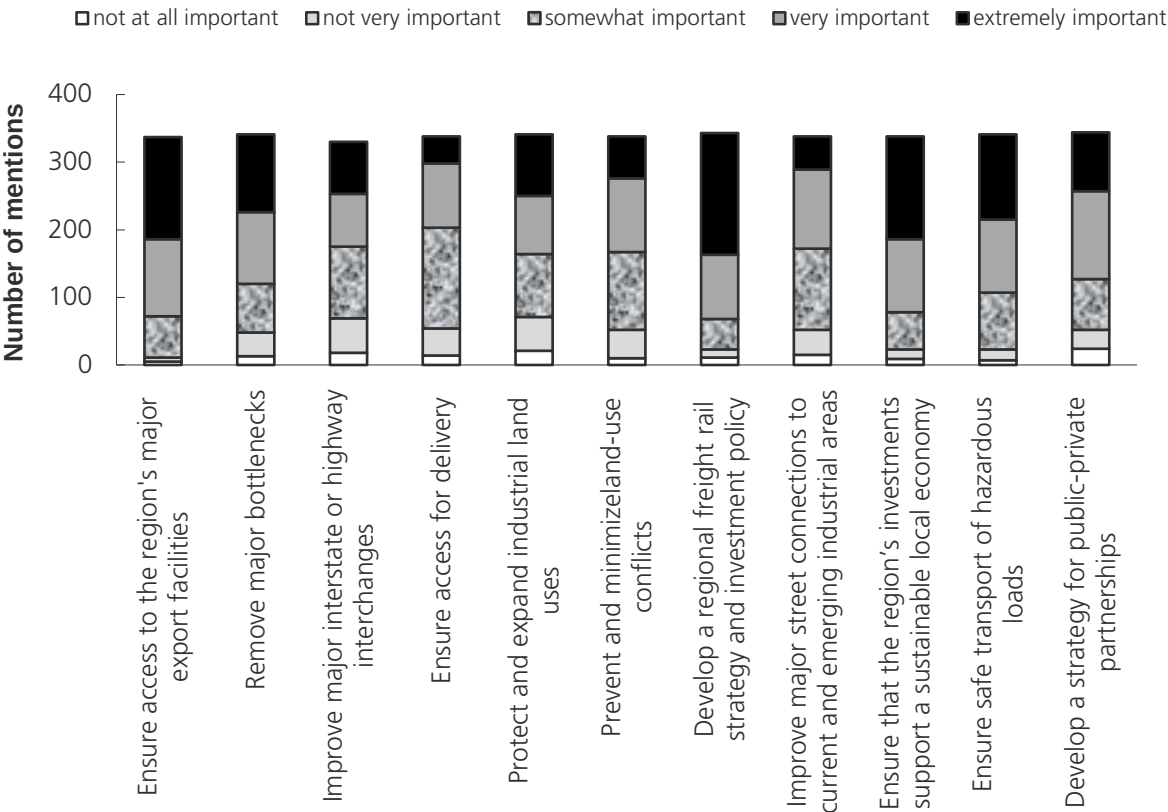
# Comments on freight movement

The questionnaire provided this information and asked respondents to rate these freight-related goals:

About two-thirds of our regional freight move by truck, connecting producers with ports, railroads or the interstate system. Many trucks find their way onto neighborhood streets as they deliver goods to local businesses or provide home delivery. Thus, freight and the business and industrial community often benefit from a wide range of congestion-relief, roadway and bridge projects such as those identified in the RTP. In addition, many transit, pedestrian and bicycle projects help freight move more reliably by moving automobiles off highways.

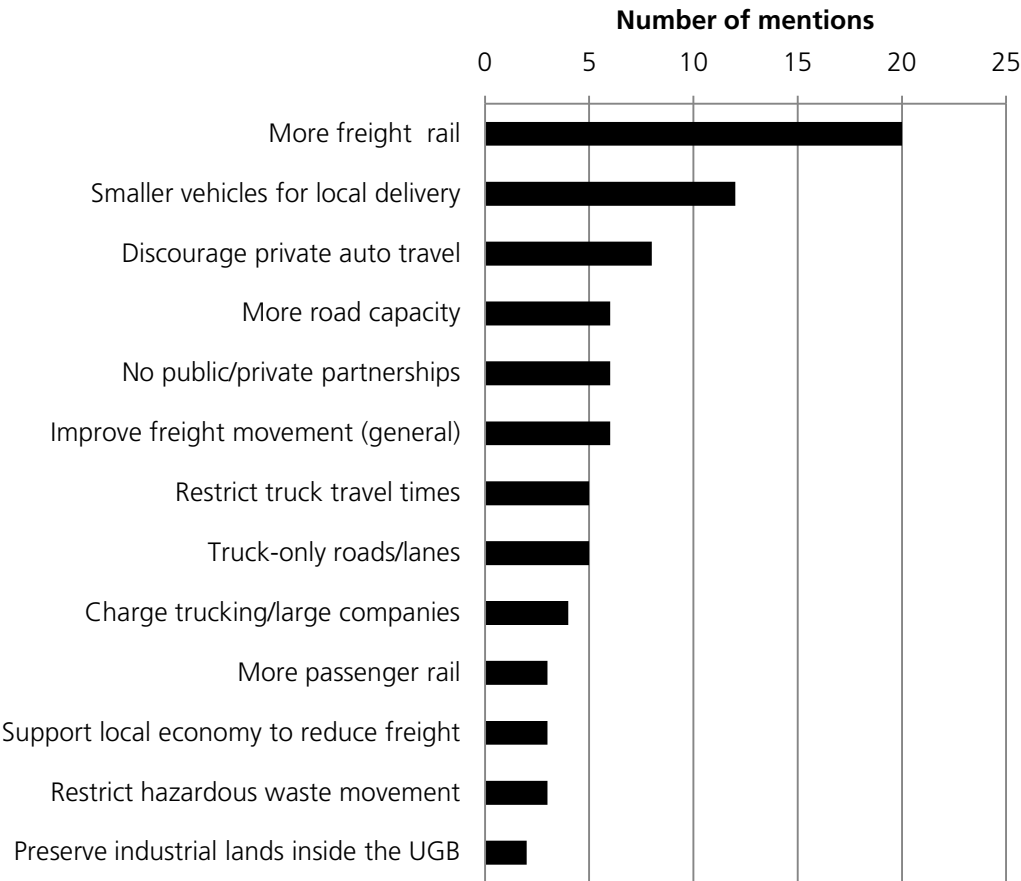
Some specific freight-related policy goals that could be used to guide investment in our transportation system are listed below. How would you rate their importance to our transportation system and economy?

1. Ensure access to the region's major export facilities (Class 1 railroads, interstate highways, air cargo and marine facilities)
2. Remove major bottlenecks to benefit trucks, transit and passenger vehicles
3. Improve major interstate or highway interchanges
4. Ensure access for delivery to retail centers, businesses and homes
5. Protect and expand industrial land uses to provide good quality jobs
6. Prevent and minimize conflicts between industrial and non-industrial or freight-related land uses
7. Develop a regional freight rail strategy and investment policy to ensure that railroads can function in the future to help take some trucks off our highways
8. Improve major street connections to current and emerging industrial areas
9. Ensure that the region's investments support a vibrant and sustainable economy to provide good jobs here
10. Ensure safe transport of hazardous loads with a regional routing strategy that avoids potential conflicts with high capacity transit while maintaining freight rail capacity



Summary of free-text comments on freight movement

A total of 312 individuals commented on the freight plan. Of those 119 offered free-text comments. Items mentioned more than once are shown in the graphic below.



Mentioned once were using innovative approaches to moving freight, such as pneumatic tubes, addressing bottlenecks on rails and roads, using congestion pricing to free up road capacity for freight movement, replacing the swing span on the old railroad bridge, taking safety into consideration in land-use planning, looking at Boone Bridge freight movement, reducing funding for freight movement, and reducing funding for new bridges.

# Comments on funding strategies

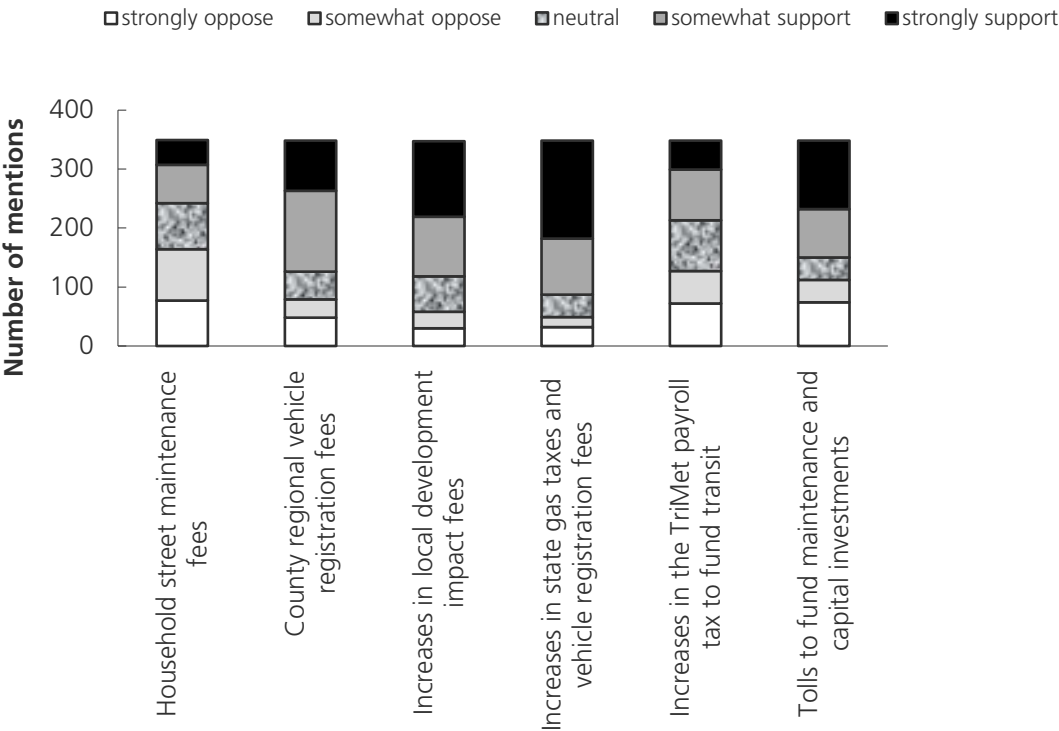
The questionnaire provided this information and asked respondents to rate these funding options:

The region's transportation system is funded through a combination of federal, state, regional and local sources. Federal funds are given to this region with different requirements on how the money can be spent. The state generates funds through a series of user fees that are constitutionally limited to road use, including a gas tax, weight-mile tax for heavy trucks, vehicle/truck registration fees and drivers' license fees. Local sources include city and county gas taxes, dedicated property tax levies, parking revenues and fees on new development. TriMet and SMART collect transit funds through fares and a local business payroll tax.

Currently, there is a growing shortage of funding to adequately repair or build highways, roads, bridges, sidewalks, bike facilities and transit lines. Today the federal government is investing less in local transportation than ever before, and state and local transportation sources are limited. While budgets are shrinking, aging roads and bridges are operating beyond capacity, more freight is moving in the region, and more people are walking, biking and using transit than ever before.

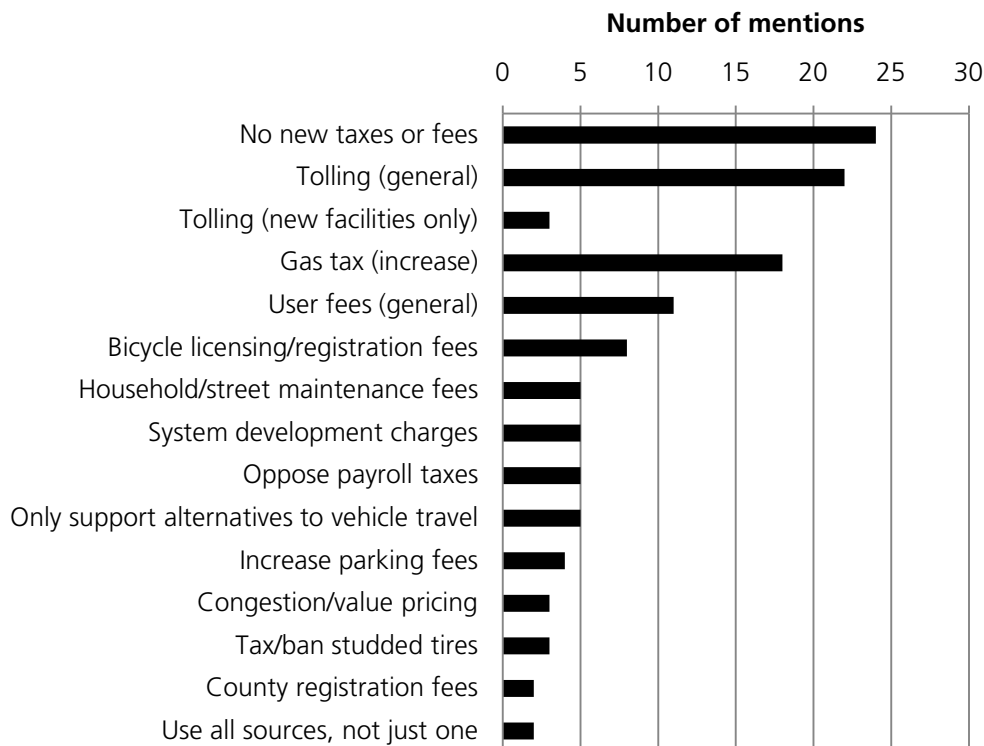
In order to fund the region's transportation priorities, several funding sources are being explored. Rate your support for the following funding options.

1. Household street maintenance fees to fund road and bridge repairs
2. County regional vehicle registration fees to fund capital investments like highways, roads and bridges
3. Increases in local development impact fees (system development charges) to fund capital investments like highways, roads, bridges, sidewalks and bicycle facilities
4. Increases in state gas taxes and vehicle registration fees to fund maintenance and capital investments for highways, roads, bridges, sidewalks, and bicycle facilities
5. Increases in the TriMet payroll tax to fund transit operations and expansion of the region's transit system



### Summary of free-text comments on funding strategies (2 or more mentions)

Of the 352 individuals who rated funding strategies, 142 chose to provide free-text comments on the topic. The graph below shows the number of times these respondents mentioned a particular strategy.



In addition to the strategies shown in the graph above, other strategies that were suggested at least once include issuing bonds for specific projects, reducing government waste, discouraging growth, not funding specific types of projects (e.g., light rail, bicycle facilities, roads and highways), limiting cars to one per household, increasing transit fares, taxing large companies or freight haulers, and implementing weight-mile fees on trucks or cars.



|                     | How should the region should the emphasis of transportation investments?                    | Free-text comments on high-capacity transit priorities.                                                    | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                 |
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| <b>Abbott, Carl</b> | More on freight, transit, trails, and TOD. Less on highways.                                | Service upgrades very important, and should include assistance to bus service as well as top tier transit. | Highways                                                                  |                                        |                                                          |                                          |                                                                                | It is important that impact fees not be outrageously high when applied to expansion or relocation of existing businesses and activities. There are many bad examples in the case of Portland, and we know that Tigard lost (quite properly) in the US Supreme Court when it overreached. |
| <b>Achterman, C</b> | Double the amount for regional trails. This is a vital part of the regional bicycle system. |                                                                                                            |                                                                           |                                        |                                                          |                                          |                                                                                | A mileage based user fee is the only truly equitable source of funds. With this mechanism people would pay for what they used.                                                                                                                                                           |
| <b>Adams, Gary</b>  | We should decrease the amount for freight.                                                  |                                                                                                            |                                                                           |                                        |                                                          |                                          |                                                                                | No new taxes.                                                                                                                                                                                                                                                                            |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                             | Free-text comments on high-capacity transit priorities.                                                                                                           | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                               | If more were invested in TSMO, what should be decreased?                                                                                                                               | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                              |
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| <p><b>Aiona, Debbie</b></p> <p>\$164 million doesn't seem like enough for transit-oriented development or removal of barriers to fish passage. It seems that if we want more people to bike and walk to meet their basic needs we'll need to promote more development that is easily supported by transit, bikeways, and sidewalks. Further, I imagine that it is expensive to remove barriers to fish passage. Given the state of our environment, this needs to be a priority.</p> | <p>From what I understand, there aren't many people using the WES at this point. Perhaps something else should take the place of the third item on this list.</p> |                                                                           | <p>Given the low cost for these items and the potential impact, they should be implemented as soon as practical.</p> | <p>Large highway projects seem impractical at this point when you take into consideration the effects of global climate change and peak oil. I'd decrease investment in this area.</p> |                                          |                                                                                | <p>We need to look at all options for maintaining our infrastructure. It is important to keep in mind the cumulative effect of all these taxes and fees on the individual and ensure that business and households are contributing in proportion to their use. We also need to protect low income people from excessive taxation.</p> |

| How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                              | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                             | Free-text comments on freight priorities           | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                         |
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| Ajami, Sandra A.                                                         | I see nothing for my area of Portland.                  |                                                                           | Why don't you wake up make the cyclists share the burden? They should be licensed, have plates on their vehicles, carry insurance, etc. And, while you're at it, pass laws that force cyclists to abide by the rules of the road, e.g. stop at stop signs, not swerve around cars, etc. If you keep upping parking costs, the downtown area of Portland, already been gutted by Mayor Katz, will become a full-fledged war zone because normal citizens will not be | Why not get rid of the PDC? They are corrupt and the money could be used in better ways. Also, why are so many exempt from paying property taxes? How many millions of dollars are forked over to the developers, etc. in the form of property tax abatements that could be used for the infrastructure of Portland, including transportation, sewers, etc. It is really quite despicable. And just how sensible is it to pass Merrit Paulson all of those millions. | Get the trucks off the roads! Use the rail system. |                                                                                | Please read my previous comments. There is so much wasted resources already. Clean up the mess and then have another look at how much is needed. |

|                     | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                | Free-text comments on TSMO investments                         | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                            | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                             |
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| <b>Alford, Seth</b> | I do not support any expansion of any rail based street level transit. As a bicyclist, I'd rather share the road with busses than with train tracks. So you can probably reduce or eliminate the \$6.2 billion for "high capacity transit" which I assume is Metro-speak for more railroads. What kind of bicycle facilities? I don't support additional cycle tracks or buffered bike lanes. I'd rather see the money spent fixing the gaps in the existing bicycle infrastructure, such as the gaps in the bike lanes on Barbur between Capitol and Multnomah Blvd., adding a bike lane to Garden Home Road between Oleson and Scholls Ferry, and most importantly, fixing crash corner also known as the intersection of Beaverton-Hillsdale/Oleson/Scholls. | No more on-street rail. I'd rather see more busses.     | I would suggest that those of you who are reading the results of this survey should do so with many grains of salt, given the slanted questions in it, like the one I'm answering right now: "If more funds were invested in high capacity transit, what other types of investment should be decreased?" | When are you going to start paying me to ride my bike to work? | No more spending on rail transit.                        | On paper, "public-private partnerships" are a good idea. In practice they end up being things like a stadium for the Beavers in Beaverton, or a convention center hotel. That is, a waste of money. | Rail based transit.                                                            | Light rail is incredibly expensive. The WES was incredibly expensive, and for not much return. Stop spending money on rail projects. |



|                          | How should the region should the emphasis of transportation investments?                                                                                                                                                                | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | If more were invested in high capacity transit, what should be decreased?                                         | Free-text comments on TSMO investments                     | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Armstrong, Dianne</b> | Given our large investment in light rail, I believe more people would use the systems if the 'last mile' problem could be solved. A more nimble fleet of smaller type shuttles instead of behemoth TriMet busses might serve us better. | More suburb-to-suburb high capacity transit is needed. SOOOO many of us work outside the downtown area and thinking in that old central-city hub mentality is outdated. PLEASE plan on more locations for suburbanites to park. Many times I've tried to take MAX to Portland or the airport but the Sunset Transit Center is full, forcing me to drive the entire way. A bit more planning and floors on the parking structures would go a long way to greater utilization of our rail systems. The WES also suffers from this exact same problem. | Busses! I see so many that have only 1 or 2 passengers or are totally empty. This system needs to be right-sized! | Timing of signals along heavily traveled routes is a must! |                                                          |                                          |                                                                                |                                          |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Free-text comments on high-capacity transit priorities.                                                                                                                                                                          | If more were invested in high capacity transit, what should be decreased?                                                                                                        | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                     | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                | If more funds were invested in freight improvements, what should be decreased?                                                                          | Free-text comments on funding strategies                                                                                                                      |
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| <p><b>Armstrong, Janet B.</b></p> <p>There needs to be more in the way of separate routes and options for bicycle-pedestrian traffic, where routes are well buffered from vehicular traffic. Right now, the bikeways on the right side of existing roadways are confusing and dangerous, especially on arterials and other busy roadways. Autos can begin a right hand turn without the driver being able to see a bicyclist coming fast from somewhere behind them on their right, and the bicyclist whips by on the right without waiting for the automobile turn to be completed, or even noticing that someone's turn signal was on, which means a crash or near miss. I also see a lot of people riding bikes on the sidewalk. This would be preferable for young riders or inexperienced riders out</p> | <p>For people to actually use high capacity transit, the service needs to be convenient in terms of frequency and times of day. It also needs to be safe, not just used by the dregs of society, as seems evident right now.</p> | <p>Highway widening for faster vehicles and trucks. Trucks should have their own roadway system, and train transport should be emphasized over making more roads for trucks.</p> | <p>If mass transit were safer, faster, and much more convenient, people would actually use it. Right now, it is way too inconvenient except for commuting and attending an occasional game or concert. Evening/after school hours are scary with gangs on board, as well as druggies and ex-cons talking about their exploits in a manner intended to be intimidating.</p> | <p>Police on every MAX train.</p>                        | <p>Taxpayers shouldn't have to bear the burden for truck transport. Trucks ruin the roads and the environment. Switching back to train transport is very important.</p> | <p>Hiway widenings and expansions that are not aesthetic improvements like those in northern Washington (retaining wall murals, landscaping, etc.).</p> | <p>They use tolls all over the East Coast and Midwest. All the bridges in the San Francisco area also have tolls. We are really behind in not using them.</p> |

|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                     | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                                  | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?                                                                                                                               | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?                                                                        | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <b>Armstrong, Tom</b> | In order to address climate change goals, 2/3 of funding should be spent on projects that promote ped/bike/transit mobility.                                                                                                                                                                                     | In order to meet climate change goals, we need more higher capacity transit. We need to start building these lines at a faster rate than once every 5-7 years.                                                                                              | HCT investment is low-carbon replacement capacity for highways.                                                                                                                                                                                                                                                                                            |                                        |                                                                                                                                                                                        |                                          |                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Arnesen, Chris</b> | Various transportation reports indicate that widening existing highways actually encourage additional usage, leading to more, not less, congestion and bottlenecks. I believe that while the existing highways should be maintained and efficiencies made, widening shouldn't be where the dollars be allocated. | Given the metro region growth potential, I believe there couldn't be enough high capacity transit investments. The proposal gives an excellent starting point, but providing additional transit investments will secure the future needs for the community. | I believe that the highway investment should be decreased in order to provide additional investment in high capacity transit. As I previously stated, I believe widening the highways will encourage usage, leading to increased congestion, no less, so moving those funds to high capacity transit would help resolve the problem of highway congestion. | None.                                  | I believe this could be a "self-funding" proposition. If transpiration systems management and operation are better optimized, there would be less expenses, saving investment dollars. | None.                                    | I don't believe that additional fund should be specifically invested into freight improvements if it would require other investments to be decreased. | This is a fairly simple state issue that could be easily resolve. State vehicle registration fees should absolutely be based on the damage they cause to streets, and distributed to cities and counties based on where those vehicles are registered. Fuel surcharges should be implemented on a county basis and distributed to cities based on where the fuel is purchased from. I would support a "fuel" surcharge on an electric vehicle as well as long as it's applied per KWh, not as part of the car registration fee. |



|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                          | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                 | If more were invested in high capacity transit, what should be decreased?                                                      | Free-text comments on TSMO investments                                                                                                                                                                                                                                    | If more were invested in TSMO, what should be decreased?              | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                           | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                   |
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| <b>Averbeck, R.</b>    | Please increase the investment (dollars) for pedestrian and bicycle improvements. An investment strategy of only 5% of dollars proposed is not enough. Walking and biking are part of the solution to reducing congestion and carbon emissions. It won't be possible to reduce the dependence on autos unless transportation strategy and spending gives greater equity to these alternate modes. | The second corridor listed above should be the region's highest priority. This is 99W, not 99E... A corridor refinement plan for Barbur Blvd, I - 5 and 99W from Portland to Tigard, including associated arterials and town centers should be completed as soon as possible. I support the concept of building light rail through this corridor if the design limits removal of homes along the route. | Stop adding capacity in the form of additional lanes / highway widening, this only adds to future congestion for auto traffic, | Increase incentives for commuters to use transit, including better / secure bike parking at transit centers, improved & safe connections for pedestrians to bus routes & stops, and support for Trimet to reinstate many of cancelled routes & recent service reductions. | A smaller CRC bridge that includes light rail, bike & ped facilities. | Why is transit included in this question? "Remove major bottlenecks to benefit trucks, transit and passenger vehicles" Perhaps downtown Portland is a bottle neck for light rail, eventually a loop system that bypasses downtown should be considered. Existing conditions / peak hour congestion on several hwy corridors create bottlenecks for bus traffic, but the solution is less cars, not | I do not recommend investing more funds in freight improvements.               | I also support increased parking fees in downtown cores to limit auto traffic, and car parking fees at transit centers, to provide reliability. Additional secure bike parking at transit centers should be provided, I am willing to pay for this service, and car drivers should also pay for parking... |
| <b>Baker, Stephen</b>  | more rapid transit, less highway construction, more trails/bikepaths/sidewalks                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                         | expanding highways                                                                                                             |                                                                                                                                                                                                                                                                           |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                |                                                                                                                                                                                                                                                                                                            |
| <b>Ballestrem, Val</b> | fewer highway dollars, more emphasis on passenger rail and freight movement                                                                                                                                                                                                                                                                                                                       | More rail, fewer buses, using existing right of way.                                                                                                                                                                                                                                                                                                                                                    | highway construction                                                                                                           |                                                                                                                                                                                                                                                                           |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                |                                                                                                                                                                                                                                                                                                            |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                           | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                  | If more were invested in TSMO, what should be decreased?                                                               | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <p><b>Barth, Gary</b></p> <p>Existing roads and bridges need to be enhanced and/or maintained before we invest such a large amount in bike and ped. The investment is disproportionate to need and use as currently identified. We should identify bike "zones" (i.e. dense, urban) where the infrastructure investment should be the highest priority but outside these zones other needs are more important.</p> |                                                         |                                                                           | Take care of the current system and make modifications to eliminate bottlenecks and improve flow. Use technology to aid in this effort. | Bike and light rail. Use Bus Rapid Transit for future high capacity as a complement and lower cost alternative to LRT. |                                          |                                                                                | Tolls only on new infrastructure         |
| <p><b>Bartruff, Victor</b></p>                                                                                                                                                                                                                                                                                                                                                                                     |                                                         |                                                                           |                                                                                                                                         |                                                                                                                        |                                          |                                                                                | Reduce other government spending         |

|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                       | If more were invested in high capacity transit, what should be decreased?                                 | Free-text comments on TSMO investments                                                                                                                                                                                                             | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                            | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                      |
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| <b>Batterman, Joel</b> | The proposed plan continues to prioritize road expansion at the expense of other modes of travel. This is not consonant with the goal of a sustainable transportation system that protects the environment and ensures community health. On the contrary, excessive road construction will deepen dependence on the automobile, increase pollution, and threaten the future of young people like myself, who face a future clouded by the mounting costs of global warming. To ensure a better future for the region, Metro must limit subsidies for highway expansion while boosting investments in bicycle facilities, pedestrian infrastructure, and comprehensive transit service. | In a world of unstable fuel prices and damaging climate change, the region cannot afford to move slowly when it comes to meeting the region's need for high-capacity transit. While we have made substantial progress over the past several decades, we must redouble our efforts and accelerate transit development that meets current needs and shapes development in future. This necessitates more than two near-term transit priorities. | As stated previously, wasteful subsidies for additional highway capacity should be substantially reduced. | Tolls are a necessary tool for managing congestion, but they must only be implemented in conjunction with a tiered pricing system or similar tool to ensure that their burden does not fall disproportionately on those who can least afford them. | Funding for highway expansion should be decreased.       | More details are necessary on the subject of public-private partnerships for the public to make an informed choice. | Funds for highway expansion.                                                   | Funding sources should be used as a tool for encouraging commuters to choose transport modes that ensure a sustainable future for the region. |

|                      | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                 | Free-text comments on capacity transit priorities.                                                                                                                                                                                                               | If more were invested in high capacity transit, what should be decreased?                                                                          | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                          | If more were invested in TSMO, what should be decreased?                                                     | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>Baucom, J</b>     | Transit amount is too high. Roads and bridges in the area are heading the way of a third world country. When are you going to rebuild the sellwood bridge. Instead a truly stupid pedestrian only bridge is on the table as a transit option. What about the replacement of the I5 bridge across the Columbia? We just have artists and dreamers wasting our time with expensive frills. | I think WES is an example of a good solution using existing infrastructure and right of way. How is the usage level? I live in SW and trimet has reduced the 1 route. I have no further interest in taking transit because it takes too long and is inconvenient | Work in downtown Portland link the couplet that adams is pushing. What a waste! How about decreasing funding on the bus mall. Again, what a waste. | It always the same solution isn't it? Raise taxes & add tolls. How about increasing efficiency and getting more bang for your buck on a project. Smart technology is a good use of tax dollars. I advocate maintaining current infrastructure. I cycle, but I don't see improving trails as a high priority unless cyclists pay for it. Some of the bike paths in Beaverton are ridiculous and make the commute more dangerous. | How about decreasing state & local government employees jobs, so we can use the PERS money to fix the roads. |                                          |                                                                                | Gas tax should not be used for non automotive projects. I don't believe the county would spend the money judiciously. I don't trust our government to spend the money appropriately. My neighborhood in SW lacks sidewalks connecting the various developments, but Sam Adams can waste money downtown with our tax dollars. I also don't like trimet's solution to decrease service in an economic downturn. |
| <b>Bauske, Brian</b> | Build the largest Columbia Crossing possible                                                                                                                                                                                                                                                                                                                                             | Keep frequent service on #4 & #14 bus lines                                                                                                                                                                                                                      |                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                              |                                          |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                               |

|                                      | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                            | Free-text comments on high-capacity transit priorities.                                                                                                                                        | If more were invested in high capacity transit, what should be decreased?                                   | Free-text comments on TSMO investments                                                           | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                                             | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Beasley, Geof and Jim Sampson</b> | Increase percentage of money for new transit projects at the expense of highways. Initiate a tolling system (with subsidies for low income earners) on all highway arterials that will reduce "rush hour" use and raise revenue for road maintenance. Work with the state to raise the gas tax a considerable amount, and if the state is unwilling to do it, to add a Metro gas tax, which will reduce automobile use and raise revenue for roads. | Focusing on the top tier will help to get those systems in place faster, but long-term considerations should be given to completing the network to other metropolitan areas in the next phase. | Highways, absolutely. Funds for those projects should be raised completely with tolling and gasoline taxes. | Gasoline tax increase, gasoline tax increase, gasoline tax increase!!!!!! By dollars per gallon! | New highway construction. New road construction, considering that the UGB should be left in place, allowing current infrastructure to provide the needs without need for new roads to serve new areas (other than those areas, such as Damascus, which have already been brought in. |                                          | new highway construction.                                                      |                                          |

|                              | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Free-text comments on high-capacity transit priorities.                                                                                                                     | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Beauchamp, Vicki Jean</b> | We can keep building roads and freeways. But it won't reduce traffic. It won't even be a drop in the bucket. Instead, I'd like to see a larger investment in freight, regional trails (which could bring in tourism), and bike & pedestrian facilities (which also could bring in tourism). We know that freight is badly provided for, and is of the utmost importance. We know that people want to get out of their cars if there are safe and reasonable provisions in the way of public transit, bike facilities, and walkways. |                                                                                                                                                                             |                                                                           |                                        |                                                          |                                          | roads, highways                                                                |                                          |
| <b>Beck, Thomas</b>          | With the emphasis on sustainability, there needs to be more on bike facilities and trails and on Regional trails.                                                                                                                                                                                                                                                                                                                                                                                                                   | Since Forest Grove and Cornelius are part of Metro, to meet Metro's sustainability goals, these two areas need to have a stronger connection to the central parts of Metro. | Highways                                                                  |                                        |                                                          |                                          |                                                                                |                                          |

|                        | How should the region should the emphasis of transportation investments?                                                                                                                            | Free-text comments on high-capacity transit priorities.                                                                                                                                                                     | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                             | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                               | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                  |
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| <b>Bennett, Leann</b>  | Possibly more \$\$ to existing roadways. I do not want to see new roadways or highways being built. Look to Europe to see how to best manage more cars/people on less roadways. Conserve farm land. | Note 99E is not located near Sherwood/Tigard this is 99W. I-5 is not functioning. Develop thru road(one lane only devoted) from Portland/Tigard/Tualatin to Salem on I-5 for trucks etc. See Florida's Freeways as example. | new Highway projects. Please spend highway \$\$ on                        | DO not tax or implement higher fees for people parking to take mass transit. I already hear people complain about the cost of WES. |                                                          | Area's like tualatin and Wilsonville should have devoted traffic lanes for Trucks to enter freeways. Do not dump more residential into these industrial traffic areas. |                                                                                |                                                                                                                                                                                                                           |
| <b>Bentley, Judith</b> |                                                                                                                                                                                                     | I hope the Milwaukie route wasn't mentioned because it is already in the early stages of being built.                                                                                                                       |                                                                           |                                                                                                                                    |                                                          |                                                                                                                                                                        |                                                                                | I believe public transportation should be supported mostly through income taxes on both business & individuals or sales taxes to the extent that using public transportation would be very economical as it is in Europe. |
| <b>Bernal, Stephen</b> | Too focused on building and expanding roads. More focus should be given to building and expanding alternate transportation routes that give users choices for lower-impact, less-polluting options. |                                                                                                                                                                                                                             | Roads and single-traveler options should be discouraged.                  |                                                                                                                                    |                                                          |                                                                                                                                                                        |                                                                                |                                                                                                                                                                                                                           |

|                     | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                         |
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| <b>Betts, Hella</b> | Bike facilities and sidewalk improvements are dollar wise out of portion with freight movement. With more product moving via the internet and less on instore buying there has to be more attention taken to facilitating product movement. If you do not make this mode of transportation safe and fast you loose on all of the above. | Although, number three is a waste of money.             |                                                                           |                                        |                                                          |                                          | If the above are worked on that should be enough.                              | Oregon cannot afford to tax small businesses too much more. With health insurance on the raise, city, county, trimet, property,saif - these all go up everyyear and should stop. |



|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                              | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                              | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments     | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                |
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| <b>Binder, Leandra</b> | The balance is probably right. I'd like to see more emphasis on improving connections to outlying areas, taking into account that Oregon's land use laws prevent sprawl that might otherwise be encouraged by building high-speed connections to the 99W and US 26 corridors from Portland's existing freeway system. | There needs to be a better connection for eastside residents to get to westside jobs. MAX functions as a streetcar in downtown Portland, adding roughly 3 1/2 hours weekly to cross-town commutes. Either a new cross-town MAX line, express scheduling on some trains, or a downtown tunnel with just one stop (at Pioneer Square) would make cross town commutes more effective. The idea of adding jobs to the east side sounds good, but it hasn't happened yet. | Road improvements within the urbanized area.                              | Dump the gas tax. Charge drivers per mile. | Highway improvements within the urbanized area.          |                                          |                                                                                | Gas tax is unfair. Low MPG vehicles pay more per mile than high MPG vehicles. As cars get higher MPG gas tax collections will decrease. |
| <b>Bird, Charles</b>   | Metro must focus emphasis on improving quality of life not on increasing the regions population. this is a hard problem however our leadership must engage this most important issue. Aske the question do we want one million more people in the region by 2035. We must manage this.                                | With a stable population the focus can be on quality of life, health care, living wage jobs, affordable housing and elimination of poverty.                                                                                                                                                                                                                                                                                                                          | Don't do it.                                                              |                                            | High capacity transit                                    |                                          | money spent to promote increasing Metro's population.                          | Take a look at what we did in Milwaukee to accomplish this.                                                                             |

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| <b>Black, Amanda</b> | I'm looking for more creative partnerships to provide high-speed train facilities along the Vancouver BC to Portland (and south) corridor as an alternative to driving. Yes, maintain the freeways, and get the new bridge across the Columbia, but give us the option of connecting to other large urban areas by rail. If I had the option of taking the train to Seattle for business, I would never drive/fly. Separating passenger rail from freight will benefit both. | Start with being more realistic about where to put sidewalks. Connecting pieces to allow easier movement between neighborhoods, and to services is great. Not every side street needs one. New development should not be allowed to be built without the infrastructure going in to support it...we spend too much money going back & trying to correct gaps. And, I'm willing to pay tolls to raise money for new bridges & rapid mass transit. I know that this is anathema to many, but our roads/bridges/rail are a disgrace and the money isn't going to just appear by wishful thinking. |                                                                           | Try for incentives (a handful of well advertised, high impact) to modify behaviour rather than lots of new fees that just build up a sense of being nickled & dimed for everything and punished into the bargain. |                                                          |                                          |                                                                                | SDC's haven't shown that they can successfully work: conceptually a nice idea, but every attempt I've seen tried in Portland had problems. Household fees are a sore point for those of us who already pay our taxes etc etc and still live on unimproved or unpaved streets that are being even further degraded by policies encouraging in-fill building without appropriate infrastructure supports. Wouldn't necessarily be opposed if monies were clearly being effectively used to improve services for everyone and not jst a few |

|                          | How should the region should the emphasis of transportation investments?                                              | Free-text comments on capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                         | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                 | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <b>Bleckinger, Craig</b> | Less money on roads, bridges and highways. More money on transit, sidewalks and bike facilities, and regional trails. |                                                    | Roads and highways.                                                       | # 1 - Keeping current ... in good condition: It is important to maintain our investments, but maintaining and keeping in good conditions does NOT mean adding more lanes. #4 - Educating ... compared to most other items on this list, this is a very low cost way to increase use of transit and biking. #6 - Providing more travel info: providing travel info is important, but I think what is currently available is more than adequate. |                                                          | Items #5 and #9: there may be a question later in the survey that the following comments better relate to, but if not, then: The practice of giving tax breaks and incentives for business to locate in the Metro area should end. If a business wants to locate or expand in the area because they like what the area has to offer, then good - let them come and provide jobs and pay their fair share of their impact | Less money on more highway lanes and bridges.                                  | #4 - Increase in state gas taxes and registration fees: I wanted to check both strongly support and strongly oppose as this should have been 2 questions. I strongly support a large increase in the gas tax as this collects more money from those that use the road system the most, and also encourages the use of transit and bikes, and based on gas prices the past 2 years, encourages people to buy more fuel efficient cars. I am strongly opposed to increasing the registration fee as this charges people no matter how much they drive. |
| <b>Blowers, Joseph</b>   | Increase the allocations to mass transit and alternative transportation in the light of global climate change.        |                                                    |                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| <b>Bodine, Julia</b> | I agree with bus service, but I have seen a huge change in crime brought in the area I live and work in due to the light rail. I wonder if it does more harm than good. I know a lot of people who will NOT ride the rail because it is so unsafe. Less money should go to trails. If people want trails let them get together as a community & work on the trails. I think the highways and roads should get more money and transit system, trails, and sidewalks/bicycles should get less money. You need good roads and highways to transport goods and services that support life. All the other areas are secondary and not really needed to support life. The roads and highways are used by trucks bringing food and | I think the bus is important, but I do not support rapid transit unless the crime stops on the rail system. |                                                                           |                                        |                                                          |                                          | trails, bicycle paths, sidewalks, light rail                                   | I think the public sector needs to think more like the private sector when it comes to pay and benefits. I run a business and if I can't afford to hire an extra person that means I have to work harder and smarter. If I have only so much money, then benefits have to be cut, etc. |

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| <b>Bonner, Lynn</b>  | Minimize increasing and improving freeways -- that just attracts more SOVs: "You can't build your way out of congestion". Implement traffic management approaches, e.g. left turn lanes, timed signals, enforce laws against blocking intersection; enforce using turn signals so people can turn left w/o waiting so long. Use \$ to increase frequency of mass transit so using it will be more attractive than driving. Public education on how to ride and drive more thoughtfully. Drive less/save more program is good. Jam it down our throats. |                                                                                                              |                                                                           | Tolls would be excellent if there were a way to address their regressive nature -- the disproportionate cost to the poor. If we can have learned to recycle in only a few years, perhaps through massive public education, we can learn to drive less, more considerately, and efficiently. ALSO, put people who text while driving IN JAIL. | Less investment in highways. Make trucks use highways more in off-peak hours. |                                          | build and enlarge fewer highways.                                              | Find a way not to make the poor pay a disproportionate amount. I can't imagine how to do it, but taxes seem better than across-the-board fees. I hope there are "equity economists" who can figure this out. |
| <b>Bonney, Patty</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Barbur Blvd/Hwy 99E makes no sense. Do you mean Barbur Blvd/Hwy 99W? If you mean 99W, yes, it's much needed. |                                                                           |                                                                                                                                                                                                                                                                                                                                              |                                                                               |                                          |                                                                                |                                                                                                                                                                                                              |

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| <b>Boon, Tom</b>   | Maintaining what we have is important. I don't know how the pie charts depict maintenance. | A comment from this life long freight train engineer would remind you that trains and people and cars can't be in the same place at the same time. I'd like to see underground or overhead trains because the road capacity isn't decreased, and chances for accidents is less, and track maintenance is less because of less exposure to the ground &/or elements. | I'm not a fan of WES because I believe as the price of gasoline increases, commuting distances will decrease. Powell, Barbur Blvd., and Vancouver should have high capacity, high speed priority. | Bring back the electric bus            |                                                          | The railroads are going to abuse whatever incentive is provided. They have a lot of money! Don't give them any. Provide the means for them to develop what is needed, without public funding. If you dangle a buck under their nose, they will inconvenience customers and the public for as long as it takes to get something for nothing. | No public funds for private business.                                          |                                          |
| <b>Bopp, John</b>  | Less for transit and no money for bikes. I -5 bridge is very important                     | Light rail spending has resulted in the decline of roads and bridges.                                                                                                                                                                                                                                                                                               | No more money for high capacity transit                                                                                                                                                           |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                             |                                                                                |                                          |
| <b>Bowers, Lew</b> | Key to the future is vibrant transit system, more \$ there                                 |                                                                                                                                                                                                                                                                                                                                                                     | roads                                                                                                                                                                                             |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                             |                                                                                |                                          |

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| <b>Brandow, David</b> | No more money to fish passage projects...lets wait until we how many salmon and steelhead return to the Sandy river system now that not a single barrier exists between or on that system since the final dam was removed a year ago. Transit...get tough on the unions and force them to accept smaller fuel efficient buses to be used in non-peak hours...drivers to be paid less also for driving smaller buses...more people would maybe use them if the service was more frequent...serve the customers and not the drivers/unions. More money for security of users of mass transit....customers first yes? Figure out a way to keep road traffic and bicycles some mixing...they just do not mix...for the same | Less emphasis on mass transit...that's because this area and in fact all areas were developed without the use of mass transit. Typically economies that rely on mass transit are referred to as 3rd world economies...also the assertion that mass transit and biking is good for the economy is patently absurd given in this current recession that Oregon has consistently had one of the worst unemployment rates in the country. |                                                                           |                                        |                                                          |                                                                       | I would like a transportation tax based on your proximity to downtown portland...seems this whole system has been implemented to serve downtown portland yes? Tax those individuals the most who benefit the most from using the system..downtown residents and businesses...tax those the least who are least likely to use the system..like someone who lives out in Canby or Forest Grove. |

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| <b>Brandt, David</b>       | Less on highways. Only spend on maintaining current highway system and improvements only in the most critical sites where safety is of concern.                    |                                                                                                                                                                     | Highways                                                                  |                                        | Uncertain                                                |                                                                                                                                            | Not sure if this should increase or stay the same as budgeted. Emphasize projects that can reduce the number of trucks (such as rail projects) while maintaining or growing freight capacity. |                                          |
| <b>Brekken, Laurie Lee</b> | Transit should be paid for by Tri-met themselves! They already get tax money and they are not a non profit company! Put more of the costs of roads by taxing them! | Incorporate more homes above businesses. Make driving to work less common. Just make sure the roads are driveable. No need to have super hiways running to and fro. | Not sure.                                                                 |                                        |                                                          | Industries have always succeeded in the past without making the roads and access so desirable. That's why they are called industrial areas | I dont think more funds should be invested                                                                                                                                                    |                                          |



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| <b>Bressers, Molly</b> | I think we need to focus more funds on bicycle and transit projects. We need to begin to prioritize non-automobile transportation, and with such a large amount of the budget devoted to roads and highways, we aren't going to successfully address climate goals. I understand the importance of moving freight through the region, so why can't the focus be put on improving freight, rather than roadways in general? At some point (like right now!), single occupancy vehicle trips will have to be reduced, and I wish the RTP investment strategy would reflect a prioritization away from infrastructure that encourages people to drive. |                                                         | Highway and roadway expansion.                                                                                                                                                |                                        | Highway expansion projects. For example, the CRC bridge project. |                                          |                                                                                            | I feel that the funds should come proportionally from those who use the roads on a regular basis. I don't like the idea of being charged equally for the up-keeping of highways or roads that I don't use as much as others. I would strongly support a tax on vehicle miles traveled, if there was an equitable way to do this. At this point, tolling seems to be the fairest way to generate funds based on usage. |
| <b>Brown, Craig</b>    | Live in the real world and lay off the fantasies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Far too much focus on projects of limited capacity.     | Less public subsidy of half-baked mass transit ideas. Even if much is federal funding, it still comes down to massive public assistance funding and not efficiently targeted. |                                        | Have a little faith in developing technologies                   |                                          | Mass transit, especially commuter rail. It's simply an efficient luxury we can ill afford. | Take the ridiculous bicycle facilities out of the mix. As a separate item, yes, I'd support it. But not as part of every major project.                                                                                                                                                                                                                                                                               |

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| <b>Bruning, Fred</b> | I believe this is a very well-balanced program, and would encourage each segment to explore the boundaries of green technology to keep Oregon in the forefront of this science.                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                   |                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        |                                                                                                                                                                                         |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Burger, Dale</b>  | More is needed to develop highways through the west hills to Washington County and less for mass transit. Bike lanes are needed in this same area as many are using narrow winding roads for recreation and travel to areas in Washington county from North Portland. This need will become increasingly important as industry in Washington county outstrips industry in Multnomah Co. Street cars are a known loser and only good for feel good experiences they were proven a poor investment in the 1950's. | This focus does not deal with the greatest need which is transportation to Washington Co. The road system needs attention. A tunnel through the west hills would provide a good all weather option and allow people a safe route. | No increase in funds should be considered                                 | You still do not address the real needs of the commuter. He needs to get to a place of employment that will provide him will a salary that will allow him to pay for the transportation improvements. The remarks that our mass transit strategies are efficient are totally false. They don't take into account the federal funds which we pay, nor the local bonds, nor the tax abatements on buildings near the lines, nor the free and discounted rider tickets that tax payers have to pay. | Increases in mass transit especially street cars should be eliminated. | The freight transportation to Washington Co. from Mult. Co. needs more and better highways connecting the two areas. Slow traffic, long weights on the bridges, increase CO2 emissions. | mass transit                                                                   | Mult Co. has found funds to develop the Water Front area and found that it is an extremely poor investment. The jobs that pay are outside the metropolitan area and people who are attracted to the high rise expensive apartments in the water front area have only low pay jobs in the local vicinity or must commute long distances to higher, on the average, paying jobs outside. The transportation money should be spent on getting workers to the job markets. The average commute is 11.4 miles for people living in the metropolitan area now, if they could live closer to their |

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| <b>Butt, Martin</b>      | The priority of Roads and Bridges seems too small especially as this category includes sidewalks and bike facilities.                                                                                                                                    |                                                         |                                                                           |                                                                                          |                                                          |                                          |                                                                                |                                                                       |
| <b>Campbell, Lee</b>     | Transit is critical.                                                                                                                                                                                                                                     |                                                         |                                                                           |                                                                                          |                                                          |                                          |                                                                                |                                                                       |
| <b>Cannon, Renee</b>     | More dollars to expand and repair roads. Reduce regional trails using any transportation dollars. Reduce the investment in light rail transit. Upgrade buses.                                                                                            | Upgrade roads and expand capacity for cars,             | See previous suggestions                                                  | Transportation should support businesses in downtowns, main streets and shopping centers | Reduce light rail investment                             |                                          | Reduce mass transit funding                                                    | Increase gas tax but do not use for sidewalks and bicycle facilities. |
| <b>Carter, Tom</b>       | I think the percentage of money devoted to freight movement should be increased a bit, perhaps to 7 or 8 percent of the total, and this amount should be taken equally from the 3 biggest "pots" of money.                                               |                                                         | Highways, bikes, regional trails.                                         |                                                                                          | Highways, bridges.                                       |                                          | Highways, transit, bridges.                                                    |                                                                       |
| <b>Cassin, Mary Anne</b> | If we are serious about climate change and compact development, the proportion of funding going toward bicycle/ pedestrian/ trail / transit projects should be much higher. Roads and bridges, and highway improvements together should be ~40% or less. |                                                         | Roads and highways                                                        | Alternate transportation share will not go up until we make driving less convenient.     | Roads and highways, especially new ones.                 |                                          | Roads and new highways                                                         |                                                                       |

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| <b>Castle, Duncan</b> | It is hard to know from the number of projects and dollars alone if this is the "right" mix. Philosophically I favor more investment in public transportation systems including bikes and walking because they are more environmentally friendly. | Living south of Portland I would like to see a network that reaches down to Oregon City along both sides of the Willamette before providing another line to the eastside which the Portland to Gresham line would seem to do. | Decrease investments that increase the urban boundary. I think we need to keep our urban footprint contained                          | In general these all sound good and my tendency is to rate them as all very important. However that doesn't seem realistic. This doesn't seem like a very useful way of providing guidance. |                                                          | Again these all sound good. As a user of passenger rail I am very interested in seeing freight congestion significantly reduced so that passenger rail can be more dependable. I would also like to see high speed rail similar to what exists in Europe and Japan. |                                                                                |                                                               |
| <b>Chad Kromm</b>     | Sidewalks/trails and bike routes are significantly undervalued in your proposal. I would increase funding 500% given the current lack of non-motorized transportation options in our neighborhoods.                                               | Yes, focus on the most congested first. Please consider connector routes in our analysis- ensure we have sidewalks and bike routes that connect with mass transit, including light rail                                       | Building new roads or related infrastructure. We need to rethink how we get around our neighborhoods and how communities are planned. | Need to address how new communities are planned- and the density, capacity, supporting investment of existing neighborhoods that are being targeted for increased density.                  | Building new roads                                       | Focus on marketing of local goods and services- reducing the need for interstate transportation of goods                                                                                                                                                            | Roads                                                                          |                                                               |
| <b>Chaimov, Greg</b>  | Given the need for additional and replacement bridges, the portion for bridges ought to be increased.                                                                                                                                             |                                                                                                                                                                                                                               |                                                                                                                                       |                                                                                                                                                                                             |                                                          |                                                                                                                                                                                                                                                                     | Systems management and operations.                                             | There isn't a correlation between payroll tax and system use. |

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| <b>Chapman, Valerie</b>                                                  | We need passenger/commuter trains. There is still too much priority given to cars. | Portland to Oregon City via 99E needs rapid transit. We need to invest in commuter trains.                  | Decrease funds for new or expanding highways designed for automobiles.                                                                                                                                                                                                                                                                                                                                                                                                           | not sure                                                 |                                                                               | New highways.                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Chavez, Gabrielle</b>                                                 | less highways, more transit and trails!                                            | would like to see the max trains go to Oregon city                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | fewer new roads or big highway projects                  |                                                                               |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Christian, T M</b>                                                    |                                                                                    | However, I think "upgrading" WES to light rail is unwarranted given it's low-ridership and frequent outages | Since the single most effective thing to get people out of their cars and on public transit is high gas prices, and since the public outcry would probably make tolls/fee impossible, our leaders need to approach spending for automobiles very carefully. Even if they don't believe in Peak Oil, they have to admit that we cannot continue to live the way we do now indefinitely. Gasoline prices will continue to go up -- prepare for the needed capacity. Tri-Met won't. |                                                          | Personally, I wish freight and people could be separated as much as possible. |                                                                                | Personally, I wish we could work towards one car per household. I know this isn't a perfect solution (roommates, for example) but if we have to pay \$500 to park that second car (no matter if we live in an apartment, house, or whatever, it is going to change the desirability of transit. Who knows, maybe a volunteer public committee could be formed to review requests for waivers due to special needs (disability, roommates, families with jobs that aren't accommodated by transit system, etc) |

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| <b>Cohen, Scott</b> | I'd like to see more investment in regional trails and bicycle/pedestrian facilities, particularly those that emphasize biking and walking as true transportation choices. I also believe most of our highway and roads dollars should be used for maintenance and managing travel demand and system efficiency rather than for expansion. |                                                         | Highway expansion.                                                        | Pricing is paramount! While public acceptance is currently a barrier, a Digital TV transition-like program could work. Give each household a \$100 credit when the new system-wide pricing plan goes into place. The price for free-flowing traffic will seem worth it if drivers get a chance to try it for free in the beginning and they are offered other options for getting around. | Highway expansion, since TSMO can give us more highway bang for the buck. |                                          |                                                                                | Street maintenance fees and pricing/tolls make great sense. A gas tax increase makes fiscal sense, but seems like a political non-starter. Investing in strategies that can get beyond the legislature and the referendum process makes the most sense. I support most fees that raise the price of driving, but those funds should go to maintenance of roads and expansion of transit and bike/ped facilities. |

|                    | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Free-text comments on high-capacity transit priorities.                                                                                                                                                          | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?         | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                       |
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| <b>Colvig, Art</b> | Freight is critical for our long term viability as a region and needs expanded emphasis. I agree that transit improvements are needed particularly around improving high speed networks, the current max infrastructure is still too slow.elevated rail or some other way to get it out of the traffic flow and reduce the number of stops. Improved Bike Facilities is good but 1 billion dollars is a lot of bike lanes. Mixed use Trails expansion seems like a better use of money than sidewalks for moving people around. | Max needs a Portland bypass, the low speed and multiple stops turn a decent transportation tool into a tourist trolley. The west side also needs another North South option similar to the 205 on the east side. |                                                                           |                                        | I thin the investment in management and operation is about right |                                          | Transit, Bike                                                                  | I would like to see Weight based+Mileage+studded snow based road usage fees, if you are tearing up the road you pay for it. This fee should be extended to bicycles as well. GPS based systems have been deployed successfully in other areas. |

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| <b>Conrow, Charles</b> | Spend the 6.2b allocated to Transit to Highways to relieve bottlenecks and move car and truck traffic better, reducing Transit to 4.5 b, review the Roads and Bridges funding for cost/benefit. | Added car and truck capacity would have a higher cost/benefit return. |                                                                           |                                        | Slow the development of new mass transit. There have been crime problems and economic failures along transit lines, and block size as well as line capacity limits light rail capacity. Other means of ground transportation has more flexibility. |                                          | See previous comments                                                          | Tolling when there is a direct link between the toll and the transportation project. |



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| Cooper, Cole                                                             | <p>The Portland to Sherwood should be understood to be a 25 year out project. How about better parallel projects like Powell and Sunset Corridors. Need to make better connections to jobs and housing. What about more short spur lines like Troutdale and Tanasbourne/High Tech connections?</p> | <p>Roads....? I don't know that's thought isn't it. But probably roads.</p> |                                        |                                                          | <p>It is critical that freight traffic be protected whether that is roadway, rail, or water. Didn't Clinton say "It's the economy stupid". Guess what it still is. You don't want to be the planners in Buffalo New York figuring out what to do with all the empty industrial buildings because they went somewhere else and I don't mean they went to three and four story industrial building on a brownfield at</p> | <p>Freeway and Arterial capacity. Thus you need to protect capacity and build some infrastructure.</p> | <p>It's tough to do on a regional level. Some city's have done a better job than others so it becomes a wealth redistribution effort. The tragedy of the commons.</p> |

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| <b>Couche, Stephen</b><br>More emphases needs to be placed on additional transit, bicycle and walking. We need to reduce the dependence our area has on the automobile and put more emphasis on walking, bicycling and mass transit. Much of the expenditures are based on experiencing more population growth, but we have to realize that we can no longer do that - our region can not afford to continue growing we do not have the resources to do it. We have to pull back on our thinking that growth is the only option - it is not and we have to realize to think so is no longer an option we have to go with an option that is good for the planet not our pocket books. | More emphasis needs to be placed on high capacity high speed electric transit along the major traffic corridors. By doing this we can sway more people to give up their dependence on the automobile. | Investment in more roads including their widening. With Peak Oil staring us in the face we need to cut our dependence on this high pollution fuel that is one of the major causes of increased levels of CO2 and resulting climate change scenarios. | Emphasis and attention that focuses on the automobile needs to be reduced and refocuses on more environmentally friendly alternative. | Reduce street mileages in favor of more car sharing options and more people per vehicle. |                                          | Reduce investments in new roads and road widening unless it has a specific orientation to adding transit, bicycle and walking to the mix. |                                          |
| <b>Coulsey, Rebecca</b><br>I believe that the transit budget would be better spent on existing highways and roads. I would also transfer a portion from transit to sidewalks/bikes and regional trails.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                       |                                                                                                                                                                                                                                                      |                                                                                                                                       |                                                                                          |                                          | Mass Transit.                                                                                                                             |                                          |

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| <b>Cox, Cleon</b><br>We need more roads. Given that you've done nothing for 30 years to educate youth to ride public transit the car population is growing too fast. | We are no where close to having the demographics to afford or need these rail projects. It is a total waste of public monies. | This would be a very serious mistake. You actually have no idea of how people commute or what they like and dislike. You just think you do. I am an advocate for public transportation. Having spent over 20 years in it. | Having spoken with some Fed. officials in DC it appears we have no real input as you already know what you plan to do. This is just a farce. | Rail                                                     | It's all public funding silly. We ultimately pay the bill. | rail                                                                           | Why not cut government expenditures such as payroll and benefits. Join the rest of us out here in the real world. You are so far out of touch it doesn't even count |

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| <b>Craghead, Alexander B.</b>                                            | <p>I generally agree that the top tier HCT projects identified are the correct ones. However, I also believe that we need to investigate the notions of "branching" and of sharing rights-of-way between MAX and the Portland Streetcar. Both concepts would allow the systems to better serve larger areas and make a much better total system.</p> | <p>I would decrease general road projects, but not highway projects. I believe we need to maintain highway investments that are focused on safety and velocity (but not additional lanes for capacity alone), but I believe that we hold roads -- especially local and neighborhood roads -- to a far too high standard.</p> | <p>Generally I find "soft" strategies such as passes, programs, PR, advertising etc to be ineffective. Programs that concentrate on safety and on better asset management are, however, very important.</p> | <p>General capacity increases should take a back seat to better utilization of existing capacity.</p> | <p>We must stem the trend of industrial lands being converted to non-industrial uses. A rational policy that identifies industrial areas that are vital vs. those that are marginal and could be dispensed with will be critical to our economic future. In my view, the Regionally Significant Industrial Areas program (RSIA) is not living up to this goal. We need a better policy and a better policy tool.</p> | <p>General highway and road projects.</p>                                      | <p>I do not generally support fees, especially fees based on household or residency. I STRONGLY support raising the state gas tax. I would further like to see that tax pegged to inflation so that we no longer need to arbitrarily raise it every so often, (or avoid raising it as the case has been.) Taxes such as the gas tax are directly tied to transportation system user behavior and therefore are more equitable, as they can be controlled by that user. I also believe that we must charge developers more to ensure that adequate transportation</p> |

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| <b>Crucchiola, Richard</b> | Rail-based transit projects are clearly a very expensive option. Metro and Tri-Met should look at more flexible, Bus-based trolley systems used in the United Kingdom and Europe. Portions of Principal Arterial roadways and State Highways could have dedicated Bus-based trolley lanes shared with High Occupancy Vehicles. The infrastructure costs are substantially less than fixed-rail systems. |                                                                                                                                                                        |                                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Cruz, Robert</b>        | Need more emphasis for the road system                                                                                                                                                                                                                                                                                                                                                                  | WES has not lived up to projections                                                                                                                                    |                                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Curran, Anne</b>        | More emphasis on sidewalks and improved access to transit. More emphasis on regional trails. Greater subsidies of mass transit.                                                                                                                                                                                                                                                                         | Very supportive of high capacity transit and believe priority areas are correct. Please do not forget about buses which play a vital role high capacity transit can't. | Adequate parking is needed to reach the fullest capacity, People do not like to transfer. |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Davies, Rebecca</b> | More bike lane and sidewalk investment! Living in Hillsboro, I can attest to the fact that is is dangerous to bike or walk in many parts of the city, even the more urbanized (which is really to say suburbanized) areas. If spending prioritizes cars and roads, so will residents.                                                                                                                                                                                                           |                                                         |                                                                           |                                                                                           |                                                          |                                          |                                                                                |                                          |
| <b>Dennis, Brad</b>    | Widening highways have a negative impact on poor neighborhoods as existing highways and freeways are located through poor neighborhoods have often include people of color. I believe an emphasis (increased funding) on bike and public transportation is a necessity. Focusing on improved, safe and well marked bike and public transportation from communities like Vancouver, Gresham, Clackamas and Beaverton will greatly reduce local traffic leaving room for trucks along I-5 and 84. |                                                         |                                                                           | I am concerned how tolls will impact poor and middle income people with small businesses. |                                                          | No hazardous loads in our communities    |                                                                                |                                          |

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| <b>Dias, Daniel</b>      | More financing should be considered for freight. This will weigh heavily in the Region's ability to attract and maintain employers and provide for a more stable economy. | What about the west side?                               |                                                                           |                                        |                                                                                                                                                                                        |                                          |                                                                                |                                                                                                                                                                                                                                                                                                                                                                   |
| <b>DiBenedetto, Anna</b> | There should be more invested in Transit AND bikes and sidewalks, and less on roads and bridges.                                                                          |                                                         | slow street car                                                           |                                        |                                                                                                                                                                                        |                                          |                                                                                |                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Didier, Heath</b>     |                                                                                                                                                                           |                                                         | From low capacity transit funds/resources.                                |                                        | Lessen city involvement with pioneer courthouse square activities, stop painting large areas with bright green paint for cyclists near Nordstroms area on SW Broadway and other areas. |                                          |                                                                                | It would be nice to turn Portland into a port city again. To me, this would include having water taxis, retail, restaurants, and other amenities near the waters edge. Portland used to be a stronger water city it should be so again. Jobs would be created, it would make Portland more unique and thus bring more tourists and money into Portland's economy. |

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| <b>DiLeone, Julie</b> | Is TSMO amount enough                                                                                                               | Need to upgrade existing bus service to improve speed. More frequent north south buses on east side of portland. Less focus on having all routes go through downtown portland. For example, the yellow line could go further south on the east side and not go downtown. | Wait on high capacity to outlying areas like Sherwood and Wilsonville. Focus on improving the core first and then expand. |                                        | Not sure.                                                |                                          | I would not invest more funds in this.                                         |                                          |
| <b>Dirt, Joe</b>      | Reduce transit costs substantially by halting new, very expensive, light rail and use buses and Bus Rapid Transit when appropriate. |                                                                                                                                                                                                                                                                          |                                                                                                                           |                                        |                                                          |                                          |                                                                                |                                          |



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| <b>Doane, Michael</b> | Return on dollars spent on transit is ridiculous. Tax dollars need to be spent where they are the most effective, for the benefit of the people who pay them! Transit should have to be self sustaining, the people who ride, should pay their way. One class of people (drivers - Truck and Car) should not have to pay for their own transportation needs, as well as the people on mass transits! |                                                                                                                                                                                                                                |                                                                           | Build Roads that people can drive on. Quit trying to control people's lives from cradle to grave.                                                                                                          |                                                          | Eliminate bureaucracy and use taxpayer dollars wisely. Quit studying things to death. The State of Minnesota built the Bridge that collapsed over the Missouri River in one year, for 234 million dollars, not the projected 4 Billion for the Columbia River Bridge! Something is wrong with this picture! | Mass Transit                                                                   | Why can't government do the same thing they did historically? Even with increased population using more gas ,paying higher fees and more taxes,and inflation creating more tax revenue, government constantly consumes more as a percentage! We need less talk and more action. The public is fed up! |
| <b>Dobson, Noelle</b> | Place more focus and resources on TOD projects that can reduce residents' dependency on automobiles. Also increase investment on bike/ped projects, particularly in communities that are currently underserved with bike/ped infrastructure.                                                                                                                                                         | Resources should be spent on projects that address the RTPs equity and health goals, by focusing on areas with the highest concentrations of poor air quality, and the greatest potential to change mode choice away from SOV. | Highway projects                                                          | Each of these strategies needs to be implemented with a focus on equity that directs resources to vulnerable communities such as elderly and youth, and underserved communities of color and lower income. | highway projects                                         |                                                                                                                                                                                                                                                                                                             |                                                                                |                                                                                                                                                                                                                                                                                                       |

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| <b>Donnan, Robert</b>       | Sidewalks, bike facilities, freight, TOD, TSMO, Transit, and Regional Trails, should be much higher percentages and highways and roads should be decreased. Bridges should be separate and remain the same or increased for safety and multimodal use of all bridges. | We will need more high capacity transit but also this transit should not slow down once it enters the inner city. Focus should be on speed as well as capacity. Many people don't take max because it slows down and makes too many stops in the inner city. Some trains should skip some stops. Computer models perhaps do not agree. But many people drive because their commute is efficient until it gets close into downtown. | Less highways. Mass transit needs to be the first choice for anyone commuting. | The worst times travelling in the region are when an artery is blocked but you are in a car between exits. Forewarning with signs and detours as early as possible are critical for improving the use of all transportation. | An increase in the quantity of highways.                 | Use the max rails to ship light freight at night time. Incentivize regional and local freight delivery to be night time. | Roads and highways for single passenger automobiles. 2 HOV/freight lanes, 1 lane for single passenger vehicles on all roads and highways. | More infrastructure bonds. Give the public their own choice to invest in their region. 1 bond fund for highways, 1 bond fund for transit, 1 bond fund for bridges, etc. Then see who supports which priority most. |
| <b>Douglas, Susan Ellen</b> | i think it's good...i'm not an expert. It does seem like there could be a few more dollars spent to make roadways and bridges safer for pedestrian and cycle traffic-inclusive of motor scooters and motorcycles.                                                     | i really can't sort through this question very well. I think that all of the above could be funded equally, that would be ideal.                                                                                                                                                                                                                                                                                                   | catering in government meetings? i don't know what about potluck style.        | yikes!                                                                                                                                                                                                                       | political overhead and paperwork                         | running out of time                                                                                                      | more government raff?                                                                                                                     | none                                                                                                                                                                                                               |

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| <b>Doukakis, Robert</b> | Transit spending should be reduced to 3 billion and 2 billion should be added to highways and 1 billion to roads. Bikes and sidewalks should be reduced by 1/2 billion with 1/2 billion added to roads and bridges. |                                                         | S                                                                         |                                                                                                                                                                                         | Expansion of light rail should be curtailed.             |                                          | light and heavy rail expansion                                                 |                                          |
| <b>Doukas, Mimi</b>     |                                                                                                                                                                                                                     |                                                         |                                                                           | parking fees are high enough                                                                                                                                                            |                                                          |                                          |                                                                                |                                          |
| <b>Drabik, Chris</b>    |                                                                                                                                                                                                                     |                                                         |                                                                           | We need more parking at transit centers. These should be the hubs to allow people without convenient bus access and those who do not want to walk/bike in the rain to have easy access. |                                                          |                                          |                                                                                |                                          |

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| <b>Dunham, Teresa</b> | When looking at this, I'm assuming "Transit" refers to mass transit (busses, light rail, and etc.)? What are the percentage of people who use each mode on the pie chart? Do 32% of the population use mass transit? That looks like a high percentage compared to what is being invested in highways, roads and bridges. Of course, it's difficult to have a good bus system without more investment in the roads, bridges and highways they use. It also worries me to only see 3% going to freight when it is the lifeline that carries the blood of our economy. | I would actually answer this yes and no. I'm in favor of the Tigard, Barbur Blvd project, and I believe that's 99W not 99E, at least that's what I was always told growing up in Tigard. The WES line would most likely have to move to light rail, seeing how the companies that own the freight lines are not in favor of sharing their lines anymore than they have to. It would be nice to see some more connectivity between Tigard/Sherwood to I-5 and Tigard/Beaverton/Hillsboro |                                                                           |                                        |                                                          | As someone once said, a vibrant economy starts with a job. Our area will not be livable nor the greatest place if we can't keep people employed. In order to supply jobs, our region needs the land (not just high density zoning) and the transportation system to sustain jobs - and not just the kinds of jobs that are part of a fad (coffee shops and boutiques). |                                                                                |                                          |

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| <b>Durgan, Bob</b> | We need more money for roads.. There was a pledge by Governor Roberts to provide funds for 217 when the deleted the Westside Bypass from the transportation projects. It was proposed to be \$200 million. This money was never appropriated for the project. Dick Buno, VP Pac Trust, pointed out the planning for jobs and land development was proposed with the Westside bypass being a lynch pin for the transportation strategy. Metro and the state did not provide an alternative while growth continued. Now we have no money!! Metro under Mike Burton took the bypass off the regional plan and then added it back when it was obviously needed (Tualatin-Sherwood road was not designed to be | Per my previous comment. Too much has been spent on HCT rail and not enough on roads for cars and buses. The region was built out not up and you need to fix roads for buses, freight and cars. As the originator of the WES proposal, looking at the return on investment from cost over runs to lack of sustainable operating funds, why would you pour good money after bad? | This should not happen!!!                                                 |                                        | Rail oriented transit                                    | I think the last bullet point is an oxymoron used to work against the public and private sectors interest. Historically it has been spurious sophistry not reality. | I think bike transportation systems need to be focused on high density core areas only. I am suburban recreational biker who rides for exercise and enjoyment. When capacity for cars buses and trucks are improved there should be added capacity for bikes. I spent three weeks last year traveling from Amsterdam to Budapest via Germany. At all of the major cities we toured on the rivers bridges were a key to their transportation system. Most of the bridges had been wiped out in WWII. Many cities had built bridges and added bridges to support their economy. We just spend money planning and not | It is too late to fix what is broken. You will need to do something but you have lost the trust of the people. |

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| <b>DuRoche, Tim</b><br>We must invest heavily in transit, bike lanes, sidewalks and trails to give people choices in how they travel, reduce pollution and create opportunities for healthy and active living. Project lists are still too focused on building and expanding roads. Three quarters of all road projects are expansions. Even without the Columbia River Crossing, whose size dwarfs all other investments, two thirds of all road projects are expansions. Most road expansions lead to increased global warming pollution, additional traffic, poor land use patterns, increased air toxics, and inequitable investment. They are also very expensive, leaving little funding for other types of projects, including bike lanes, sidewalks, trails, and system |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Eddington, Thane</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | This is a good start.                                   | DO NOT Decrease highway spending.                                         |                                        |                                                          |                                          |                                                                                |                                          |

| How should the region should the emphasis of transportation investments?              | Free-text comments on high-capacity transit priorities.                                        | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Eden, Linda<br>Director<br>Auxiliary<br>Services,<br>Portland<br>Community<br>College |                                                                                                |                                                                           |                                        |                                                          |                                          |                                                                                | With the proliferation of bicycles and investments being made in infrastructure to accommodate this mode of transportation, cyclists should be required to register their bicycles and be issued a license plate similar to a vehicle. This would generate revenue and provide a mechanism for accountability in hopes that motor code compliance would be adhered to, thereby reducing the number of bicycle-related accidents and fatalities. |
| Edwards, Jim                                                                          | Allocate more to freight mobility (expand freeways to industrial land) and less to other uses. |                                                                           |                                        |                                                          |                                          |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| <b>Eisenbeis, Daniel</b> | The planned allocation of money should be weighted more heavily toward transit and bike/ped projects, especially in light of decades of disproportionate investment in highway and road projects. |                                                         | Highways, (non-bridge) roads. No flexible funds should be spent on highway projects. |                                        |                                                          |                                          |                                                                                |                                          |



|                            | How should the region should the emphasis of transportation investments?                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                                                         | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                 | If more were invested in TSMO, what should be decreased?                                                                                                                 | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Ellingson, Roger M.</b> | I definitely support more transit and safe walking/biking routes. I am very happy to see fairly good support for these in the budget. Looks like a reasonable mix to me. | Not sure. Docs would not come up. I would dump the WES ASAP. That was a poor investment. Certainly no more investment in this strange system. A route more direct to Sherwood makes good sense. |                                                                           | Just putting in timing in Washington County along major streets would save a lot of time and fuel. Reduce frustration. | Do not go hog wild on i% bridge. Tax trucks for damage to existing bridges. Toll charges on driving. We should all pay the reasonable price it takes to support driving. | One big problem with freight is the trucking industry operates w/o needed safety and vehicle inspection. In particular, I think the blatant, unmuffled therefore illegal exhaust systems are intolerable when we are discussing "balanced", "community need", etc. When I hear trucks blasting over 1 mile away there is definitely something wrong going on. It taints my support for this industry as |                                                                                |                                          |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                              | Free-text comments on high-capacity transit priorities.   | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                   | If more were invested in TSMO, what should be decreased?                                                                           | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                              | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                  |
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| <b>Erway, Tracey</b><br>Highways implies throughput. You should concentrating on what will support the UBG philosophy the best in PDX. That would mean growing communities that can be supported within their bounds. Greater focus on transit, Existing Roads and bridges, TSMO, Sidewalks and Bike. | you didn't give definitions of high capacity or top tier. | more funds focused on maximizing capacity and dependability.              | maximize what you have through smart automation and information to allow folks to make smarter choices when in route or preparing route. | decrease long term big scale programs that do not clearly show value to citizens and business affected. do not CLEARLY SHOW VALUE. | of course all of this is important. It's the balance that is key, and it's impossible to determine balance from these questions. Commercial near the highways, and good function roadways from your other areas of concern should support this. We should be designing our communities so that we can use much from local sources and minimize our reliance on big trucking into retail and home areas. Maximize rail | it shouldn't be.                                                               | Concentrate on existing structures, maximizing their performance and use. Stop taxing to build new stuff. |

|                      | How should the region should the emphasis of transportation investments?                                                                                                                          | Free-text comments on high-capacity transit priorities.                                                                                                                         | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                     | Free-text comments on TSMO investments                                                                                                | If more were invested in TSMO, what should be decreased?                                                                                                           | Free-text comments on freight priorities                                                                                                             | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                         |
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| <b>Evans, Chris</b>  | We need healthy choices, with emphasis on creating bike boulevards, bike paths, bike lanes, walking systems, and other choices that will enable the region to DRIVE LESS and be more sustainable. | More funds should be invested in the high capacity transit, such as street cars and light rail reaching to more neighborhoods. Foster-Powell to downtown needs transit options. | Stop investing in roads and facilities that increase expensive urban sprawl, such as highway projects to the Happy Valley area.                                                                                                               | Bike Infrastructure! We need bike priority streets, bike boulevards, bike lanes, and walking systems to make for healthy communities. | Decrease highway maintenance or defer costs for highway driving in a more equitable manner. It doesn't take much money to substantially increase the bike network. | these are the strangest questions. VERY AMBIGUOUS WORDING. RAIL SERVICE SHOULD BE PRIORITIZED.                                                       | industrial incentives                                                          | Many employers are stakeholders in the regions transportation system, yet have workers that commute from outside the METRO boundaries. They should pay their fair share for increasing the road and sprawl costs |
| <b>Ewing, Daniel</b> | less highway, more rail based freight. the funding amounts for these two sectors should be switched.                                                                                              |                                                                                                                                                                                 | investment levels can remain the same (road maintenance seems to have a few years of catching up to do) but the region needs to do more to discourage non-commercial road use in town, starting with a congestion fee for peak hour road use. |                                                                                                                                       | we don't need to decrease funding if we tax transportation system users appropriately.                                                                             | length of trucks should be limited to less than 40 feet in non-industrial areas and in downtown to ensure that rail can be competitive with trucking | tax appropriately, no cuts are necessary.                                      |                                                                                                                                                                                                                  |
| <b>Fagereng, Per</b> | There should be less money for highways and more for rail and water transport.                                                                                                                    | More money for other routes. Actually, if it weren't for war spending there would be enough for all the projects.                                                               |                                                                                                                                                                                                                                               |                                                                                                                                       |                                                                                                                                                                    |                                                                                                                                                      |                                                                                |                                                                                                                                                                                                                  |

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| <b>Farrell, Dr. David</b> | Most of the money should be spent to widen existing highways and repair roads and bridges. Bike trails have a trivial impact on traffic, but cost a lot. Mass transit is useful, but only if it includes a north-south corridor that parallels Interstate 5. |                                                         |                                                                           |                                        |                                                          |                                          | Incentives to ship freight by rail rather than by truck.                       |                                          |
| <b>Feves, Elizabeth C</b> | Reduce highway dollars and allocate funds to trains and mass transit. The need for roads and repair would be decreased if more truck cargo went by train.                                                                                                    |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Feves, Michael</b>     | Less money for highways and more money for transit and freight.                                                                                                                                                                                              |                                                         | New highways                                                              |                                        | New road construction                                    |                                          |                                                                                |                                          |

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| <b>Finucane, Corynn</b> | I would like to see existing maintained and improved.                                                                                                                               |                                                         |                                                                           | The existing traffic message signs are sufficient. Please do not consider toll booths, that will only add to congestion. I love the yellow flashing left turn light, please continue to add it at intersections. I'd like for carpooling incentives to be passed to the people who actually carpool. |                                                          | My emphasis will continue to be on maintaining and improving existing. Especially revitalizing old neighborhood, renovating old business's, warehouses, etc. |                                                                                | I hate paying more just as much as the next person but spreading the fee out to everyone who benefits makes the most since and a gas tax is the only way I see reaching those who benefit from the road improvements. I think imposing fees on local developments will keep potential employers from moving closer to my home. |
| <b>Fisher, Robert L</b> | A lot of areas don't want sidewalks so spend that portion of the money very carefully.                                                                                              |                                                         |                                                                           |                                                                                                                                                                                                                                                                                                      |                                                          |                                                                                                                                                              |                                                                                |                                                                                                                                                                                                                                                                                                                                |
| <b>Flagg, Charlayne</b> | This is bad, do not do it.                                                                                                                                                          |                                                         |                                                                           |                                                                                                                                                                                                                                                                                                      |                                                          |                                                                                                                                                              |                                                                                |                                                                                                                                                                                                                                                                                                                                |
| <b>Folven, Lori</b>     | Road maintenance in potholes and bridge repair is necessary along with sidewalks to get to transit from the neighborhoods. Max should be expanded to Tigard, Lake Oswego, West Linn | The bridges need work too                               | not sure                                                                  |                                                                                                                                                                                                                                                                                                      |                                                          |                                                                                                                                                              |                                                                                |                                                                                                                                                                                                                                                                                                                                |

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| <b>Foster, Jim</b>                                                       | I think more money needs to be put into mass transit. Roads and Bridges and parking need to be a priority. It is nice to address the bikers but way too much money is spent on a few. They cause congestion and bottlenecks in traffic. | Bikes                                                                     | Parking fees are outrageous now. Fees on Sundays? Whose bright idea was that? | You need to invest routes out to rural western washington county. Banks residents pay the taxes but don't get the services. |                                          |                                                                                |                                          |

|                    | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                 | If more were invested in high capacity transit, what should be decreased?                                        | Free-text comments on TSMO investments                                          | If more were invested in TSMO, what should be decreased?                                                                     | Free-text comments on freight priorities                      | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Fox, Lynn</b>   | Limit the population by limiting the public resources available to them. Stop taxing the business and working class out of existence in Oregon to pay for unnecessary and unwanted "public" resources. Stop subsidizing the underemployed for the benefit of big business. Get rid of METRO and the consultant class that have destroyed business interests in Oregon and are destroying livability and farm land that we will need in the future. METRO's goals are just plain wrong, they do not represent the wishes of the people and its projects are classic pork barrel. The whole process is a tragic, cruel joke. Shame on the members of our legislature who have inflicted this upon the people of Oregon. Do | We dont need this pork barrel                                           | The entire process is corrupt. This will change everything people moved here to enjoy. NO HIGH CAPACITY TRANSIT! | None of this is supported by the people who will have to pay for it and use it. | Let the free market determine what investments will be made. We do not want this METRO's socialist redistribution of wealth. | Public-Private funding partnership never benefits the public. | Stop investing in METRO                                                        | Don't build it and they won't come.      |
| <b>Frank, John</b> | You need to focus on roads and bridges not bikes and sidewalks and transit which the people continue to vote against.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Again, listen to the people that voted against spending on mass transit |                                                                                                                  |                                                                                 |                                                                                                                              | You can protect WITHOUT expanding!                            | Mass transit allocations.                                                      | Get money out of the general fund to use |

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| <b>Fraser, Sam</b>   | It looks good overall but I think Transit should be a slightly higher priority. I'm not sure where I would take from to increase Transit funding. I'm interested in projects that increase the frequency and safety of transit lines.                                                         | I think it's good to place our focus on high capacity tiers but would like to see most lines eventually become frequent service. | Not sure.                                                                 |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Frasure, Kent</b> | The state really needs to look at fixing / widening existing highways or coming up with a solution for congestion in the Portland area. HWY 26 was done really well, but other areas really need improvement for future growth 217 is going to become a major problem in the next 5-10 years. | The MAX line has been expanded enough outside of Portland. HWY focus is now needed.                                              |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |



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| <b>Freeman, Doug</b> | I'd like to see testing of new ideas for transportation management, not just traditional solutions to ongoing issues. I hope a wide variety of participants, including citizens who are rarely asked for ideas, were included in this plan development process. The worst results typically come from plans developed only by transportation planners, business representatives and elected officials. | A comprehensive, innovative approach to high capacity transit is required. There will never be enough roads to accommodate cars and there never should be. We must adopt a new vision for transportation to build stronger communities. High capacity transit is at the core of this. | Less on building new roads.                                               |                                        | Subsidies for infrastructure construction for new residential developments.     |                                          |                                                                                |                                          |
| <b>Frost, Karen</b>  | Any new projects should not encourage auto usage including road widening and intersection widening. American road standards especially suburban standards are too wide, consuming resources and promoting increase speeds. More funds should be spent on transit, bicycling, walking and TDM to reduce VMT, reduce carbon emissions and increase physical activity for healthier individuals.          | Included in the near-term priorities should be an extension of the Blue Line to Amber Glen in Hillsboro.                                                                                                                                                                              | Road widening.                                                            |                                        | Widening roads and intersections especially under the guise of safety projects. |                                          |                                                                                |                                          |

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| <b>Fryer, Jeff</b>      | Decrease highways and increase transit/bike/TOD                                                                                                      |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Fulton, Jerome K</b> | we need to invest in mass transit, bikes, and walking. Cut investments in bigger highways and more places for cars to travel should be deemphasized. |                                                         | highways and auto bridges                                                 |                                        | let congestion reign for auto travel!                    |                                          |                                                                                |                                          |

|                    | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Free-text comments on high-capacity transit priorities.                                                                          | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                | Free-text comments on TSMO investments                                                                                                                                                                                                     | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                                  | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                 |
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| <b>Gamba, Mark</b> | <p>Until such a time as personal cars are 99% carbon neutral in their operation, the vast majority of expenditures, thought and effort need to be limited to projects to help reduce the number of cars and trucks on the roads.</p> <p>Innovations in the transportation of goods, increase in the ease and safety of bicycle use and mass transit, encouragement of local food production and consumption. We should be making it harder and more expensive to run gasoline and diesel powered vehicles for any reason. Look at the huge upsurge in bicycle and mass transit usage caused by the relatively minor bump in fuel prices last year. Stop focusing on a growth economy. Focus on a livable lifestyle economy</p> | <p>easy high speed mass transit is one half of the two pronged action necessary to greatly reducing personal automobile use.</p> | <p>Road building and maintenance. Switch 25% of all surface roads to light duty human powered transportation ONLY. Keeping large trucks off roads will allow them to last 4 or 5 times longer. You also may be able to replace asphalt with some kind of permeable surface if it no longer has to be able to support tons of weight.</p> | <p>Reduce the use of personal automobiles by whatever means possible: encouragement; education; tolls; parking fees; easy and safe bike use; gasoline tax; mass transit that is: high quality, comfortable, free, fast and convenient.</p> |                                                          | <p>Again - innovative approaches to freight are called for. Increase in the use of rail. One potential solution to freight deliveries is a system of rail to shipping centers and then local delivery via electric assist bikes. Money should be used to educate the public to purchase less crap. I know this is practically anti-American but it is critical to the future of our species. We are using our planet's resources at a</p> |                                                                                | <p>Increase gasoline tax to 100%. Create tolls on bridges and roads. But do not roll those funds back into automobile centric facilities. Put them into electrified mass transit, bicycle, pedestrian and other human powered transportation systems and facilities.</p> |
| <b>Gantz, Bob</b>  | <p>Less focus on highways and more on transit, walking, and biking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                  | <p>Highways and other investments in favor of non-freight, non-transit automobiles.</p>                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                            |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                |                                                                                                                                                                                                                                                                          |

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| <b>Garber, Sorin</b> | Need higher investment in freight because of the tie to our trade-dependent economy, more for TSMO because of the terrific return on investment, and less on transit since we have a great foundation now that has yet to reach its ridership potential, and there are no major O-D patterns transit doesn't already serve with HCT. |                                                         | Off-peak service.                                                         | Variable pricing for parking is the most effective strategy for shifting non-essential travel to other modes or other times of day. | This feels like a loaded question - i.e., it's encouraging respondents to say less new infrastructure. I feel we do need more infrastructure to support place-making. Presumably, TSM will save money and one would take from that it's self-financing, or saves funds from other programs. |                                          | Reconsider major HCT projects -- i.e., compare benefits and costs of HCT to freight investments. |                                          |

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| <b>Gardner, Robert</b> | Roads and Bridges- We need to emphasize the upgrade of roads and bridges, particularly in SW Portland where we currently have roads and bridges that are not currently maintained or improved. Bikes and Sidewalks, in SW Portland, bike lanes and sidewalks are not connected adequately to provide a safe passage and to make our community walkable and bikeable, especially along the Barbur Blvd. Transit is currently inadequate from SW to Downtown and from SW to outer SW/ Tigard/ Sherwood. I would love to ride my bike to work and use alternative forms of transit, but the road conditions, lack of safe, contiguous bike lanes, and lack of frequent service prevent me from doing so. I would love to | Barbur Blvd/ 99w/ I-5 corridor including the West Portland Town Center should be top priority for this RTP, especially the exploration of light rail, street improvements, sidewalks and bike lanes along this corridor. | Funding on the East side of the river should be decreased because the East side has sidewalks, paved streets, and bike lanes already. It is time to focus on the SW and replace existing infrastructure for future growth. Growing without doing so will put a tremendous strain on the livability or our neighborhood. | We need to focus not only on keeping roads, bridges, transit, and trails in good condition, but we need to get them to a "good" condition in the first place. Roads in SW Portland are in HORRIBLE condition and prevent safe passage throughout and between the neighborhoods. |                                                          |                                          |                                                                                          |                                          |
| <b>Gellatly, Erik</b>  | Way too much money is being spent on bike facilities. User fees should apply to this community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 |                                                          |                                          | Decrease funds for staff dedicated to preventing expansion of the urban growth boundary. |                                          |

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| <b>Gersbach, Jim</b> | There needs to be a bigger share of dollars given to extending sidewalks where there currently are none, and for acquiring right of way for and building of bike paths to separate bicyclists from cars to ensure greater safety. | We are behind most nations in the world in having adequate high capacity transit, particularly transit that is fast enough to compete with cars. More time needs to be spent figuring out how to develop transit that doesn't have to share the street grid with cars - inevitably resulting in transit that is no faster than taking a car or bus and therefore offering no time-saving advantage over those options. Second, we need to make sure that we not only make it possible for people to go to and from downtown Portland but also to get from one part of the metropolitan area to another e..g from Oregon City to | Will we still be looking at highways as good transportation solutions in 50 years if by then oil production has peaked and gasoline-powered private autos and trucks are no longer as viable? | So-called "congestion pricing" discriminates against working people with fixed schedules who cannot help but drive to and from their jobs at times set by their employers. A fundamental principle of an open society is that everyone in that society should have equal access on the same terms to publicly financed infrastructure - be it libraries, schools or parks. Making people pay more for the time of day when they have to use a highway or bridge violates this |                                                          |                                          |                                                                                | Tolls are regressive since everyone is charged the same regardless of income. This inevitably makes the cost of moving around to jobs, medical appointments, school, etc. more costly for the poor and lower-income folks. The legacy of freedom of movement on our road systems should not be abandoned lightly. What's wrong with taxing people appropriately so that there is enough money in the general fund to support necessary public infrastructure like roads and bridges without making people pay every time they need to go buy a |

|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                | Free-text comments on high-capacity transit priorities.                        | If more were invested in high capacity transit, what should be decreased?                                                                                                                                | Free-text comments on TSMO investments                                                                                                                                                                                                                                                              | If more were invested in TSMO, what should be decreased?                                                                                                                                                                       | Free-text comments on freight priorities                                                                                                                                                                                                                        | If more funds were invested in freight improvements, what should be decreased?                                                                                             | Free-text comments on funding strategies |
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| <b>Gibbon, John</b>   | The weight in terms of cost toward transit reflects an effort to build your way, with rail, out of significant operating cost related to bus transit. It is a reasonable strategy if you actually can increase the density near the rail lines to support the that system but your battling against market choice and internal infrastructure deficiencies that at this time don't support the density. | COULD MEYTRO PLEASE GET ITS GEOGRAPHIC FACTS STRAIGHT ITS 99W THE WEST NOT 99E | More funds should not go into HCT, moneys from there need to go to maintaining internal and improving internal (within UGB) infrastructure so its adequate to support the density that HCT should bring. | These are all good ideas but you probably are underestimating the costs involved in accomplishing these things build more into the budget for this. And for operating costs so we don't repeat giving high school kids bus passes then cutting back service on lines they use to get to the school. | Long term we do need high capacity transit but we need to plan and build infrastructure to support the density along with market acceptance before we invest in it. So take money from that category to support these efforts. | In denser more compact region there is no way that people cannot live closer to industrial development we have to make this a safer situation and address the livability issues but we cannot provide the seperation that was the hallmark of Euclidean zoning. | Again HCT has to be planned for and the community built toward it but let's not expend the money for the rail lines so far ahead of the ability to accomodate the density. |                                          |
| <b>Gilbert, Ted</b>   | More to transit and bicycle corridors.                                                                                                                                                                                                                                                                                                                                                                  |                                                                                |                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                 |                                                                                                                                                                            |                                          |
| <b>Gilmer, Kim</b>    | Need to emphasize the development of pedestrian & bike transportation routes. \$278 million for regional trails is not money to connect all of the regions communities with an adequate regional pathway system.                                                                                                                                                                                        |                                                                                | highways                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                 |                                                                                                                                                                            |                                          |
| <b>Gilmore, Steve</b> | There needs to be more emphasis on roads and not transit.                                                                                                                                                                                                                                                                                                                                               |                                                                                | Less money needs to be spent on transit, because we need more capacity for freight.                                                                                                                      |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                 |                                                                                                                                                                            |                                          |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                | Free-text comments on high-capacity transit priorities.                                                                                                            | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                              | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                             | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Gissel, Diane</b>    | More to maintain our current infrastructure. The \$6.6 billion indicates for "roads & bridges," although doesn't differentiate how much to each and one bridge repair alone could use 50% of the costs.                                                                 |                                                                                                                                                                    |                                                                           |                                                                                                     |                                                          |                                                                      |                                                                                |                                          |
| <b>Greenfield, Lisa</b> | I do not know the costs of respective work projects on bridges, hwy's, trails, etc, but it appears that the funds allocated to regional trails & bike facilities and sidewalks are low.                                                                                 | There should be funds and energy invested in public transit towards Lake Oswego/West Linn and Hwy 43.                                                              |                                                                           |                                                                                                     |                                                          |                                                                      |                                                                                |                                          |
| <b>Gretzinger, Adam</b> | We just can't repeat failed strategies when we know we will have growth, we must starve out highways and massive road/individualistic roads or we'll end up with more sprawl. less freight by road, less pollution means shrinking highways capacity not increasing it. | Development decisions should be made around capacity exclusively, consequences should be introduced for development of areas with no access to the larger system.s | roads, bridges, and high capacity avenues                                 | would love to see tolls during transportation heavy hours, especially for long distance commuters!! | road widening, highway maintenance                       | Avoid privatization of roads and transportation systems, this is bad | get the money from tolls on highways during peak hours.                        |                                          |



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| Grossnickle, Jerry                                                       |                                                         |                                                                           |                                        |                                                          | Wherever transportation and/or land-use decisions are made, due consideration should be given to efficient freight movement. Creating vibrant town centers (as contemplated in the 2040 planning effort, for example) requires more than making attractive main streets; they need to be functional for safe and efficient freight movement, deliveries and pick-ups, with adequate lane widths and heights, turning radius |                                                                                |                                          |
| Grover, Bob                                                              | We don't spend enough on roads and highways.            | Investment in projects like WES are a waste as nobody rides it.           |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                |                                          |

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| Grover, Iniece | I am most interested in improving our system by improving roads so freight and businesses can operate in a timely matter- they can't use buses and mass transit so more dollars toward roads. Bike lanes and sidewalks are nice but in some areas I think they are over done. Trails add a nice liveability to the area. Use all money more efficiently and what works for the majority - our mass transit could have been done better I hope we have learned from past mistakes- more policing and safety for passengers-ticket machines that work- bigger parking areas for instance Sunset transit parking way under built no excuse for that. | I hope WES works out- something I couldn't use          |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Gulley, Nate</b> | The percentage of pedestrian and bicycle projects compared with the relatively low cost of these projects seems to indicate both the increasing need for walking and biking alternatives and their cost effectiveness. When looked at relative to highway projects (where the inverse is true), it becomes difficult to understand why pedestrian and bicycle options don't comprise a bigger piece of the proverbial, and in this case literal, pie. |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Gutmann, Steve</b> | In my opinion, the State, Metro and the City of Portland should all shift investment emphatically away from roads and highways, then add tolls to fund highways, and re-orient public dollars toward funding urban and inter-city public transit and other "green" options like bicycles and sidewalks. And absolutely DO NOT spend another penny on the Columbia River Crossing. |                                                         | Highway and the CRC. Toll them, both to provide any funds spent on their maintenance or improvement, and to discourage SOV trips. This will also make the appeal of high capacity transit more apparent. | Use prices (tolls and parking) to manage demand. We should stop increasing capacity, and use our existing capacity to its full potential, but shifting SOV trips to transit, carpools and bikes. There's no better way to accomplish these goals than by pricing road access and parking space. | Highways and the CRC.                                    | Long-haul freight should move primarily by rail, and investments to improve freight mobility should combine rail investments and HOT lanes (e.g. across the existing Columbia River Bridge) to move trucks and busses quickly and reliably through traffic bottlenecks. | More HOT lanes; fewer highway capacity expansion projects. And stop funding the CRC. |                                          |
| <b>Guttridge, Rob</b> | Increase funding for freight rail, passenger rail, and sidewalk and bicycle facilities. Withdraw any funding from Portland Streetcar: it's a leisure amenity, not a transit option. Instead of funding more TOD, make buses support high-capacity transit better.                                                                                                                 |                                                         |                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                 |                                                          |                                                                                                                                                                                                                                                                         |                                                                                      |                                          |

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| <b>Haerti, Roland</b> | <p>The Metro area is saddled with two issues in highway traffic: 1. to provide for commuter and local traffic; 2. to provide an arterial for long-distance personnel and cargo traffic for the West Coast from San diego to Vancouver B.C. The limitations imposed on the capacities of I-5 and I-205, especially the lane limitation of the needed and proposed interstate I-5 bridge are short sighted and the reasons given are illusory.</p> |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                | <p>The job creation in the Metro area is already hampered by the lack of developable industrial sites. At the present progression of industrial employment decrease the payroll-tax-paying employment base is not going to increas to bring in revenue.</p> |

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| Hale, Katelyn | <p>Not only do we need to accommodate the influx of one million more people in our region, we need to build and grow our regional infrastructure to focus on the LIVABILITY of the region at the same time. Our focus on roads to mainly accommodate automobiles is not the direction in which we need to develop in order to grow healthy, just, and strong communities. Cities in other regions all over the world have grown to become megacities (Tokyo, Seoul, Mexico City, Delhi, etc.), and there are megathemes that we can gain to study for our own case: we can follow typical growth patterns and become a gigantic car-centric smog city, or invest our time, money, and efforts into a different (and better) future. This may not</p> |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| Hallin, John | <p>You claim to want to do things differently, but most of your road projects are expansion projects. I've lived in LA and Las Vegas, where all they do is expand roads. Yet these places suffer from serious traffic congestion. How many times do we have to tell you that expanding roads will not solve the problem? You need to be serious about actually creating viable alternatives to driving. This means making up for the years of lopsided auto spending in order to create a safe and attractive network for pedestrians and cyclists, and to increase the efficiency of public transit. The CRC boondoggle needs to be reworked from scratch.</p> |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Hamon, Beth</b>                                                       |                                                                       |                                                                           | Users whose vehicles have the greatest physical impact on wear and tear of roads should be asked to pay a larger share of their maintenance costs. Stop subsidizing automotive travel so lopsidedly! Making it more expensive to drive a car will drive up demand for [more affordable] public transit and change public opinion in favor of supporting transit more. |                                                          | Let's begin to envision a future that is less dependent on foreign manufacturing! Job creation should be truly regional and focus more on rebuilding local and regional manufacturing so that we aren't as dependent on long-distance transport of foreign-manufactured goods. |                                                                                | Since automobiles are responsible for most of the use -- and wear and tear -- of our roads, let's stop subsidizing automobile use and instead make automobile users subsidize roads more. |
| <b>Hardway, Dale</b>                                                     | More on transit proper and less on things like 2000 dollar trash cans | Don't waste more money on WES                                             |                                                                                                                                                                                                                                                                                                                                                                       |                                                          |                                                                                                                                                                                                                                                                                |                                                                                |                                                                                                                                                                                           |



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| Haskins, Eric | Our highway/freeway system is incomplete and outdated. We are one of the only metro areas of our size without a completed outer loop. The 205 was originally designed to be a loop and needs to be completed. It will take pressure off of the 217, 26 and Sylvan tunnel on the westside. Additionally a simple solution to the 217 is the removal of some of the on ramps and off ramps. There are too many in the stretch from Canyon to the 99, which is surprisingly where the jams occur. |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

|                                                | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                             | If more were invested in high capacity transit, what should be decreased?                                                                                                      | Free-text comments on TSMO investments                                    | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?                                                   | Free-text comments on funding strategies       |
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| <b>Haupt, Kathleen</b>                         | I wonder how much money transit is still losing and what level of capacity is at most times. Maybe we could cut back there. I would like to see off the road bike trails so that riders are safe. I think the number of bike commuters would increase if there were separate paths. How many people have to die before we give up on the concept that bikes and cars can make nice and coexist? Why not use old train track networks for bike trails? I am not a biker but I drive the roads with speeds of 55mph and bikers going 15mph. It is dangerous for everyone but the bikers lose if there is a collision. It is also dangerous for bikers even on slower city streets. | All day 15 minute service seems over the top. How much ridership is there? How many people actually pay? How much money are we losing on this service? I like the idea of transit and use the train to the airport sometimes but mostly I see empty trains and buses. Maybe we should concentrate on service during rush hours? Why not do a train over lunch time downtown? I have been caught stranded at noon because there was no service then. | I think other investments, ie bike trails, should trump transit. How many times have I seen trains and buses mostly empty? My tax dollars at work? There must be a better way. | Tolls would tax the people who actually use the roads so they make sense. | Having mass transit available 24/7.                      |                                          | High capacity light rail 24/7. Fund during rush hours and much less during other times... mostly the trains are empty off hours. |                                                |
| <b>Hayes, Stephanie</b><br><b>Heavey, Jill</b> | There should be more emphasis on mass transit. It's okay to repair current hwy's and bridges but new highways should not be developed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No new highways, use and improve what we have.                                                                                                                                 |                                                                           | New Highways should not be built                         | We need to minimize trucking of goods.   |                                                                                                                                  | I'm opposed to building any new highways/roads |

|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                    | Free-text comments on capacity transit priorities.                                                                                                                                                                                                                                                | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                           | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                               | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                            | Free-text comments on freight priorities                                                                                                                                                                                 | If more funds were invested in freight improvements, what should be decreased?                                                                                                                                           | Free-text comments on funding strategies                                                                                                                     |
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| <b>Heddon, Daniel</b> | Use the model of the failed Mn. bridge replacement as a model of how to spend our 'Hwy,Rd. & bridge' \$\$'s. Minimize contractor fraud and waste by 'bonus and penalty' bid structure. limit truck weight and tire stud use to make \$\$'s go farther. Stop throwing our hard earned tax dollars away. If it was your project how would you pay for it. Be more responsible with our taxes. | The Max is a great system but . . . too much \$\$ is wasted on Admin which are overpaid and do absolutely nothing. The public is not as ignorant as you may think. One quarter of Admin employees are useless. We shouldn't be wasting transit \$\$'s when the middle class folks are struggling. | . . . too much \$\$ is wasted on Admin which are overpaid and do absolutely nothing. The public is not as ignorant as you may think. One quarter of Admin employees are useless. We shouldn't be wasting transit \$\$'s when the middle class folks are struggling. | .Increase smart technology saves gas and time. There are CPU's at every signaled intersection yet they are poorly managed. High school kids could figure out a better system and . . . too much \$\$ is wasted on Admin which are overpaid and do absolutely nothing. The public is not as ignorant as you may think. One quarter of Admin employees are useless. We shouldn't be wasting transit \$\$'s when the middle class folks are struggling. | . . . too much \$\$ is wasted on Admin which are overpaid and do absolutely nothing. The public is not as ignorant as you may think. One quarter of Admin employees are useless. We shouldn't be wasting transit \$\$'s when the middle class folks are struggling. | Weight limit increases for trucks have destroyed out hways. This survey is slanted to direct outcomes to increase more taxes and not protect Americans from wasteful spending. Have the wealthy pay their fair share!!!! | Weight limit increases for trucks have destroyed out hways. This survey is slanted to direct outcomes to increase more taxes and not protect Americans from wasteful spending. Have the wealthy pay their fair share!!!! | This survey is slanted to direct outcomes to increase more taxes and not protect Americans from wasteful spending. Have the wealthy pay their fair share!!!! |

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| <b>Helms, Tabitha</b>  | I feel that more focus should be placed on the safety of our bridges and the safety of the bike lanes into and around the city. As the city tries to encourage individuals to use other forms of transportation, it only makes sense to be proactive and upgrading old systems that are falling apart or are outdated. | As a daily commuter (via car, bike, bus and max) from the Barbur Boulevard area, I can honestly say that my 7 mile commute into the office takes my over an hour via bus/max. It seems that there needs to be some changes to accomodate those who are looking for other options of transportation then driving. | I would need to research this more, as I truly believe all areas are important to the city. | When making changes/updates, please make a point of educating the public of their options. | I would need to do more research in order to answer this question. |                                          | More research is needed for my to make a comment.                              | Individuals currently pay high taxes for the luxury of our roads, granted more funds are needed but I would first focus on large companies who can pass the tax onto their clients. |
| <b>Henderson, Judy</b> | More than half the planned spending is geared toward promoting increasing use of single-occupant vehicles. Much more emphasis should be put on developing a better infrastructure for alternative modes of transportation, especially walking and bicycling.                                                           |                                                                                                                                                                                                                                                                                                                  |                                                                                             |                                                                                            | a scaled-down I-5 bridge between PDX and Vancouver                 |                                          |                                                                                |                                                                                                                                                                                     |
| <b>Henke, Lisa</b>     | Allocate more for freight rail. The more we use existing rail lines, the fewer gas/diesel-using trucks are putting stress on our roads and making it less attractive to walk or bike next to these roads.                                                                                                              | Widen Tualatin-Sherwood road INSTEAD of adding a new road from I-5 to 99W.                                                                                                                                                                                                                                       |                                                                                             |                                                                                            |                                                                    |                                          | a similar-percentage reduction in other areas                                  |                                                                                                                                                                                     |

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| <b>Hensler, John D.</b>   | More funds need to go to Highways. You need to revisit the Mt Hood Freeway concept. Less money to Tri-Met. It has wasted our transit funds for long enough. No further funds need to go to bike trails/facilities and regional trails, funds need to be transferred to Highways and roads. | You need to divert your focus to Freeway, Highway and Road development, improvement and maintenance. | None, funds should not be invested in any further high capacity transit.  | Divert all funds and attention to freeway, highway and roads improvement.                                | Bike trails and anything bike related. No further investment in mass transit. Don't worry about walking trails or anything else that does not focus on Freeway, Highway and Roads! | Freeways, Highways, Roads!                                                                                                                                               | Bike, mass transit and anything else that is not Freeway, Highway, Roads!      | You already get enough fee and tax funds, look where it is going and take it back from areas that have nothing to do with transportation. NO NEW FEES OR TAXES. I can't believe you are evening making that kind of suggestion. Figure it out, that's why you are in the positions you are. If you need help, give me a call. |
| <b>Herbert, P. Sydney</b> | There is much too much catering to movement of goods by truck. Much more investment in rail is needed for both people and goods, that will reduce the need to widen highways and bridges, and reduce carbon emissions. Sidewalks and bike lanes need more money, too                       | People where I live (Hillsdale) have no access to high speed lines.                                  | Widening highways                                                         | More traffic patrols are needed. The City could finance through traffic fines, on the B-H highway alone! |                                                                                                                                                                                    | We are too dependent upon interstate trucking. We need more emphasis on local delivery: bringing goods to people instead of multiple auto trips to stores and groceries. |                                                                                |                                                                                                                                                                                                                                                                                                                               |

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| <b>Herder, Peter</b> | Is \$632 million enough to cover freight for railroads? I've been told it takes almost a million dollars a mile to maintain rail lines. We have what appears to be an underutilized port in Portland. We also have two major rail lines running along the Columbia River and along the coast. This could be an important part of our economy if we can leverage the existing facilities. | It is important to link the commuter with the suburbs but the outer rings need to be linked as well. An easy commute along the boundary of the community would be nice. |                                                                           |                                        |                                                          |                                          | Less funding should be given to administrative expenses. Although commuter fares seem just right currently, expected increases in fuel prices should trigger higher fares. Fares should be more competitive than what driving costs, but we should not be giving away any money either. |                                          |

|                             | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Free-text comments on high-capacity transit priorities.                                                                                                                                                        | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                               | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                               | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                             | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                       | If more funds were invested in freight improvements, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <b>Herrera, Martin Luis</b> | Transit: Oregon let what is now it's biggest employer build a low height Aloha facility at a distant point from downtown Portland where cow ranches and farms were across the street known as TV Highway. If Intel wanted to grow, why didn't Oregon have them build additional height/stories/floors to be used later? Because Intel uses commute reduction programs and compares its success to other businesses with similar state allowances/permissions is success where it needs to be for Oregon's sense of being? Permission for that Aloha location caused extreme traffic across the western region in one linear angle on main streets (Murray Blvd) that were not due north and south. This permitted a strong | I agree that transit is needed given our conditions. Must all busses seem to be so big? What is the actual ridership capacity per available passenger space. In downtown why aren't there also smaller busses? | Why ask an either or question all the time? With all the college graduates available for intern work, that is the best question you can come up with? Yesterday, we paid the Oregon DMV a fee for our teen driver to obtain a driver's permit. With so many pages/info from the DMV manual on teen driving risks, why aren't the fees for teen driving five or ten times as much as the paltry \$22.50 fee I paid? And a sliding income scale for fees can not be used? | More education to encourage biking? The best illuminated bicycle lights are very expensive. And any bicycle lights are not used at all even on bikes ridden by pro/expert bike riders. A reason the Portland Metro area is one of the most dangerous places to drive is precisely because we are so bike and walker friendly the car driver must be that much more careful. Intersections can be encouraged to be used not only as a bike friendly path/intersection | Again you ask an either or question. Increase your budget/spending /talent at fixing things that cost increase maintenance fees for passenger cars and trucks. Not just potholes but low partially submerged manhole covers cause similar damage to ball joints/wheel alignment/tire balancing as typical potholes. \$\$\$ could be used instead of maintenance toward fees/toll roads/raised parking fees. Where is your study on the web site on the damage/dmages | As only one example the hardly used at all Rail Road along TV Hwy is it not used more because a typical traditional rail car is the only thing able to be thought of to use a rail road? Those rails can not be used for commuter solar rail cars with windmills on top generating electricity that can drive off and on rails? PSU has an urban studies department, how much do the Metro businesses contribute to university | Decrease the millions of dollars spent debating a baseball stadium at Memorial Coliseum and near Clackamas. Decrease money subsidized for excess commuters. How? Decrease \$ to Parks and Rec if they continue allowing the emphasis on youth programs winning the game instead of developing and teaching each player on the team. Why do third and fourth grade football teams need to keep score? Why do they have only a ten play minimum for all players? How many grandparents walk away wondering what it takes to get playing time for thier grandchildren? How many individual cars of parents go to these youth games without virtually any | In your above text, Metro claims fees an new development is a possible source. Almost all city governments seem to always let developers skirt/avoid sidewalk fees. Yes, developers may build sidewalks and road improvement around their immediate development. But Metro's category of Regional trails does not include: correcting the Lack of linking/continous sidewalks between developments developed at different times. If the developer builds before an nearby developer does, why can't the plan/fee be for future continous |

|                | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                       | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                 |
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| Hewitt, Autumn | If there is going to be a great emphasis on expanding the high capacity transit system and making biking and walking more viable options for transportation within the region, and part of the goal for this plan is to do our part for global warming it seems silly to be putting so much money into roadway widening and the like. Oil is running out. It may be tough for the time being but big investments, like the CRC, will be bad investments for our future. The goal is got get people out of cars, not to make it easier for them to drive (getting people out of cars helps local businesses and neighborhoods become vibrant). If you build new roads people will use them and keep using them until they fill up | The reason that most people shy away from mass transit is because it is not convenient. A great deal more money and thought should be put into increasing frequency of service and comfortability of shelters and trains/buses. I personally do not use the Portland's public transportation even though I do not have a car. The wait for bus or MAX is way too long, sometimes they aren't even running when I need them, and it is too expensive. There is also a lack of transit routes going north/south on the east side. | There should be a decrease in the amount of money that goes into expanding roads for car travel definitely no CRC. I know that public transportation is not profitable but it creates a great deal more jobs than road building, keeps more money in people's pockets, is good for local businesses, and reduces pollution. Driving a car is too easy and taking public transportation is too difficult. I suggest making public transportation more accessible and making driving less accessible in order to balance the playing field. |                                        | Don't build the CRC                                      | If you get some of the passenger vehicles off the road these things will not be a major issue. |                                                                                | I don't mind giving money to the government in order to improve transportation infrastructure but I do not like the idea of my money going toward projects that make it easier for passenger vehicles to get from place to place. It's already easy to drive. Our best alternatives to driving are cumbersome and lacking. I believe that money should be put into them in order to satisfy some the goals of this plan. |



| How should the region should the emphasis of transportation investments?                                                                                                                                                     | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                              | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Hill, Kathy G.</b><br>I don't see any mention of rail transit for people, only freight. We need alternative travel methods that do not include adding new roads. I'm against adding new roads and disrupting communities. | I think 15 minute service is too often and a waste of money. I took mass transit for 8 years 2000-2008 into Portland from Tualatin, many of the buses were not filled to capacity if the schedule ran 15 mins or less outside of am and pm peak times. | Don't add more roads! Work on existing roads.                             | I hate to see money wasted on highway message signs. Technology is advancing so rapidly most people will use portable handheld devices or car equipped devices to locate travel info. | Stop adding trees, shrubs, mulch and sprinkler systems to the sides of roads. Too much maintenance cost and plants are usually torn out at some point. See trees on Wilsonville rd near Wood Middle school, most will be torn out with Oak Park project...more waste. |                                          | Don't build new roads.                                                         |                                          |

|                      | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                             | Free-text comments on capacity transit priorities.                                                                                                                      | If more were invested in high capacity transit, what should be decreased?                                                               | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                | If more were invested in TSMO, what should be decreased?                                  | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                       | If more funds were invested in freight improvements, what should be decreased?                                                                                                                                      | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                           |
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| <b>Hoff, Charles</b> | Improved /new roads---mainly by-passes to move people and freight more efficiently and timely. ..Continuing to funnel "people" in cars through main cities,etc. to get what?----get their money,hope they will stop to shop?--is,should not be the long range structure of our transportation plan---Transit,(light rail type )can /should be used to move people in/out of major cities---but not at the expense of fewer roads and by pass alternatives for private transportation and commerce !! | I think your focus on tiers is about right---I would think a major light rail line to follow I205 would be a top priority and take care/help your near term priorities. | Low capacity transit to include the "feel good" walking/bike paths that "really do not move much if any traffic" for the dollars spent! | Managing access--if you are thinking very few entrance/exit points on our current road system--it hurts traffic flow more than it helps probably should open up as many cul de saks as you can to try and smooth out some congestion points---unless you are talking about a limited access "Toll" type through fare which I think holds a lot of merit. I do not think you should encourage walking/biking persay in transportation planning-- It is | Reduce the investment in Regional govt. and more back to local govt. with state overview. | You are still living in a dream world if you think improved and improving pedestrian/bicy cle has helped our freight transportation problems!! If we were in FL. or Calif.-- maybe would be more of an impact..Of course you could use Metro's plan and build one very large/tall building-- maybe two and move everybody into them--than no more transportation problems???!? | If you improve people movement with better roads/hiways---this goes a lone ways in improving freight--- Just putting in a couple og limited by passes with tolls or without would take care of much of the problem. | We have household maint.fees now--- Gas tax ok if it goes to improve/build roads---not bike/ped transportation!You keep bring in the walking/bike faction--"more than ever before" which is really nothing and/or minimal impact in the overall picture of transportation movement!! Again you must have that "feel good" thing going for you even though it amounts to a fraction of a percent in moving people!! |

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| <b>Hoffman, Stan</b><br>Much less should be apportioned to highways and roads/bridges--these need to be maintained but should not be expanded at the expense of transit. Transit should get a much higher percentage of the total budget, with some additional going to the other non-road/highway areas as well. | Addition of MAX lines should be the number one priority. | Building of new roads and highways should be severely limited. Note: the "Learn more about the high capacity transit tiers" link above is broken. | Improvements that benefit residents of neighboring areas (Clackamas, for example) that have been unwilling to contribute to their development (e.g., the Sellwood bridge) should have to pay tolls. | Other than roads/highways, as above, what are the choices? | Limit the size of trucks allowed on city streets other than major arterials designed for them. These huge trucks have no place in residential neighborhoods or pedestrian-intensive shopping/enter tainment districts. | Again, you're not suggesting any choices.                                                                                           | Vehicle registration fees, gas taxes, etc. end up targeting the wrong people. Tolls at least target those who benefit from a particular improvement. |
| <b>Holmstrom, R B</b><br>All transit dollars should be spent on roadways and maintenance. Wasting precious resources on limited value projects may make the politicians happy at our mobility's expense.                                                                                                          | Hi capacity doesn't mean hi demand.                      |                                                                                                                                                   |                                                                                                                                                                                                     | elimiate light rail outside of the core city               |                                                                                                                                                                                                                        | All non essential transit spending. ie: bike lanes on the streets. Put them on the sidewalk or license their use on public streets. | What are the core items in the buget? What recent regulations are having the most impact on cost without the promised value?                         |

|                      | How should the region should the emphasis of transportation investments?                                                                      | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                    | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                             |
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| <b>Holtrop, John</b> | Make sure transit money is used for the best good and not for boutique projects like trams and streetcars that benefit few and are expensive. |                                                         |                                                                           | An increase in the gas tax is the most equitable and intelligent way to fund these needs. |                                                          |                                          |                                                                                | Gas tax is the way to fund this. Registration fees are a good idea too but should be tiered higher for those vehicles that cause the most wear and tear. Tax or ban studded tires. Possible have people who use studded tires pay a higher registration fee and have different tags. |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                     | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                             | Free-text comments on TSMO investments                                           | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                        | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <b>Hook, James</b><br>The 2035 plan should be a plan to transition into the post-automobile era. There should be money in the plan for the removal of roads and reclamation of parking areas. The bike infrastructure should be balanced with funds supporting both serious riders who are attempting to do long distances (e.g. Sherwood to downtown Portland) efficiently and inviting infrastructure to encourage novice riders and families to return to biking. Suburban town centers should be redesigned to make biking and walking irresistible for short trips. Rail and other transit should be emphasized. The rail network should be restored to connect the entire Willamette Valley. Congestion on automobile routes should be embraced as | We must build a community that can economically survive the end of the automobile. It is critical that we have high capacity transit in place before automobiles become economically out of reach of working people. We must also emphasize high capacity transit as an adjunct to healthy, active modes of transportation. | We should stop trying to solve problems of automobile congestion. Those problems will be eliminated as automobiles become too expensive to operate. The congestion problems on the roads today tend to encourage people to change their behavior in ways that promote sustainability. | Follow London's lead on taxing driving in urban centers.                         | Priority should be for those investments that prepare for the post-automobile age. We should rely on energy economics to solve the automobile congestion problem. We need to build the infrastructure to survive the decline of the automobile. |                                          |                                                                                | We should have at least European levels of gas tax to discourage driving, fund transit, and build post-automobile infrastructure. High gas prices will change behavior, reducing congestion. The behavioral changes that high gas taxes will precipitate will help Oregon prepare for the disruptive increase in gas prices that will come when demand significantly exceeds supply. If Oregon makes this transition before other regions, when the disruptive change comes we will be at a competitive advantage. |
| <b>Horner, Brett</b><br>More investment in trails for bikes and pedestrians is needed, less money is needed for highways.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Higher transit speed is necessary - i.e., express MAX trains                                                                                                                                                                                                                                                                | Reduce funds that go to increase capacity for single occupancy vehicles                                                                                                                                                                                                               | Increase all parking fees everywhere - charge the true cost of providing parking | adding lanes for autos, and new roads to outlying areas                                                                                                                                                                                         |                                          | I do not recommend more freight investment                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| <b>Hotz, Dove</b>        | <p>Too much for freeways! Do not widen any more freeways, it only leads to congestion, everyone knows that, especially the millions of us who have or will move here from California, lol! Thank you for the amount devoted to bicycles, that is really the way to go. If we are to meet our carbon reduction goals, this has got to be a big part of the way forward. Land use must be a bigger part of transportation planning -- let's try to remove people's need to drive so much. If they have jobs and shops in their own neighborhoods, they will stick closer to home. Down with the CRC!! We could all have free transit for the next thousand years for the cost of the CRC.</p> | <p>Again, land use should trump transportation. People do not really want to commute hours each day, no matter how much transit we put in.</p> | <p>Road widening, CRC, MAX expansion (hate to say it, but MAX is hugely expensive and once in place, not flexible the way a bus system is).</p> | <p>Tolls are regressive and elitist. Education and incentives should be preferred.</p> | <p>Hmm, I see a trend ... freeway expansion and CRC! Eliminate the CRC alone, and we'd have enough to fund practically everything else. Okay, so my math may be a little fuzzy.</p> | <p>Air cargo is the wave of the past. Fuel consumption and carbon emissions from air travel will make this a nonviable option in the not too distant future. We should focus on producing more in our own region, reducing the need for freight movement. Down with private funding! That's an invitation to corruption.</p> | <p>See previous notes ...</p>                                                  | <p>Turn the freeways into community gardens and bike paths. Pass a progressive state sales tax that will equalize the tax burden and stabilize government budgets. I know I've voted against the sales tax in the past but I have finally seen the light ... Increase fees only where we are far below the national average. Taxing transit users is regressive, as is tolling.</p> |
| <b>Houlberg, Marissa</b> | <p>I believe we need to get away from the automobile society. By improving highways we only invite more folks on it.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Most of us want to get to a location and back. Right now our Tualatin problem is gaining access at all times.</p>                           | <p>I believe freeway improvement.</p>                                                                                                           |                                                                                        | <p>Freeway investment and road widening.</p>                                                                                                                                        | <p>There is a lot of information. Too much to review.</p>                                                                                                                                                                                                                                                                    |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                     |

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| <b>Howell, Jim</b> | Widening existing highways will only induce more commuter traffic and thus will not address freight bottlenecks, mitigate congestion, improve reliability for interstate and regional travel and increase access to industrial areas and intermodal facilities. It will however increase driving, exacerbate global warming and increase air pollution. More investment in public transport, especially for operation, will provide a better alternative for accomplishing these objectives. | I disagree. The Powell alignment should not be a near-term priority since this east-west regional corridor is well served with the current MAX alignment. The region needs an inter-regional rapid transit network in order to attract long distant commuters out of their cars and off the freeways, especially during peak hours. Time- savings (speed) is the issue, not capacity. After all, all transit, depending on frequency, is high-capacity, but if it is slow, it will not be competitive with the car, especially if the highways are widened as proposed in this RTP. The following are projects that should be in the | Highway expansion.                                                        | TriMet should charge for parking at all its park-and-ride lots and use the revenue for improved feeder bus service. Buses should have signal priority, especially on heavily used lines and at critical intersections such as those with heavy congestion or those with heavy bus activity such as near transit centers. | Stop wasting money on the CRC. The money already spent on staff and consultants could have extended MAX to Hayden Island along with a local bridge for cars, bikes and pedestrians that would have reduced interchange traffic turbulence on I-5. | The most effective way to expedite the movement of trucks is to provide effective alternatives to driving for commuters. Adding road capacity is counter-productive since the induced commuter traffic it will generate will preempt the capacity making it worse for the truckers. Improving the capacity of freight rail is the most cost effective and environmentally sound way to reduce truck | Highway expansion projects.                                                    | Refer to the voters a constitutional amendment that would allow state fuel taxes and vehicle fees to be used to fund intercity public transportation, which currently has no dedicated revenue source. |

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| <b>Hoyt-McBeth, Steve</b> | I think widening highways is folly. More lanes will only incent more driving. I would like to see the region put more focus on environmentally friendly modes and demand management programs - even it is disproportionate to the mode share of those mode types. If we want to meet the challenges of climate change and meet RTP's stated goals, significant investment will be needed. |                                                                                                                                                                     |                                                                           |                                                                             |                                                                                                                                                |                                                                                                                  |                                                                                | We do not come close to capturing the full cost of driving.                                                                                                                                                                                                                                                                                      |
| <b>Hummon, Cheryl</b>     | More bike and public transportation, less highways. Bridges may need the \$ due to repairs. No 12 lane Columbia River Crossing. No CRC unless it has max.                                                                                                                                                                                                                                 | We need much more public transportation. We have to get people out of their single occupancy cars, which are warming the planet and endangering life as we know it. | Highways and anything that primarily benefits cars                        | Incentives for biking and public transportation. Disincentives for driving. | You need to learn how to write survey questions in plain English. Do you really think the person on the street could understand this question? | Optimize transportation for freight but don't optimized for cars that have other options (public transportation) |                                                                                | fee structure should be based on actual use of infrastructure. if you want to use, you pay. therefore tolls and gas taxes, which relate to actual use of facilities. vehicle registration fees are a flat tax, so someone like me who uses my car once per month pays the same as someone who drives every day, and that's not fair. pay to use. |



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| <b>Ignatovich, Cynthia M.</b> | Removing fish barriers needs more funds. Salmon is important to Oregon's economy.                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                  | Jobs of the Tri-met/other transit management should be reduced to save funds.                                                                                                                 |                                        | Reduce smart technology at this time.                                                                                                                                                                                                                       |                                                                                                         | Reduce truck shipments and promote rail. (if possible)                                                              |                                                               |
| <b>Jackson, Ken</b>           | Increase # of transit and pedestrian projects                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                  | None.                                                                                                                                                                                         |                                        |                                                                                                                                                                                                                                                             |                                                                                                         |                                                                                                                     |                                                               |
| <b>James Sullivan</b>         | The I5 to 99w bypass northern route should NOT be done. A southern route at the south end of Tualatin/northern Willsonville needs to be built and make Tualatin-Sherwood road 2 lanes EACH way from I5 to 99W. This bypass should have been built long ago but due to idiots in the planning of the project and bribes/payoffs this project is STILL a three ring circus. | The WES line, when it is running should have been designed to have a stop at Washington Square Mall. Again, very poor planning of the system by the powers to be and payoffs/bribes from special interest for there own agendas. | Better overall planning of the cities, MUCH better planning for the future, a dedicated route from I5 to HWY 26 via the area of Hwy219, a Western Bypass and extending the WES line to Salem. |                                        | This is not just about traffic and vehicles it is about the PROPER overall planning of the cities. The proper zoning and placement of business/manufacturing sites in relation to highways and homes. Again, PROPER and Intelligent planning of the cities. |                                                                                                         |                                                                                                                     | Get rid of unnecessary management and use those funds to pot. |
| <b>James, Warren H.</b>       | Increase Transit to 40% and reduce Highways to 15%--always stress building up rather than out.                                                                                                                                                                                                                                                                            | It is essential to reduce car traffic and increase public transportation by high capacity transit.                                                                                                                               | Highway and bridges (accommodating automobiles) construction.                                                                                                                                 | None.                                  | Roads built to accomodate single or few occupant vehicles.                                                                                                                                                                                                  | I hope your statistician can reconcile answers that are illogical when juxtapositioned with each other. | Accommodation of the car with driver and many other passengers, vs. the car with driver and few or zero passengers. | None.                                                         |

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| <b>Jeronimo, Jenni</b> | Maintaining and repairing existing roads and bridges is prudent, but building more large roadways, as in the proposed I-5 5 lane connector, is not a good nor green use of taxpayer dollars. That money should be spent augmenting our transit system, so we can be a model to other cities. Improving the rail systems is money well spent especially if it allows for less truck traffic and pollution. It is imperative that affordable housing, land use and transportation be part of one cohesive plan. The above information totally ignores the impact of transportation system on access to affordable housing. | The WES in Wilsonville is wonderful, if you want to ride during particular hours. If there was expanded service including nights and weekends many more people could take advantage of the rapid transit.                                                                                                                                                                           | Road building                                                                                                                                                                                             |                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                          |                                                                                 | If we could expand the freight rail system we could get more trucks off of the roadways and our road maintenance costs would decrease and our traffic problems would improve. |                                          |
| <b>Johnson, Ellen</b>  | It is imperative that affordable housing, land use and transportation be part of one cohesive plan. The above information totally ignores the impact of transportation system on access to affordable housing.                                                                                                                                                                                                                                                                                                                                                                                                           | This is a difficult question to answer without factoring the increasing concentration of lower-income households in Eastern Multnomah County and Gresham. Hi capacity transit will not necessarily address housing affordability concerns or access to high paying jobs in other areas. A short commute does not make up for the better life outcomes in an area with less poverty. | I don't use light rail because it takes 30 minutes by bus to reach it. If you increase \$ for this mode of travel and decrease others, you will end up making transportation and housing less affordable. | All of this does not take into account the lack of affordable housing in areas of high demand. If more \$ were invested in supporting affordable housing development in areas of high demand, there would be less need for some of these strategies. | See above. Invest in the development of affordable housing along transit corridors and town centers. Ensuring affordable housing is part of the mix in an area of high demand should be part of the transportation plan. | This plan lacks an analysis of how it will impact residential housing patterns. |                                                                                                                                                                               |                                          |

|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                    | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Johnson, Henry</b> | Transit and bike appear to account for a disproportionate amount of funding relative to their share of trips.                                                                                                                                                                                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Johnson, Merv</b>  | My priorities are [first most important]: 1. Railroads 2. Mass transportation [busses, MAX, etc.] 3. Trucking 4. Bike trails 5 Highways & streets                                                                                                                                                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Jones, Richard</b> | This is some really complex stuff, and I'm worried that 1) you're soliciting input based on very little detail to us, 2) that you're trusting uninformed bystanders to give you some feedback, and 3) you're not giving us more of a change to admit we have no idea, or flag where we are confused. My real answer here is "I'm not sure." |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

|                                   | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Juárez-Brockway, Elizabeth</b> | Look at the number of projects for sidewalks and bicycles facilities and that of Highways. While it is 'nice' that Portland is recognized as 'bicycle friendly', commuting cyclists pay nothing for the investment being made to infrastructure improvements to accommodate this small percentage of the commuting population. The condition of existing HIGHWAYS/ROADS/BRIDGES is abysmal and congestion is at unbearable levels. Looking at the number of transit projects vs. the cost and it is glaring that the resource allocation is incongruent. I'm not saying there isn't a need for public transportation, but it feels that Metro is trying to force people to live along public transportation corridors and while that works for |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Kalinowski, Stan</b>           | Too much spending on bike facilities, should be limited to very high density areas only. Transit system is not viable unless it provides 24/7 service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                         |                                                                           |                                        | Reduce bike lanes                                        |                                          |                                                                                |                                          |

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| <b>Kapfer, Deborah</b> |                                                                                                                                                                |                                                                                                                                                                                                                                                                                                   | No keep as is. Roads, bridges, etc are also needed                        |                                        | Keep as is.<br>Need all pieces of the puzzle                                                                     |                                                                                                                                                                                                                                                                                                                           | We are not a major manufacturing country!<br>Cut waste                         |                                          |
| <b>Kauffman, Adam</b>  | Reparation of existing bridges and roads is more important than creating new roads. Investing in transit can lower the traffic on highways, bridges and roads. | We need to be careful not to spend so much on new projects that our original systems suffer. For example we should not have to decrease or remove fairless square. Some thing I use and enjoy. I used it much more when I was younger. It is a great way for young people to get around downtown. |                                                                           |                                        | By implementing better design we can save money on needless or redundant traffic control facilities and signage. | In regards to public-private funding special care must be taken. In situations where public funds are given for private projects that "benefit the public" there is a high chance for embezzlement. I think that we should be conservative with public funding in cases where private organizations should bear the cost. |                                                                                |                                          |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                              | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                         | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Kaufman, Albert</b><br>it would be great to see Metro emphasize depaving areas that are no longer needed as paved areas. there are so many streets that could be depaved. there are huge wide streets which don't need to be so wide, would be great to see more area depaved, and less new pavement going in. i suspect that the car is going to take dip in use going forward, if we can recognize that, how about we discontinue building new roads, and decommission ones that we no longer need. also, would be great for someone to travel to Europe and take some notes on how they do it in Amsterdam. now that's a city that understands biking! would love to see more money go towards bike-friendly development. and, finally, more money | this question is confusing to me.                       |                                                                           | this would be great: Increasing smart technology like signal priority at intersections - all lights should only operate when there are cars at the intersection!!!! |                                                          | any chance we could get a system like they have in Europe - trucks only pass through @ certain times, thus freeing up the highway during the day, for instance. trucks travel on weekend & at night. i'd love to see that here.. | freight improvements should be paid for by freight companies.                  |                                          |
| <b>Kelly, Andrew</b><br>More streetcar usage in existing neighborhoods to further the development of mini town centers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                         |                                                                           |                                                                                                                                                                     |                                                          |                                                                                                                                                                                                                                  |                                                                                | User pays.                               |

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| Kelly, Candice |                                                                          | I don't know as I am a Tualatin resident and I don't really see anything that helpful for me .... the WES so far doesn't help me to get to Portland or back MAYBE if their was good connections from Wes to downtown Portland I could be persuaded. |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| Kendrick, Christine | I think there needs to be more investment in Transit. Bike lanes, sidewalks, and trails are another top priority and must be invested in heavily. However I think Transit also needs to be emphasized more especially if Portland is to meet its Climate Action Plan and reductions in vehicle miles traveled is going to occur. A strong, easily accessible good Transit system is the best way to get people to lessen their dependence on a personal car. Road expansions will only get congested at a later time and you are just adding to air pollution and going backwards in terms of climate change. In terms of road infrastructure, expansions and huge mega roads should not be the emphasis. Road planning should prioritize an interconnected | A lot of emissions and road use come from individuals living outside of Portland and traveling in for work and leisure. I know it is difficult to build mass transit systems across state lines but Portland can not ignore Vancouver, WA. A fast speed commuter rail like the METRO line in Washington DC or the Subway in New York between Vancouver and Portland is inevitable. If this process could be started at all, I would strongly support it. | The Columbia River Crossing mega bridge and highway expansion             | Along with education to youths and different employers, any type of price breaks for transit passes is a huge way to get people to ride Transit systems rather than drive a car. As a Portland State graduate student, the flexpass is not that much cheaper than the cost of parking. The cost of Parking downtown at PSU has risen much slower than the cost of the flexpass. This is a huge population of people moving into Portland that might use | Traditional road expansion. If traffic and congestion can be lessened by more efficient road systems, then road expansions would not be as necessary. |                                          |                                                                                | When using tolls and various fees, Metro needs to be sure these extra costs do not place more burden on those in poverty. People who ride Transit already may not be able to afford a big hike in fees. However, if you are choosing to ride a car on the road everyday you are putting wear and tear on the road and emitting pollution so that person should pay an increased fee to cover their costs. The United States subsidizes driving personal vehicles but not public transportation that much so I think these realities and true costs of driving need to be thought about when |



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| <b>Kent, Heather Nelson</b> | I would like to see more investments in bike and pedestrian facilities and better bike/walk access to transit. Maintenance of existing roads should be a priority but expanding and adding roads and lanes should be the last priority unless these are directly tied to job creation or protecting our industrial area jobs.                                               | Improving bike and walk access to these facilities should be included in total project scope and costs.                                                                      | Decrease funding for new roads or new road capacity.                                                                             | Whatever we can do to make it easier for people to get out of their cars should be given high priority. | Road expansion or additional road building.              | The more we can do to get drivers out of their cars for small trips and to reduce amount of peak time trips the better we can keep freight and business moving without huge freeway and interchange investments. |                                                                                |                                          |
| <b>Kimura, Arlene</b>       | The issue for me is that these seem to be transportation projects in a void, without the corresponding links to where people are now and where they need to go. For the last 20 year and more, the north-south connectors in mass transit have been almost non-existent. So, you have out-of-direction travel if you take transit. It becomes much easier to take your car. | None of the above unless high capacity transit includes not just east-west arterials via a rail system of some kind. More local service to get to the high capacity transit. | At least for the near term, tax abatement on TOD projects whose only qualification is that the lot is near a light-rail station. |                                                                                                         |                                                          |                                                                                                                                                                                                                  |                                                                                |                                          |

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| <b>Kingsley, Wayne</b> | The proposal is bike and ped centric. Bike and ped commuting or commerce is relatively short range. Jobs may or not be reasonably accessible by walking or biking. Transit may or may not provide access to jobs in a reasonable time or at all throughout the region. The proposal spreads bike and ped spending into several different categories; these costs should be aggregated. Costs do not comprehend the value of ROW used. Jobs are spread throughout the region and may or may not be close to home. This is a regional plan and should comprehend people moving efficiently throughout the region for jobs and commerce. This means providing for the use of personal vehicles whether they are gas or green powered. Freight | We have a population density problem on the proposed routes in spite of the fact that TriMet has a reasonably good record of forecasting ridership. Will there be enough ridership to "justify" the cost. Light rail is not "high capacity, high speed". It concentrates service on the central city and along the alignments not jobs elsewhere in the region because to get elsewhere passengers usually have to go through the central city. Since all transit service is subsidized, the more service provided the greater the need for public funding for operations. Private vehicles on the other | I do not recommend this.                                                  | When considering parking availability and fees you need to consider the impact on retail and employment. Too often we think people have access to transit etc when they may not. For example inadequate park and rides to access transit. Malls and internet shopping still have free parking. The more we discourage people from driving to downtown or city centers the more this commerce will atrophy. |                                                          | Now you are making sense. I would add that an emphasis on air, marine and pipeline even for regional movement as ways to reduce truck presence. You also need to think about over size load routes as you densify your area. | Spending which is largely recreational (trails), expensive for the dollars invested and results obtained (WES, Sellwood Bridge 2 lane replacement) or enhances our national "reputation" without economic benefit. | Here's the rub. The trick is to extract more taxes and fees from the residents while not discouraging private sector job maintenance and growth. It's the private sector which ultimately will pay for all of this even if public sector entities chip in, its the taxpayers who ultimately foot the bill. Vehicle fees and gas taxes are logical but if you are discouraging vehicles in general and reluctantly embrace green vehicles this may be self defeating as the number of vehicles in use VMD per person drops. SDCs have gone through the roof and are a drag on development now, |
| <b>Kiraly, Lisa</b>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                            |                                                          |                                                                                                                                                                                                                              |                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| <b>Klaebe, Peter</b> | commuter rail options should be structured to avoid road crossings by building bridges and over/underpasses, and allow for faster light rail & WES commuting | should consider high capacity & faster service from Tualatin through Lake Oswego to Milwaukie and downtown Portland with several stops at key population centers | roads                                                                     | do not impose road tolls               | why can't the revenues raised thru increasing zone density at urban centers be used to pay for increased transportation systems enhancements? | Private-public partnerships are not all that they are cracked up to be. Where I come from (Sydney, Australia)), the public-private partnerships used to build some major road infrastructure projects like a cross-city tunnel, and a freeway tunnel through the suburbs have been public funding disasters. The government has had to bail out the private consortium of one project, and now is saddled with a contract that is |                                                                                |                                          |

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| <b>Klavins, Rob</b> | <p>Funding should focus on transforming our transportation system to one that is more efficient, reduces environmental impact, reduces the need for pouring more money into repairs, and helps build communities.</p> <p>When it comes to roads and highways the policy should be "fix it first". We should prioritize maintaining current road and highway infrastructure over building more roads and more auto capacity that require even more maintenance.</p> |                                                         |                                                                           | When it comes to roads - fix it first! (as opposed to widen it, build more, etc.) |                                                          |                                          | <p>If more funds were invested in freight improvements (preferably rail), investment in new roads that are redundant with currently available public transit options should be decreased. Those expenditures could also be offset by increased parking fees, tolls, and fees for freight improvements.</p> <p>Funding should come from sources based upon their actual usage of and impact on the infrastructure - not their proximity to that infrastructure. Someone or some entity who lives on or near a major artery but primarily uses public transportation, walks, or bikes has a much smaller impact on the system than someone who lives far away but drives through or to that same artery. Their cost should be proportionate to that use and impact. To seek more funding from the former is not only unfair, but also serves to exacerbate the current problem.</p> |                                                                                      |
| <b>Kluss, Nancy</b> | <p>Would like to see improvements made that allow traffic to bypass cities like Beaverton and Tigard to relieve the heavy traffic that increasing outlying populations have brought and will bring.</p>                                                                                                                                                                                                                                                            |                                                         |                                                                           |                                                                                   |                                                          |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Would like to see those who use the roads providing funding to maintain them.</p> |

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| <b>Knoebel, Kelly</b> | I am unsure how 32% to transit and 5% to sidewalks will help your goal of "Promote reliable, efficient movement of freight, goods and services". I like sidewalks and transit but the real quality of life is how much money and jobs there are. We need to encourage bussiness to locate here. Think more jobs how can we do that? | Transit is very expensive and serves a limited group. Max has worked great but look at WES, I would call it a failure to this point. | Base expenditures on a cost benefit basis. 100 million for 800 riders on WES does not seem to be a very good benefit for the cost. How many cars does a lane of road carry? 1000 an hour or so. | Price road for what they cost. \$3 toll if the road works then I am all for it, but we better price transit for what it costs. \$24 a ride on WES | Transit                                                  | You say that many transit, pedestrian and bicycle projects help freight move more reliably by moving automobiles off highways. We still need to get employees to their job. Lets not forget how many people come from Washington to work in our industries and how many people come from rural areas. These people are not going to walk to work. | Transit, sidewalks                                                             | Many fees here are aimed at vehicles. So your strategy is to remove vehicles from the roads so now you have no source of fees. Charge a bike registration fee, lets make it fair. I also bike and would be willing to pay a fee to go towards additional bike facilities. Vehicle fees go to new vehicle facilities, that seems fair. |

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| <b>Kolberg, Kristin A.</b><br><br>I'm thinking you may want to adjust the numbers somewhat to delegate more money to public transportation such as buses, MAX, bike trails and sidewalk expansion. If you look to existing European communities which have been bursting at the seams for hundreds of years, you'll notice that despite a dense concentration of people in the urban and suburban areas, there are less cars on the roads, and less congestion overall. They use public transportation, walking and biking more than we do here. I think Oregonians would prefer to move towards that model rather than trying to cram in cars for the expected 1 million additional people over the next 30 years. If you build in this type of | See my previous comments. The more we spend on public transportation / high capacity transportation options now, the less painful it will be to absorb a million more people in our community over the next 30 years. |                                                                           | Create incentives for people to use public transportation, carpool, walk or bike. Look to existing cities around the world that are already doing this successfully, and create a model based on their systems. |                                                          |                                          |                                                                                |                                          |

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| <b>Kulley, Marlowe</b> | The region should focus more of it's efforts on sustainable transportation modes: rail, transit, bikeways and sidewalks. We should not be spending a quarter of our transportation budget to make roads wider and inviting more VMT's, more greenhouse gas emissions and more sprawl. |                                                           | Big dollar bridges and widening highways.                                 | Don't forget about making it safe and convenient to take alternative transit (bus, bike, walk) |                                                          | We should create more freight-only corridors to eliminate freight bottlenecks and congestion. If you don't separate them out of the general traffic flow there will be no way to help this industry without also encouraging passenger vehicle traffic. | Multi-lane highways and bridges                                                |                                          |
| <b>Lamb, Dave</b>      | More money to build new roads to eliminate bottlenecks (HWY 26 to 15) and less to transit.                                                                                                                                                                                            | Transit system too Portland centric, too much light rail. |                                                                           |                                                                                                | Transit                                                  |                                                                                                                                                                                                                                                         | Transit                                                                        |                                          |

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| Lambertson, Naomi | I'm not sure if Regional trails includes bike only trails, but Metro definitely needs to do all it can to build bike/pedestrian only trails and public transit only ways. I understand the need for widening highways, but perhaps just improving them would be sufficient. We want to encourage folks to use public transport options. Providing high density commuter options might be a better solution. For instance, run a low-cost shuttle/bus to/from Salem that departs from park and rides near Portland, etc. |                                                         | As mentioned previously, highway expansion could be decreased. Though safety is a factor here. |                                        |                                                          | businesses benefit from a lot of these improvements. I like the idea of partnering for funding when it benefits the businesses themselves. |                                                                                | street maintenance fees might need to be assessed by usage, not proximity to a street - ie- if you are a public transit user/biker, should you have to pay for streets you don't drive your car on? |



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| Lamirault, Lee     |                                                                                                                                 | I am a big fan/supporter of light rail systems and what Portland has achieved through the use of MAX and its Streetcar system. I do think the balance goals and projects seem appropriate. I would like to see the Streetcar system placed in the Eastside as a stand alone system and not having it have to connect to the westside. Also, assuring that the streets are paved and maintained for buses is important. |                                                                           |                                        |                                                          | Decrease spending on development of new bridges. |                                                                                |                                          |
| Lashbrook, Stephan | Every opportunity to improve bike, pedestrian and transit access (especially bus) should be emphasized over more road building. |                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                           |                                        |                                                          |                                                  |                                                                                |                                          |
| Latus, George F    |                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                           |                                        |                                                          |                                                  |                                                                                |                                          |

|                           | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                            | If more were invested in high capacity transit, what should be decreased?                                | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                            | If more were invested in TSMO, what should be decreased?                 | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?                                                                                                                                                                                | Free-text comments on funding strategies |
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| <b>Lee, Margie</b>        | More emphasis should be on transit. We already have enough roads. Light rail moves more people per square inch, requires less of a carbon footprint, is safer and less accident prone, healthier for those who use it, ie walk more, and preserves the beauty of our environment. Plus it is an economic boon, because everyone can afford it. It builds community. Cars on the other hand pollute, are dangerous, and going to be about as popular as the blacksmith was at one time when oil gets rarer and more expensive. | I think more street cars are needed and the more light rail we have in Portland the better we are as a city and ability to compete with the rest of the country in terms of jobs. A good transportation system makes good sense and even if we got the two listed above, many neighborhoods would remain unserved. | New roads. Just maintain the present ones or replace with bike/walk lanes and light rail or street cars. | I think those that do not add to the carbon footprint as well as health problems associated with car pollution should be rewarded. Car pools, mass transit discounts, discounts on health insurance, should be utilized and expanded. Things that let car drivers know about the real cost of cars, toll booths, higher parking fees, limited parking spaces, etc. would be good. | Investment on getting trucks off the road and putting loads unto trains. |                                          | Improve freight trains (quality of the rails and more of them) Have a separate rail for freight and one for passenger. Investment in roads would thereby be decreased because trucks really wear and tear the roads (also cause accidents to passenger cars). |                                          |
| <b>Leibenguth, Andrew</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                    |                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                   |                                                                          |                                          |                                                                                                                                                                                                                                                               |                                          |

|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                    | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?                                                 | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?                           | Free-text comments on funding strategies |
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| <b>Lembo, Matthew</b> | Chains and studded tires should be banned to reduce maintenance costs of Highway and Roads. TSMO should be increased to provide planners and managers with accurate data on traffic patterns and increase opportunities for integration with other systems and departments (police, fire, medical, traffic reporting, real-time route management, transit frequency, etc etc). Freight should be increased to remove grade-level crossings at current and future high volume intersections. |                                                         |                                                                           |                                        | Maintenance costs need to be reduced through more intelligent re-surfacing and BANNING CHAINS AND STUDS. |                                          | Maintenance costs need to be reduced through more intelligent re-surfacing and BANNING CHAINS AND STUDS. |                                          |
| <b>Lewis, Sue</b>     | too much money WASTED on inefficient mass transit - WES! Tualatin needs local buses rather than community ruining transit.                                                                                                                                                                                                                                                                                                                                                                  | don't upgrade WES - we need busses                      |                                                                           |                                        |                                                                                                          |                                          |                                                                                                          |                                          |
| <b>Libby, Sara</b>    | More should be given to transit, cycling and walking.                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                         |                                                                           |                                        |                                                                                                          |                                          |                                                                                                          |                                          |

|                                | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                                                  | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                           |
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| <b>Lieberman, Bob</b>          | I haven't heard much about the concept of dedicated express busways. Many US cities have them, including Pittsburgh, PA. Bus-controlled traffic signals are another option, as they have in Eugene. We spend a heck of a lot of money on rail and, though I think it's productive, it's enormously expensive, I think we've become blind to equal or better alternatives. Busways require much less investment than rail. Also, I note that to ride from Clackamas Town Center to downtown Portland takes a long time! Is there a lot of traffic from Hollywood to Clackamas? No. So why do riders making that trip have to stop in Hollywood, or the other MAX stops. This is the problem with rail – there is no express service and | See previous comments                                   | See previous comments                                                     | I don't think tolls are the right tool for metering although they may work for funding. People travel for the most part because they can't get what they need closer to the origin of a given trip. I would like to see more effort put into land-use planning and zoning instead of relying on tolls to influence behavior. A big problem with tolls is that we will eventually rely on as the metering device and development continues to occur in ways that increase the demand for |                                                          | Why is there no truck-specific road. How about a truck-only lane from Salem to Vancouver? Then they can pay what it takes to keep up the road and the rest of us can have safer less expensive driving. |                                                                                | See previous comments about tolls and their effect on development. |
| <b>Lindgren-Scheuder, Lynn</b> | Increase percentage to sidewalks and pedestrian facilities. Under investment for the last 50 years has left a large percentage of the metro area inaccessible for pedestrians.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                         | highways                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                          |                                                                                                                                                                                                         |                                                                                |                                                                    |

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| <b>LIPSCOMB, JOSEPH</b>     | Focus on rapid transit, with improvements to roads where only partial improvement exists and/or dangerous conditions exist.                                                                  | Service upgrade to all day service on Trimet Route #96 should also be considered.                                                                                                                                                                                                                                                                                                          | Additional lanes on freeways where three lanes exist.                                                                          |                                                                                               |                                                             |                                                                                                                                                                                                                            |                                                                                              |                                                          |
| <b>Litt, Michael</b>        | Transit should get a larger percentage of the funds and projects, and highways should get a smaller percentage.                                                                              | Invest in rail to move freight and get it off the highways wherever possible.                                                                                                                                                                                                                                                                                                              | Highways                                                                                                                       |                                                                                               |                                                             |                                                                                                                                                                                                                            |                                                                                              |                                                          |
| <b>Locklear, Clyde Alan</b> | Rail mass transit and freight hauling needs more emphasis. Forget about widening highways -- it's money down a rat hole. In ten years or so, there will be much less auto and truck traffic. | We should be "fast-tracking" rail transit -- both metro and intercity. Extend MAX to Forest Grove. Extend WES system to Newberg and McMinnville. Start building Portland to Sherwood while Milwaukee line is under construction. Extend streetcar lines in SE and NE Portland. Buy more buses. Consider larger (flexible buses for major corridors. We're going to need all that and more. | Stop pouring money into widening highways and boulevards. They are plenty wide enough for the traffic that will be using them. | We need disincentives for auto travel in combination with incentives for transit and bicycle. | Stop widening highways.                                     | Get more freight moving on rail. Intermodal should be better developed and used extensively. Require all new industrial facilities to have rail access. Restore rail access to industrial sites where it has been removed. | Again, stop adding lanes and expanding highways and arterials -- they're plenty wide enough. | Be careful not to place too much reliance on one source. |
| <b>Long, Jason</b>          | Less to highways. Less to roads & bridges for creation of new streets for automobiles. More to bike facilities and sidewalks. More to transit.                                               |                                                                                                                                                                                                                                                                                                                                                                                            | Funding for creation of new roads & highways for automobiles benefit.                                                          |                                                                                               | Less for funding for new roads and bridges for automobiles. |                                                                                                                                                                                                                            |                                                                                              |                                                          |

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| <b>Lopes, Beth</b> | Evaluate and sincerely the good of your neighborhoods! Economic or Lifestyle changes? Adjust accordingly. If the public is using bikes, parks, and public transportation more often, allocate those funds for preservation, restoration, and advancements in property and facility usage. If you want the public to utilize and "get behind" a system (public transportation), educate them on ease, cost efficiency, and benefits. Like any business, you have to tell the people what you are doing, why they care & how it benefits them. | Recently, trimet cut some of it's service stating that there was a loss in public usage and interest. More cuts are projected. The economy is not in an upswing yet, not enough of one for us to feel safe. Budget cuts happen at home too, and evaluating expendable expenses is a hard, but necessary job. Support the public, let them invest back into the economy & save money...use trimet! | Common sense tells us that if more people are using public transit, then less people are using the highways & roads. Perhaps the demand of the public simply dictates fund allocation. |                                        | I feel, that especially when needed, administrative personnel, ie. management, can also conduct "route" work. Transit information, drivers, security, maintenance & repairs, upkeep, etc. Whatever is needed and the budget is short to cover an additional employee. This will also help keep management and administration "in touch" with their customers, employees, and business community. |                                          |                                                                                |                                          |

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| <b>Lord, Dana</b>         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Hig density of people will make roads inadequate. Fossil Fuel and the environment also needs to be addressed here. Clackamas County has large reas for development and redevelopment in the growth boundary and needs transit. Across or around the region is also critical for work and Vancouver neighbors. | Limiting expansion of raod and concentrate on repair, upgares and safety. |                                                                                              |                                                          |                                                                                                             |                                                                                |                                                                                                                                                                                                                   |
| <b>Luchterhand, Ralph</b> | More emphases on highways, roads and bridges. Think beyond the city. This is an area that depends heavily on automobile transportation. Therefore, the majority of funding should be directed towards improving the flow of auto and truck traffic. This would also address a significant portion of mass transportation issues, as improving traffic flow would also improve conditions for the busses, which are a far less expensive alternative than the light rail system. | Remember the voters have rejected many of your proposals, yet you press on spending money that is not yours. Remember who you work for and whose money it is your are spending.                                                                                                                               |                                                                           | Since most residents in the area use auto transportation, that is where the focus should be. | More auto lanes, less bicycle lanes.                     | The focus should be on over-the-road options, as that serves the greastest number of people and businesses. | Less on light rail and bike lanes                                              | Gas taxes should focus on roads, highways, bridges, not bike paths and mass transit. Consider a bicycle registration fee to offset the cost of bike paths. Don't put this expense on businesses and gasoline tax. |

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| Lupro, Joel | <p>Spend LESS on transit. Spend less on bikes and sidewalks. Reduce the total number of "investments" so you don't choke the taxpayer or funding source. \$20 Billion for capital investments, just for transportation, is simply shocking, even if its spread out over 25 years. Study WHY people want to move here and how we can get these new arrivals to chip in their fair share of money. I can't blindly accept that a million people will be living in the Metro area by 2035. Don't accomodate them. We can't even replace the Interstate I-5 bridge for crying out loud, not to mention the Sellwood Bridge. Stick to the very basics and set your sights LOWER or we will all become refugees here!</p> | <p>Tri-Met is a huge rip-off and benefits only a portion of the Metro population. We don't need any more trains between Beaverton and Wilsonville. The riders don't amount to hardly anything. The area population needs to be more dense to justify higher investment in transit. We are not Hong Kong or Tokyo or New York. I'd work on improving freight movement and not moving passengers on light rail.</p> | <p>High capacity transit is a money-sucking monster that will never be satisfied. The hunger is endless. Pull away from these ambitious plans before we are stuck with an infrastructure we can't afford to maintain. Stick with adding bus service, its cheaper than building light rail. And there is nothing wrong with driving on Powell Blvd. . . just leave it the way it is and don't spend any money on it right now.</p> | <p>The nicer you make the Metro area, the more people will move here to enjoy our "high quality of life". As long as we are a people magnet, my family is going to go broke paying taxes to improve our infrastructure for new arrivals. Try offering free vasectomies to Metro residents. Seriously, the appetite for investment is not sustainable in the long run and there are less and less "living wages" to support it all.</p> | <p>This is such a leading question that assumes we want more investment. I say invest less.</p> | <p>Serve the job-producing entities. Downplay the importance of the individual. Lets get back to simple basics that pencil out economically for the best benefit on the whole, like replacing a bridge vs. putting in sidewalks in a neighborhood. We can't do it all and public-private funding partnerships are not going to create magic that opens doors on investment and projects. We have dwindling resources and</p> | <p>Light rail, public transportation in general. People have to live closer to where they work.</p> | <p>Tax the hell out of gas. Its a user fee, the more you use, the more tax you pay. Don't like it, sell your vehicle and ride a bike. Don't raise payroll taxes, they are high enough funding Tri-Met.</p> |



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| <b>MacGillivray, Don</b> | Bike, sidewalks, trails, and TODs all need about 50% more funding. = \$700 million Transit needs about \$1 billion more. This should come from highways, roads, bridges, and freight. More freight should be transported by railroad than currently. | While MAX and trolleys are nice, buses are more cost effective and flexible. When bus lines prove themselves then they can be made into fixed rail transit. | Auto roads and infrastructure. Congestion pricing / tolls should be placed on roads to raise money for all transportation, but especially alternative transportation. | tolls and other pricing strategies need to be implemented two years before a final decision is made on the Columbia River Crossing | The needs to be a new form of financial support for operating costs of transit. The bus system needs to be expanded and the fares should be reduced or maintained at current levels. It would be best for auto usage to support all forms of transportation. | Provide control of excessively large truck (ones that are larger than delivery vans) from residential streets. Where possible use rail to move freight rather than trucks. | new highways / freeways.                                                       | autos should be paying for all forms of transportation. |

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| <b>Mack, Nancy</b><br>TSMO? This is an acronym for what? From the description, I would guess "Transportation System Money Openhole" but maybe it's something else... I like the focus on improving current infrastructure (Roads and Bridges). As a driver and a pedestrian, I would like to see money spent on bike roads - separate distinct wide safe (did I mention separated?) areas for bike transportation. First because it would reduce my interaction with bicycles in places where their movements are unpredictable and risky (ie roads and sidewalks) and second because then I wouldn't be so scared to ride my bike. |                                                                                                                                                              |                                                                           | Oh, that's what TSMO stands for! (Still don't actually get it. Maybe i was right the first time) | No                                                       | Private industry which reaps the rewards of profits should share the costs and responsibilities of public investment. I am not as interested in spending money to attract business as I am in business spending money to justify their use of resources. | Private money should be invested in profit making enterprise                   |                                          |
| <b>Madden, Anne</b><br>We need a few MORE (not just improved) arterials/highways on the westside, as we do not have a complete or sufficient grid here. This is especially true in southeast Washington County.                                                                                                                                                                                                                                                                                                                                                                                                                     | I am especially in favor of transit along 99 through Tigard to Sherwood. And adding more service times to WES would dramatically improve ridership, I think. |                                                                           |                                                                                                  |                                                          |                                                                                                                                                                                                                                                          |                                                                                |                                          |

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| <b>Magahay, Randall</b> | more sidewalks and bikes, less on highways and roads, other than maintenance. Gas will be \$12 a gallon soon enough. fuel costs increased some 300% in the previous 25 years, that curve is likely to continue to increase, and we'll all be willing to bike it or hoof it in the near future. |                                                         |                                                                           | I love the crosswalk timers at intersections. Tolls on the "new" Sellwood bridge, that increase with the distance you have travelled to cross it. | the Columbia river crossing, of course.                  | I would prefer that commuting by automobile be annoying enough to induce transit use. | The CRC, of course, and any tax breaks to "sports developers" and parking facilities. | Tax the crap out of everybody, and make transit free. |
| <b>Manson, Paul</b>     | Increase bicycle and pedestrian funding to move beyond simply "completing gaps" as the plan states. Need to forge new routes, options and infrastructure for bicycles and pedestrians.                                                                                                         | Barbur Boulevard needs new options soon.                | Highway capacity expansion.                                               | Parking fees are too low.                                                                                                                         | Highway capacity increases.                              |                                                                                       |                                                                                       |                                                       |

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| <b>Mantese, Teresa K.</b> | There is more to consider here than just "transportation." Some of the costs that are not included in these types of plans are: environmental and public health (air, water and noise pollution), and other quality of life factors such as living in a quiet, neighborhood-centric city where one can safely walk or bike wherever one wants and women can walk in their neighborhoods alone at night without fear of being raped. Yes, that is Portland. Being able to find a job in one's own city is another quality of life issue. Prioritizing highways and freeways encourages people to live far from where they work. For instance, why spend billions on the CRC mostly to give SW Washingtonians an easier commute to a job that an Oregonian would |                                                         | Highways and roads and the CRC, definitely.                               | People need to pay for the true cost of their transportation choices. We all know the automobile is the most expensive transportation choice for society, the community and the world. Spending money on anything that makes driving, especially a single occupancy vehicle, easy and pleasurable should be prohibited. Spending money on green ways of traveling (bike/walk) and on public transportation should be increased so that riding the bus or | Simply decrease substantially all planned investments that will accommodate the automobile. | Get people out of their cars and there will be plenty of room on the road for business. | Decrease everything that supports the antiquated mode of transportation called the automobile. | Here's another option: Hey, Oregon! Hey, Portland! Hire an Oregonian first. The benefits to the economy are countless. |

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| <b>Marriott, D</b> | More transit projects                                                    | More focus on the westside of the region - additional HCT options are needed in Hillsboro and the surrounding area to better connect the major employers to HCT (Intel, Solarworld & the rest of the employment corridor on Evergreen). | roads & bridges                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Marshall, Bob</b>                                                     |                                                                                                                                                                    |                                                                                 | Carbon tax - what are you waiting for?                                                                    | Enough with the deferred maintenance. You can't even take care of the roads/system that you have. How about more investment in maintenance? | I remember how the truck lobby persuaded state legislators to raise weight limits for loads and soon thereafter all the bridges needed to be replaced. DON'T BE A SERVANT OF LOBBIES. Rail operators do not play well with others. Mandate freight rail operate on schedules so that track can be shared with passenger rail. | Freight transportation broke our bridges and we had to buy new ones. Let them pay for their own improvements |                                                                                                                         |
| <b>Martin, Michelle</b>                                                  | Spend less on bicycles and transit and more on roads & bridges.                                                                                                    |                                                                                 |                                                                                                           |                                                                                                                                             |                                                                                                                                                                                                                                                                                                                               | bicycle funding                                                                                              |                                                                                                                         |
| <b>Matteson, Teddie</b>                                                  | More emphasis on rail - both freight and people. Freight on rails reduces long-haul trucking. Rail for people, but provide parking -- as in Northeast Portland!!!! | Sorry, I don't have an answer here other than to look harder for wasted monies. | Tolls would be ok only if it were electronically checked and by not having any slowing at the checkpoint. | Sorry, again. Wish I didn't have to suggest looking for wasted dollars, but I do.                                                           |                                                                                                                                                                                                                                                                                                                               |                                                                                                              | Same comment on the tolls: only if electronically checked and vehicles do not have to slow down through the checkpoint. |

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| <b>Matzke, Peter</b> | <p>the use of dollars is significantly misappropriated. STOP FUNDING RAIL. the dollars are much better used on bus service. Look at the math. Bus service is significantly more efficient than rail. IF Metro would increase the number of buses, the area of bus coverage and increase the frequency of bus trips, ridership will increase significantly. The new bicycle lane plan is beyond absurd. It needs to be scrapped immediately. STOP FUNDING RAIL, it is a waste of tax payer money that would achieve so much more in any other category.</p> | <p>Bus service is a proven efficient method of high capacity transit. That's where the focus and funding should be.</p> | <p>Buses, buses, and more buses. STOP FUNDING RAIL!!!!</p>                | <p>Wow, i am amazed at the ability to ignore the facts, where was the focus of the people that created this survey, it is totally off course.</p> | <p>everything listed above.</p>                          | <p>We all know that there is a heavy rail bottleneck in portland. The most efficient sloution is three rail terminals outside of the metro areas: one east, one south and one north of vancouver. If three rail staging terminals were created outside of the metro area, rail through the city could be reduced and be much mre efficient</p> | <p>public mass transit rail ie max should be stopped, the street car should be stopped, wes should be stopped</p> | <p>USE THE BUDGET YOU HAVE, NO MORE TAXES</p> |

|                   | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                   | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                           | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                      | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Mayer, Jon</b> | <p>Metro should invest in strategies and projects that improve non-motorized transportation such as biking and walking and increases access to public transportation both in dense urban areas and to outlying areas.</p> <p>Infrastructure and policy should be developed to limit transportation of freight on highways and roads and instead focus it on rail or right of ways. Incentives should be created to decrease use of personal vehicles or at the least increases use of personal vehicles that are ecologically friendly. Road and bridges should be invested in to preserve safety but all efforts should be used to decrease transportation as usual (passenger vehicle) and instead expand the model which Portland is already noted</p> | <p>We must invest in public transit and make it readily accessible to all and convenient for day to day life even for those people commuting from distant locations. Public education campaigns is also a critical component of this.</p> | <p>Expansion of roads and highways to accommodate increase in car and truck traffic. Unless a system is developed that makes public transportation convenient for all the cycle of highway expansion will always continue contributing to a variety of negative social factors.</p> |                                        |                                                          | <p>Continually expanding infrastructure for freight on roads and highways is not the answer to creating a healthy, sustainable community.</p> |                                                                                |                                          |



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| <b>Mazziotti, Don</b>      | Less funding in the roads and bridges category, increasing TSMO by at least 50%, adding funding for regional trails and substantially-improving the commercial/freight network. Much greater focus on congestion pricing arrangements and/or incentives, drawn from transit funding. Give first priority to major congestion points. Establish incentives for transit use. Use gas tax increases, rather than local taxes, to encourage usage of existing system. | Densities, demand and population distribution insufficient to support high capacity transit in the region. |                                                                           |                                        | High-capacity transit.                                   | A commercial network plan should include utilization of time-of-day movement incentives and better articulation of trucks to port facilities. In general, economic development objectives are not being adequately-served by current/past transportation investment plans or decisions. | Transit.                                                                       |                                          |
| <b>McCandless, Melanie</b> | Less highways, more bike facilities and sidewalks. Outer SE Portland is really difficult to bike around because so many streets are disconnected and the majority lack sidewalks.                                                                                                                                                                                                                                                                                 |                                                                                                            |                                                                           |                                        |                                                          |                                                                                                                                                                                                                                                                                         |                                                                                |                                          |
| <b>McCullough, Dana</b>    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                            |                                                                           |                                        |                                                          |                                                                                                                                                                                                                                                                                         |                                                                                |                                          |

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| <b>McFarling, Dan</b> | Expanding transit services helps keep local money at home , strengthening the local economy. Dependency on roads/highways results in shift of wealth to petroleum producing areas, weakening our local economy.   |                                                         | Maintain current infrastructure; avoid expansion of pavement. DO NOT increase numbers of lanes on roadways (e.g., Columbia River Crossing). | Emphasis needs to be on expanding transit services. Make cost of driving more accurately reflect the true cost of driving. Educate yourselves and the public about the true cost of driving. |                                                          | Shifting more freight to rail will reduce roadway construction and maintenance costs, reduce energy consumption, improve environmental quality, minimize roadway congestion, improve safety. Reducing petroleum consumption will help strengthen the state and nation's economy. |                                                                                | Tax and fee increases only as needed to maintain current roadway infrastructure. Need to develop new funding strategies to improve and expand high capacity passenger and freight transportation. |
| <b>McNulty, Wilma</b> | I do not see monies set aside for education, especially thru schools. Bicycling and walking need to be encouraged through organized events sponsored and supported by the public schools, school boards and PTOs. |                                                         |                                                                                                                                             |                                                                                                                                                                                              |                                                          |                                                                                                                                                                                                                                                                                  |                                                                                |                                                                                                                                                                                                   |

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| <b>McWilliams, Marilyn</b> | I like the emphasis on transit, trails and sidewalks/bikes. Our population is aging, and many of our seniors will lose their ability to drive. Having convenient mass transit will help fill the gap. Having sidewalks and trails will enable everyone to preserve their mobility and get around without cars. I like the emphasis on roads and bridges too, much needed infrastructure. | I am concerned about access to mass transit in the North Bethany area. Many of the plans for the area stress sustainability, and it would be good if people in the North Washington County area had a mass transit option. | Federal funds for high speed light rail would make build out of WES less important. | We need to pay for roads and bridges, and a toll would be a fair way to do it. | less investment in highways                              |                                          |                                                                                | Tolls and gas taxes impact the users of the roads and bridges. SDC's provide money to build roads made necessary by development. This seems fair. |
| <b>Meacham, Rick</b>       | Less on transit and more on highways then roads                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                            |                                                                                     |                                                                                |                                                          |                                          |                                                                                |                                                                                                                                                   |

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| <b>Metcalf, John B</b> | I BELIEVE THAT THE TRANSPORTATION QUESTION HAS NOT BEEN OBJECTIVELY REVIEWED AND THAT CLEAR OBVIOUS SOLUTIONS HAVE BEEN NEGLECTED IN FAVOR OF POLITICALLY FAVORED ONES, ONES THAT COST MORE, NEGLECT ALTERNATIVE LAND USES. |                                                         |                                                                           |                                        |                                                          | I BELIEVE THAT THE SOLUTIONS ARE NOT SIMPLE BUT THAT EXISTING ROADS AND INFRASTRUCTURE CAN BE IMPROVED. I BELIEVE THAT CONNECTOR PROJECTS, SPECIFICALLY 10598, 11339, 11340, 11342, SHOULD BE REMOVED FROM THE RTP. THE SOUTHERN ALIGNMENT WAS REJECTED BY 25% OF THE STEERING COMMITTEE AND 605 OF THE STAKE HOLDER WORKING | THERE IS ONLY ONE CLEAR SOLUTION TO ANY TRAFFIC PROBLEM AND THAT IS TO INVEST IN A REGION WIDE WESTERN BYPASS CONNECTING 26 WITH I-5. | WHETHER THEY ARE TERMED TAXES, FEES, OR INVESTMENTS ALL NEW MONEY IS A TAX ON PEOPLE PAID FOR BY AND SHOULD ONLY BE APPROVED BY A VOTE OF ALL CONSTITUENTS AND IDENTIFIED SPECIFICALLY AS A TAX. THE ONLY OTHER ALTERNATIVE IS TOLLS WHEREBY PEOPLE CAN CHOOSE TO PAY OR NOT PAY. |

|                      | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                               | If more were invested in TSMO, what should be decreased?                                                                                         | Free-text comments on freight priorities                                      | If more funds were invested in freight improvements, what should be decreased?                 | Free-text comments on funding strategies                                                                                                                                                                                                                                                                          |
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| <b>Meuser, Lori</b>  | Limit new road construction to those needed to provide access to employment areas; focus on providing connections and filling gaps to existing road system especially filling bicycle and pedestrian facility gaps. Transit improvements should be equitably distributed throughout the region; look at ways to make connections to new Green Line especially in Clackamas Regional Center and Industrial areas. |                                                         |                                                                           |                                                                                                                                                      | Decrease spending on new roads. WES just opened, unless there is a significant need to enhance that service then it shouldn't be a priority now. |                                                                               | Decrease spending on new roads unless they are directly related to accessing employment areas. | Don't tax households for transportation improvements. People are trying not to lose their homes in this horrible economy. Increase the gas tax and spread the cost statewide. Charge tolls. People will prioritize, consolidate and otherwise manage their trips if the gas tax is increased and tolls are added. |
| <b>Meyer, Robert</b> | Improved freeways & regional arterials. Better bridges at Interstate Bridge & Boone Bridge. No more light rail, commuter rail, buses, or streetcars. Develop multi-modal industrial hubs where air freight, rail freight, and freeway access all intersect...this is the wave of the future.<br>More monetary support for bicycle projects.                                                                      |                                                         |                                                                           | Most trips are in cars...help cars and commerce move more freely on our roads rather than constantly trying to reduce the number of vehicular trips. | Spend more on streets for cars and less on rail lines and bike lanes.                                                                            | follow Washington County's lead and put much more industrial land in the UGB. | Less on mass transit.                                                                          |                                                                                                                                                                                                                                                                                                                   |
| <b>Michael Lilly</b> |                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                         |                                                                           |                                                                                                                                                      |                                                                                                                                                  |                                                                               |                                                                                                |                                                                                                                                                                                                                                                                                                                   |

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| <b>Micheletti, Dustin</b> | 5% of planned funding going towards biking/walking infrastructure projects is still abysmally unacceptable. The investment to outcome ratio for bike/sidewalk projects is much more feasible and productive than that for road/bridge improvements. Increasing the investment percentage for non-car related projects is a must for this area to live up to it's talk of being a leader in sustainability. Such disproportionate investments in car-related infrastructure will do little to improve our alternative-transportation goals, and next to nothing to improve our regions contributions to global climate change. | While these are excellent projects, I believe limiting the focus to these three is short-sighted. Limiting investment in car-oriented projects would free up a significant amount of funds to allow for the inclusion of additional identified high-capacity transit corridors, such as along Killingsworth St., in St. Johns, and elsewhere. | Funding for motor-vehicle projects and the accompanying road and bridge improvements should be radically decreased. This would include a significantly scaled back CRC project, limiting several lanes built while keeping rail and biking plans intact. Or, alternatively, scrap the whole CRC project, and build a bike and rail dedicated bridge instead at a greatly reduced cost to the region, freeing up billions for alternate-transportation projects. Less people in cars = less need for an expanded I-5 bridge. | Put more people into car-free modes of transportation, and less money will need to be spent on maintaining the existing street/highway/bridge infrastructure. Prevention is less costly than treatment, right? | Reduce road surface maintenance investments, and eliminate the creation of new roads. Improve on what is currently in place, rather than expanding access. | One lane on every highway and freeway in the region should be solely dedicated to freight trucks, buses, and carpools. This will ensure smooth access to businesses and the rapid transit of goods, while simultaneously limiting access for cars and encouraging high-capacity transit. | Again, limiting car-related infrastructure and maintenance projects would free up billions of dollars to increase freight project funding. | Make driving cars more expensive, and their users will be encouraged to bike/walk/use public transit to arrive at their destinations, in turn allowing for decreased road maintenance investment. Increasing tolls, raising the gas tax, and increasing registration fees would all accomplish this goal. The TriMet payroll tax and SDC charges should also be increased to further back these goals of improving alternate-transit infrastructure, in the hopes that one day bike, foot, bus, and rail transit will no longer be referred to as alternate-transit, |

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| <b>Miesen, Steven</b> | Why promote 1 million more people. How about 250000 instead? Bike facilities should get more. Bike lanes and pedestrian lanes should get top priority. Not polluting our streams and topsoil should be top goal in all of these projects. If you plan for safer, decent bike lanes then people will bike way more. Go to Eugene or examples. Bridges need to be designed for Bicyclists and Pedestrians as a priority. | Focus on quality of life. saving farmlands, and open space. Not growth and paving our topsoil and forests. Improve what we already have. |                                                                           | Free parking spots for Bicycles city wide. No bike fees. | Big freeways                                             |                                          | Big freeways should be decreased                                               | Tolls are a best idea. People initially complain but later we get better bridges/bike lanes/roads. Developers need to pay for the development they cause. Not the existing citizens. Or there should not be more land developed. Improve SE portland instead, ect. I would like a sustainable region , not a million person growth region. We need to preserve and improve what we have. Not sprawl and destroy our valuable nature that is left. No more growth is ideal. Have bigger buildings downtown for people to live and do business in. |

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| <b>Miller, Andy</b>    | Double the investment in bike facilities, specifically transit oriented bike roads.                                                                                                                                                                  | Funds should focus more on high-capacity local transit. For example, not from Beaverton to Wilsonville, but from North Bethany to Hillsboro. |                                                                           | I am not in favor of policies that attempt to drive transportation initiatives by punishing "bad" behavior (i.e. tolls, metering lights, etc are forms of punishment). |                                                          |                                                                           |                                                                                |                                                                                             |
| <b>Miller, Michael</b> | Given the climate crisis and the status of world fossil-fuel supplies, the region needs to further shift priorities towards transit of all types, development patterns that reduce the amount of travel, and increased rail (freight and passenger). |                                                                                                                                              | Highway expansion.                                                        |                                                                                                                                                                        |                                                          | Investments should promote a shift from trucks to rail whenever possible. |                                                                                |                                                                                             |
| <b>Minjares, Matt</b>  | The percentages seem right on. As much as I'd like to see more urban transit and bike projects, I can understand that there are existing roads and other projects that need maintenance and construction that are expensive and take a lot of time.  |                                                                                                                                              | tax breaks for companies to stay in the city.                             |                                                                                                                                                                        |                                                          |                                                                           |                                                                                | I'm generally against fees. I'd rather see a small sales tax than fees popping up all over. |



|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                             | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?                                                                                                                 | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Mintkeski, Walt</b> | The plan is too focused on building and expanding roads. It needs to invest more in transit, bike lanes, sidewalks and trails to give people choices in how they travel, reduce pollution and create opportunities for healthy and active living.                                                                                                                                                                                                                                                                    |                                                         | Road expansion projects and the Columbia River Crossing                   |                                        | Road expansion projects and the Columbia River Crossing                                                                                                                  |                                          |                                                                                |                                          |
| <b>Moore, Terry</b>    | Sidewalks separate from bikeways (lanes and paths) should be \$1 billion since transit investment won't work unless all transit streets have safe, continuous, ADA accessible, and attractive (ie with landscaping and protection from motor vehicles) sidewalks. And additional \$1 billion should be spent on bikeways until all streets have safe bike facilities and a complete off-street system of bikeways is completed region-wide. Transit should receive the same amount (or more) than roads and bridges. |                                                         | Highways and roads...don't do any more "modernization" projects!          |                                        | Just do plain, simple signage improvements... put the right signs in the right places; don't just put up more signs...take down old signs that don't make sense anymore. |                                          | Decrease highway funds to support rail freight.                                |                                          |

|                              | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities.                                                   | If more were invested in high capacity transit, what should be decreased?                                      | Free-text comments on TSMO investments      | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Moore, Zephyr Thoreau</b> | Beav, Oregon 97005<br>RTP comment, Our transportation system is used by car dealers to advertise on YOUR AND YOUR NEIGHBOR'S license plates. SEE the metal rectangle COVERING the State name on YOUR license plate. LOOK at the Crater Lake plate. Some advertising rectangles COVER all four-words on the Crater Lake plate: Oregon, Crater Lake and CaentennialL. Roads wear out when the pound of ADVERTISING moves. You want funding for RTP? Let car dealers pay the postal value for YOU DELIVERING THEIR POUND OF ADVERTISING. That'd be \$4.95 per postal delivery of one-pound. Home to work, \$4.95. Work to job site, \$4.95. Job site to vendor, \$4.95. Etc. We may have money left |                                                                                                           |                                                                                                                |                                             |                                                          |                                          |                                                                                |                                          |
| <b>Morehead, Craven</b>      | Much less on transit which serves a tiny minority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Transit can only serve a tiny minority. Should not waste dollars on expensive and inefficient light rail. | Vehicles that compete with taxi cabs and towncars. Metro should not be sending short buses into neighborhoods. | This is clearly biased toward mass transit. | Metro and ODOT administration.                           |                                          | City, State, & County administration.                                          |                                          |

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| <b>Morris, Julie</b>  | The emphasis sounds reasonable. It would be good to have assurance the bike/sidewalk improvements under Roads and Bridges are incremental to the Bike Facilities and Sidewalks                                                                                                   | An initial focus on the top tier is good, but should not create a limit on investment | Highways                                                                  |                                        |                                                                                                             |                                                                                                            |                                                                                |                                          |
| <b>Morrison, Ken</b>  | Seems like the I5 - I99 corridor is being railroaded through in spite of public opposition. Need some more public input on this prior to moving forward.                                                                                                                         |                                                                                       | Highways                                                                  |                                        |                                                                                                             |                                                                                                            |                                                                                |                                          |
| <b>Morrow, Cooper</b> | Not sure of the "bang for the buck" of one project v. another but assuming more can be done for biking with fewer dollars your amount dedicated to biking is hopefully adequate. Does High Speed rail factor into these numbers? Electric car facilities (ie charging stations)? | 99 needs a lot of help and I don't mean just more lanes. Options!                     | good question (note minor typo in the first line below)                   |                                        | shop for the best deals and make sure all bids are competitive you get the most efficient use of the funds. |                                                                                                            |                                                                                |                                          |
| <b>Narelle, Nina</b>  |                                                                                                                                                                                                                                                                                  |                                                                                       |                                                                           |                                        |                                                                                                             | I did not answer these questions as I feel under-education about these issues and do not want to weigh in. |                                                                                |                                          |

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| <b>Neighbor, Patricia</b>                                                |                                                                                                                                                                                    |                                                                           | I support increasing prices for parking and increasing areas where payment for parking is required. |                                                          |                                          |                                                                                |                                          |
| <b>Nelson, Heather</b>                                                   | More funding for bike/ped facilities is needed -- including more signage showing people where the trails and paths are and connecting people to the facilities that are available. |                                                                           |                                                                                                     |                                                          |                                          |                                                                                |                                          |

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| Nemo, Fred | not a bad BALANCE of projects, as far as allocations go, but the projects themselves are wasteful and unimaginative. one example: spend a billion on incentives to businesses to stagger their work hours - spread rush-hour around all 24 hours and end rush hour gridlock. this would result in 1. a cheaper, more beautiful, and more functional interstate bridge. 2. the long-last chance to remove the east-side I-5 section altogether, redesignate I-405 as I-5, and use the lower deck of the marquam bridge as I-5 access to southeast portland. 3. turning the upper deck of the marquam bridge into the most spectacular urban park in the world. 4. hang portlandia on it, facing downtown | only if 'high capacity' means increased bus lines (can't open 'high capacity' pdf) | slow the development of rail lines in favor of more, and more creative, bus lines. be 'green' in the ECONOMICS | very important' to keep infrastructure in good repair, but tendency is to go overboard and neglect the imaginative, less costly, and green | the most expensive ones, and the ones that predominantly serve the already well-served | in the 'ensure access for delivery' provision, opportunities for car-free access must also be developed in the 'improve major street connections' provision, the preponderance of the cost should be borne by the industries concerned the last 3 provisions are nonsensical, as written. the cast doubt on the legitimacy of the entire survey. this is all just PR, right? | fraudulent surveys                                                             | increase trimet tax only to expand bus service tolls only in the sense of congestion pricing |

|                            | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                                                             | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Nethercott, Melissa</b> | I believe you need to adjust the numbers a bit to allow for more bike lanes and trails. Walking paths, or sidewalks are needed in many places as well. I think more and more people will be taking alternative forms of transport in the (near) future. Mass transit is ESSENTIAL in a city like this, more money into that to make it EVEN better is a very good start. | the 15 minute service on the WES is great, but if it costs SO much more then maybe look at spending money in making sure there are ways to get to Portland, from the suburbs, rather than JUST car. |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Newell, Kay</b><br>Freight movement needs to be near the top. Freight movement = economic growth and well being. Freight movement can add to bottle necks or decrease bottle necks, Trucks add more pollution to air when they stop. Keeping freight moving keeps air cleaner, keeps cars moving better and keeps cost of delivery down. \$ spent on moving freight cannot be spent on growing business. Growing business = growth for the community so we have more money to spend on the nice to have stuff like trails. Protect our current investment in infrastructure, then improve or add to the items that add enjoyment. It is cheaper to maintain than it is to repair our infrastructure. | communities want and use fast track transportation.     | trails                                                                    |                                        |                                                          |                                          | trails and nice to have projects                                               |                                          |

|                     | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                         | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                       | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                              |
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| <b>Newman, Will</b> | The entire question is based on a false premise. We simply cannot continue to grow at the rates projected for the next 20 years. For one thing, there is not enough drinkable water, to say nothing of cheap, dense, portable energy. Additionally, as we get larger and larger conglomerations of people, the burden of building and maintaining the necessary infrastructure takes up a larger and larger share of production - we have already exceeded our capacity to meet current needs. This will not get better over time. Historically, people can travel about 1 hour each way from where they live to where they work. This has been true for at least the last 2,000 years. While there may be technology that can shorten the time it takes | The primary requirement for the success of any public transit system is based on one factor: it must take people from where they are to where they want to go, and it must do it without overlong routes and numerous transfers. I note that virtually all these suggestions are focused on speeding up the system. When the system is trying to serve an impossible situation (increasing numbers of people traveling increasing distances), it is not possible to achieve adequate speed (reduce travel time to an acceptable duration) |                                                                           | "Increasing parking fees, shared parking for multiple uses and price discounts for carpools or short-term parking in centers, downtowns, main streets and areas served by high quality transit." is away to discourage people from driving. The problem here is that many government agencies are located in dense areas where driving space and parking are at a premium and people must still go there to transact business which is required, often by law. |                                                          | Charge commercial freight haulers an adequate amount to compensate for the disproportionate amount of wear and tear they contribute to transportation routes. This is also true for the disproportionate amount it costs to build roads, bridges, etc, to allow for the heavier loads and increased traffic of these vehicles. The comparison being, how much would it cost to build roads and bridges if they |                                                                                | Again, if commercial haulers paid their fare share, much of the necessary funding would be available. |



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| <b>Nielsen, David</b>  | Would like to see actual analysis of cost/benefit of increased dollars spent on transit. Outside of core areas, how much benefit does it have? Spending 2/3 as much as we do on highways, roads and bridges for transit and bike facilities seems a little off base  |                                                                                                                                                                                                                                                 |                                                                                                             |                                                                                                               |                                                          |                                          |                                                                                |                                          |
| <b>Oetken, Karen</b>   | Due to our climate. 1st emphasis should be on facilities that can run in all weather. mass Transit #1. Bridges that are overdue for replacement. Local streets that can take some of the transportation load. then sidewalks, bike paths and trails. Work then play. | look for routes that are going to develop in the future that can be done cheaply. Example to Forest Grove where train right of way exists already. Population growth will be in areas not already overcrowded. Growth will follow high transit. | Work comes before play and transportation that is only available seasonally. So bikes, walks etc come last. | The local rail stations do a good job of relaying the info on wrecks. Tell them and let them build listeners. |                                                          |                                          |                                                                                | New bridges need tolls                   |
| <b>O'Harrow, Conan</b> | Highways should not be expanded. The additional needs should be met by more trains. Portland needs a subway system. 15 from 5 miles south of the Marquam Street bridge to 5 miles north of the Interstate bridge should be put underground.                          | Portland needs a subway system.                                                                                                                                                                                                                 | widening of roads                                                                                           | User fees should be increased greatly.                                                                        | No new roads should be built.                            | We do not want more trucks on the roads. | Build less roads.                                                              | The users should be charged.             |

|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                      | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                            | If more were invested in high capacity transit, what should be decreased?                          | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                       | If more funds were invested in freight improvements, what should be decreased?                                                                    | Free-text comments on funding strategies |
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| <b>O'Leary, Jeremy</b> | As we appear to be leaving the era of cheap energy and predictably cheap gas, it seems the current mix will lead to significant stranded assets. All road planning should prioritize an interconnected system of complete streets that give people choices in how they travel rather than a system that funnels cars into one huge roadway that is bound to become congested and create toxic air hot spots.. | <p>Please make sure you have public space and business targeted at public gatherings near bus/light rail stops.</p> <p>The fact there is little or no public space near the eastside MAX platforms is a significant part of why the platforms are problematic.</p> | While bridges and roads must be maintained, expansion in most/many cases will be a stranded assets |                                        |                                                          | Metro should require more information on whether the projects invest equitably | There is a fine line between fixing current bottle necks and expansion, please keep a very long term view on gas prices when fixing bottle necks. |                                          |

|                   | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                              | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                           | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                         |
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| <b>Orr, Dale</b>  | I agree with Metro that there should be a balance between all modes of transportation. Emphasis should be on expanding alternative modes of transportation that do not include roads, with emphasis on light rail and bike lanes. However, the current road infrastructure should be maintained and, when possible, made more efficient. Expansion of highways should be a lower priority than mass transit. More efficient movement of freight is critical to the economic growth of our region and also will reduce congestion on our highways. | Additional capacity in the Barbur Blvd-Sherwood corridor is needed. Light rail is way over due. Also, access from Mt. Hood highway (26) along the sunset corridor or along Powell or the Sunrise corridor needs to be improved. The ranking of priorities appears to be about right. |                                                                           | There has to be a careful balance between increasing the cost to those that drive their own cars and providing viable transit alternatives. If there isn't a transit alternative and the pricing on cars, either through parking, tolls, etc., becomes onerous, it could damage the economic growth of the areas where access becomes expensive. |                                                          |                                          |                                                                                | I generally agree that new development or new projects should be assessed fees that will fund their own infrastructure needs. However, there should be some room for subsidy in order to better direct growth to those areas that are part of the regional plan. |
| <b>Ott, Roger</b> | Far too much money and time is being planned for future transit issues. Take 80% of the money you have designated for transit, and put that money into highway development and widening.                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                      | more money into transit is the wrong direction, period.                   |                                                                                                                                                                                                                                                                                                                                                  | spend less on mgmt of transportation systems             |                                          |                                                                                | decrease wasteful spending like mass transit and fix the roads. You'll have plenty of money left over.                                                                                                                                                           |

| How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                       | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                      | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                      | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                   | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                               |
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| <b>Otto, Len</b>                                                         |                                                                                                                                                                                                                                                                                                                                                                                               | The question's focus ignores north-south needs outside a loosely defined core around Portland. Not all life centers on Portland; many commuters do not use transit because to get from north to south, or vice versa, requires a trip downtown. What a monumental waste of time and resources! |                                                                                                                                                                                                                                                                                                                                             |                                                          |                                                                                                            |                                                                                |                                                                                                        |
| <b>Park, C</b>                                                           | Widen bottlenecks first. Also, decide if a road is actually a highway or not. If it is, make it limited access and time the lights on it. Actually, everywhere. A computer system that can recognize problems and adjust light cycles accordingly would solve a lot of problems. Additionally, improve freeway interchanges. The interchange of the 99W and the 217 is absolutely ridiculous! | Committing to these projects, and funding them, will alleviate a lot of traffic woes.                                                                                                                                                                                                          | How about requiring adequate parking (and parking space size regulations) when new buildings go up or change hands? Sure, we'd all like to think that people won't drive, but they will. Charging more for parking will help to ensure that people stay in the suburbs. Parking around transit should be FREE if you want people to use it! |                                                          | I think that businesses should have to ensure that they have truck access if they are going to use trucks. |                                                                                | I support tolls as long as they are removed once the cost of building the bridge/road has been raised. |

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| <b>Parks, Wilda</b>     |                                                                                                                                                                                                                                                                                                                                                                                              | CTC to Oregon City                                                                                                                                                                                                                                          | Sidewalks and bike                                                        |                                        |                                                          |                                          |                                                                                                   |                                                  |
| <b>Patrick, Maureen</b> |                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             | McLoughlin corridor                                                       |                                        |                                                          |                                          |                                                                                                   | Implement tax on sales of tire chains and studs. |
| <b>Peal, Keith</b>      | The investment strategy is much too aggressive in movement away from conventional transportation mode improvements. It is way to high in bike, sidewalk and transit. Bike does not have an income stream and transit is way more expensive to build, maintain and operate. It only serves about 4% of the transportation segment.                                                            | It is too costly, has no ability to pay for itself without significant federal subsidy. Large Transit investments offer little in the way of actual rapid transit comparatively, and offer little no flexibility to serve changing demands.                 | More investment is needed in conventional capacity expansion.             |                                        |                                                          |                                          | Mass Transit. We have invested enough. We need to focus on existing system capacity and expansion |                                                  |
| <b>Perez, Martha</b>    | I want televisions, bathrooms, vending machines and coffee/snack bistros on every bus, train and max line. We can possibly generate revenue, if we enact a fee. We could sell a pre-paid/pre-loaded card that gives access to these additional amenities that the current transportation is lacking. It could generate jobs. We also need better/increased amounts of art on our buses, too. | I would prefer to see more of an emphasis on mobile unit bus rapid transit, as opposed to additional light rail, commuter rail or rapid streetcar. While I do enjoy riding on these types of transit, I feel that there are limitations to such investment. | I would not support such a proposal.                                      |                                        |                                                          |                                          |                                                                                                   |                                                  |

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| <b>Perez, Martha</b> | <p>Don't make highways wider - try to maximize existing usage Roads &amp; Bridges: need to be maintained with earthquake retrofitting Bike facilities/sidewalks: need to be maintained/ADA compliant and will benefit everyone Transit: improve connection between WA and OR state to minimize need to be on road driving solo TSMO/Freight/TOD/Other: this should be balanced with other ideas, such as making buses/train schedules more frequently, subsidies should be developed to reduce cost of riding on public transportation system, especially in a time when there are many unemployed/students who must depend on the transportation system to commute to</p> | <p>There are limitations to light rail, commuter trail, and rapid streetcars. A better strategy would focus on bus rapid transit, due to its higher flexibility (light rail, etc is subject to frequent interruptions in service, for example).</p> | <p>Fewer funds should be invested in high capacity transit and more funds delivered to increasing frequency-of-service issues. Ensure that the current transportation system is able to run on a 24 hour schedule, to accommodate the growing numbers of night-shift users/workers. Provide higher subsidization of employer-based transportation/car-pooling incentives, &amp; low-income passengers. In addition, bathrooms, televisions and/both coin-operated vending snack machines should be made available for the purpose of increasing revenue and adding amenities and/both modern</p> | <p>Why do we always focus on building larger infrastructure, when it is clearly unsustainable and comes at the expense of improving/maintaining the current system. Bigger isn't always better. Let's focus on smarter, NOT bigger transportation infrastructure &amp; technologies.</p> | <p>Nothing. We shouldn't invest in anything that has to take away from something else at this time. Thank you.</p> | <p>We should not allow hazardous materials (like nuclear contaminants, etc) to crowd and endanger our vulnerable transport systemways. We already allow this to a certain degree.</p> | <p>We should not decrease funding in other areas at this time, thank you. Also, instead of building a bigger bridge, what about a tunnel underneath the river? Has this been considered as an alternative or would it be too expensive? Thanks.</p> |                                          |

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| <b>Perkins, Joleeta</b> | less money spent on transit more money spent on bridges and roads, Make people who ride bikes pay for bike facilities, either by registration, or other fees.                                                                          | The only place that need a transit system now is on the west side of town. 217, beaverton area. if not going to focus in that area than repair and maintain bridges and roadways.                                        | metro wages                                                                                                           | We need a bridge across to Vancouver, better transportation solutions on the west side of town, I-5, |                                                          |                                                      |                                                                                |                                                                            |
| <b>Persey, James</b>    | Less bike facilities and less transit. More highways. More smart traffic lights. Bike facilities sound great in summer but we have six months of cold and rain. Also there are way too many bicyclists who will not obey traffic laws. | Tri-met is worst run company in the world. Fred Hanson should be fired. WES is disaster and lack of parts or spare train will always mean delays. Crime is rampant on MAX. Until crime is controlled no more light rail! | I do not want more funds invested in high capacity transit due to high criminal and gang activity on transit systems. |                                                                                                      |                                                          | Rail transport will not work due to railroad unions. |                                                                                | No more crime ridden light rail and there will be money for road projects. |

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| <b>Petsche, Jim</b> | Should be less for transit and more for bike paths                       |                                                         |                                                                           | Still don't understand why Oregon can't get a gas tax increase to fund more highway improvements. We saw gas go over \$4.00 gallon and the world didn't end. Having a 6 to 10 cent per gallon increase should be OK and would go a long way to funding infrastructure improvements like new lanes and intersection improvements | less on mass transit                                     |                                          |                                                                                |                                          |



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| <b>Potter, Cora Lee</b><br><br>We should focus less on widening highways to speed freight, and more on reducing passenger car trips to free up existing capacity for freight. Given how expensive new transit facilities can be, it makes more sense to focus on improving TOD areas and Land Use strategies that allow individuals to live, work, shop and play without needing an automobile for most trips. |                                                         | Widening highways                                                         | Focus more on congestion management in dense urban areas. People who chose to live in sprawl should have to live with the reality of their choices rather than have the roadway cleared for them at the beginning of their trip. I think that congestion is falsely associated with density. It's the required auto movement from the sprawl areas into the urban areas that is the root of the congestion. | Less investment in facilities in exurban areas.          | Consider more investment in freight distribution nodes in urban areas, to reduce the use of city surface streets by large vehicles and improve coordination of deliveries - "freight-pooling". Incentivize the use of smaller, energy efficient fleet vehicles in urban areas. | Reduce funding for widening highways.                                          | Secure more capital and operational funding for Paratransit and Community Transportation services. |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                                                                                | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                        | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Provant, Patrick</b> | We need to keep in mind the lessons of places like Gaviotas (Colombia)... happiness of the people is the ultimate goal of development. If we improve our conditions, if we make living and working locally easier, if we improve equity and have fewer 'good neighborhood'/'bad neighborhood' dichotomies, if we encourage mass transit and biking and walking, if we give kids room to play and explore and learn, then we're doing well. I very much appreciate the stated goals. As long as we don't lose sight of citizen happiness as the actual goal, I'm sanguine about the balance of expenditures. One specific thing I'd love to see: Oregon City included (as was discussed MANY years ago) in the light rail | We simply must have light rail connected to Oregon City. Especially with the new developments being built in The Cove area... if we don't have light rail, everyone out there is going to be driving. Do we want that? | Let me say this: for some areas, adding a bus is easier than putting in a streetcar, and is a much more flexible choice. Why I don't request that for Oregon City: it would be fine, in fact, helpful for some of the new neighborhoods, but the area needs connection to the rest of the region, speedy, easy light rail service. It brings in reach the airport, many places of employment, art and culture (libraries, the zoo, downtown museums), the Rose Garden... it also then relieves traffic on I-205 and in the McLoughlin corridor. |                                        |                                                          | I have repeatedly used Amtrak's Oregon City depot for train trips. Whatever freight solutions we agree upon, it's been important to me, my family, my friends and lots of people I don't know that Oregon City remain connected to the world via Amtrak. I know that UP owns those rails, but we need passenger trains as well. |                                                                                | I think things that benefit us all should be paid for by all... schools, libraries, police, firefighters, health care, food... here I get heretical, I know. We all benefit by a reliable road system, even if we're not drivers ourselves... we want our firefighters, UPS people, pizza deliveries, letter carriers, etc. to be able to get where they need to go, even if all we do is walk or bike. |
| <b>Pumarega, Emea</b>   | More emphasis on bike facilities, transit, and trails.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                 |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Purdy, Lloyd</b>     | Transit, Trails and TOD should be given a higher priority with increased funding at the expense of highways, roads and bridges.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                        | highway funding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                 |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                         |

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| <b>Raetz, Richard</b>     | Adjust Transit investment lower, roads and bridges higher                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                   |                                            | Wrong question                                           |                                          | Transit and bikes                                                              |                                          |
| <b>Rahe, Molly</b>        | I do think that highways needs to be widened, maybe even more built. Less on transit. Or more busses, less with max.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                   | Just try to keep the roads in good repair. |                                                          |                                          |                                                                                |                                          |
| <b>Rayman, Johanna R.</b> | I am concerned about the high percentage on both pie charts of highways, roads and bridges. For a region that prides itself on being "green" and forward-thinking, this is way too much emphasis on cars. I realize that there will be more people and hence - more cars. I would much rather see a shifting of our system toward one in which car use is less needed, rather than just expanding the system to support the way people currently use it. If more people could work, shop and play near where they live, there will be less need for more lanes on the freeway etc. I would much rather see a higher percentage of funding and projects going toward bikes, sidewalks, transit and freight. I have many concerns about the CRC, | I'm not sure I understand this question correctly. I think it's saying, are the three near-term priorities listed enough? I think they sound like fine projects based on my limited knowledge of those areas. However, I think mass transit is very important, and if the funding were to shift as I think it should to focus less on private vehicles, there would be room to do more transit projects. | Private vehicle projects such as highway expansion (adding lanes or building new highways). The CRC needs to be reconsidered in this way as well. |                                            |                                                          |                                          | Less for highways and the CRC.                                                 |                                          |

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| <b>Rebonzo, Felix</b> | Portland can not pedal its way to prosperity or maintain a prosperous economy by continuing to promote bike trails and walking paths in disproportionate balance to freight and commuter mobility.                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                           |                                                       |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                |                                                                                                                                                                                |
| <b>Recker, Joe</b>    | There should be no expansion of road or highway capacity. Also, I'm concerned too much of the transit budget is devoted to projects like light rail, commuter rail, and streetcar and not nearly enough to doing more with our bus system such as bus-only lanes, transit signal pre-emption/priority, bus rapid transit, consolidated transit stops, etc.. Lastly, we should emphasize bike system improvements, so would like to see more devoted to bike and ped systems. | The focus is wrongly on "high capacity" transit when alternatives such as improved bus service and faster travel times have yet to be explored fully. High capacity should also include increased bus service. We have few bus corridors with service even approaching every 10 minutes or better. Improving capacity should also mean adding service to create rapid bus corridors with fewer stops, faster travel times, bus-only lanes, frequency improvements, etc.. | highways.                                                                 | We need to make better use of the system we have now. | expansion of road capacity/major arterials               | freight industry is moving toward larger and larger vehicles/capacity on the road system. This increased capacity should be accommodated on rail - not the road system. Freight is dangerous to bicyclists, pedestrians, and others on the roads. Freight is also extremely expensive to move on the road system because most of the costs of road maintenance are the result of heavy freight | No more money for freight, or move from highways to rail.                      | I support nearly any increase in revenue to help pay for needed improvements, but transit, bike, pedestrian, and freight should be prioritized over private automobile travel. |

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| <b>Redlin, Lynn</b> | Our aging infrastructure is of major concern.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PLEASE get some rail moving north/south and cars off I-5 | good question, no easy answers                                            |                                        |                                                          |                                          |                                                                                | people who use the roads/bridges should expect to pay for them |
| <b>Reed, Mark</b>   | Emphasis on transit is too high. Transit is great if you live near a line and work downtown. For us people who live and work away from downtown, the system takes far to long to travel across town. Going from bus to train to bus and spending more than 90 minutes each way when you can drive in 35 minutes is a bad trade off. If they had built the lines with stations on sidings so you could do express trains, it would be so much faster for those coming in from the outer areas. I also often travel with tools and materials and transit of bicycles are not an option. A mindset to get almost everyone onto transit on a bicycle is not realistic for many if not most people. Anticipate we will still have private vehicles, powered by |                                                          |                                                                           |                                        |                                                          |                                          |                                                                                |                                                                |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                           | Free-text comments on high-capacity transit priorities.                                                                                                                                                                         | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                   | If more were invested in TSMO, what should be decreased?                              | Free-text comments on freight priorities                                                                                                                                           | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                           |
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| <b>Reynolds, Stephen</b><br>It should be obvious to all by now that the transit component needs more support. Recent cuts in bus service, particularly severe in Washington County, have been damaging. We need a "rainy day fund" to prevent such cutbacks in times of recession. | There is already both light rail and bus service between Portland and Gresham. Granted that another rail line "in the vicinity of" Powell Boulevard is desirable, should it really be at the top of the priority list just now? |                                                                           | I'm prioritizing travel information to call attention to a serious problem in current TriMet policy. About five years ago, TriMet announced a program to post schedules at every bus stop. This was a great idea, long overdue. It makes a real difference whether one will have to wait eight minutes or forty-eight. Not knowing this sort of thing is a *serious* disincentive to using bus service. At present TriMet would like to imagine that the | Well, for starters do as I proposed above and stop wasting money on pseudo-schedules. | The trouble with questionnaires of this sort is that all these goals are important and desirable. I can't really answer meaningfully; it would depend on information I don't have. |                                                                                | By all means, charge developers for 100% of what their operations cost the public. |
| <b>Richman, Phil</b><br>Would like to see larger emphasis on bike & ped facilities and emphasis on rail for both freight and transit                                                                                                                                               | With the growth in the Willamette Valley of wine and produce the second seems it should be a high priority                                                                                                                      | automobile                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Highway widening                                                                      |                                                                                                                                                                                    | Single passenger vehicle lanes                                                 | Most in favor of tolls                                                             |

|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                          | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                            | If more were invested in high capacity transit, what should be decreased?                           | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                               | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                    | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                   |
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| <b>Ridenour, Judy</b>  | Transit money should be focused on improving and keeping existing options available before anything is spent to expand the transit system. Those of us who already live here deserve a higher priority.                           | High capacity transit is great but those of us who already live close to where we work should be able to use mass transit to get to work at least as fast as those who live many miles away. Focus should be kept on maintaining and improving transit in the existing service areas before thoughts of expanding. |                                                                                                     |                                                                                                                                                                                                                                                                                                                                      |                                                          | I am not very familiar with this subject and so have no particular opinion. |                                                                                | Trimet is very important to me. I would like to find another way to fund trimet. Any increase in funds should be put toward maintaining or improving existing service (bring back service that was cut this fall) before one dime is spent to expand service to new territories or build new light trails. |
| <b>Riordan, Daniel</b> | Increase the allocation of funds for transit oriented development to a minimum of 5% to complement investments in transit. Reduce funding for intersate highway travel and expand funding to improve viability of high speed rail | Funding should be increased to extend the light rail system from Hillsboro to Cornelius and Forest Grove                                                                                                                                                                                                           | Funding for building new roads should be decreased to further investments in high capacity transit. | Although tolling is a sound economic strategy for changing travel behavior, consideration should be given to the fact that many commuters do not have the flexibility to alter travel times to avoid cost impacts. In addition, there is a need for alternate routes of travel and frequent transit service to desired destinations. |                                                          |                                                                             |                                                                                |                                                                                                                                                                                                                                                                                                            |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased?                                                                              | Free-text comments on TSMO investments                                                                                                                                                                                                                          | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                           | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Roberts, Jeff P.</b> | My concern is creating a system that must be propped up by government because people do not support it. Self-sufficiency. There are many transit programs and projects that are not fiscally responsible. They look good and sound good but the bottom line is they are not good. People drive, they always will, it is power and freedom that cannot be translated into another medium as powerful or as inexpensive. We will pay for roads, bridges, highways because we use them. As for transit, make it pay for itself. I live in Sherwood and think a max line there would be great if it was free BUT don't want to pay \$2B for it, and don't know of another who does. The economy should be the priority. I | self-sustaining, transit is not                         | funds should be invested in what makes fiscal sense and is proven to support and grow the economy, that is where we are and have struggled in the past | The last thing I want to see is money taxed on cars and spent on high capacity transit. How far would billions go for roads and bridges that people use v. new max line which people don't and the only way to make them is tax and restrict freedoms have now. | non-self sustaining transportation systems               | #2 about bottlenecks for all traffic, not just freight and transit | non-self sustaining                                                            |                                          |



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| <b>Robinson, Linda</b> | It would be good to see a comparison with funding recommendations in earlier plans. Hopefully this puts more funding toward components of a more integrated transportation strategy, linking on-road and off-road ped/bike paths with transit and auto, etc. There should also be an opportunity to use regional monies for city street improvements (not just arterials) within the regional centers and town centers so they can become the hubs they are intended to be. | Sorry, but I just don't feel I have enough info to comment on the balance between these two. |                                                                           |                                        |                                                          | Again, I just don't know enough about this to make an informed decision. |                                                                                |                                          |

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| <b>Root, Gordon</b>       | Significantly reduce the amount going into bike facilities, and use the money hidden within the "Roads and Bridges" allocation to actually build or improve roads and bridges, not rebuild them just to add sidewalks and bike paths. Enough already with all of the money being spent on bikes!                                                                                                                     | Need to extend the Max line down McLaughlin Boulevard to Oregon City. The WES is already underutilized, wait on making more investments in WES until it is running at capacity. How about a commuter rail from portland to Eugene, with stops in Corvallis, Albany, Salem and Woodburn, terminating at the WES station in Wilsonville? | Less focus on bikes. Too much money to benefit so few!                                                                                                                                      |                                                                                                                                             |                                                          |                                                                                                                        |                                                                                |                                          |
| <b>Rosenthal, Gerritt</b> | Impossible to comment since you have lumped roads and bridges together and much of that cost is driven by the real need for two new bridges: I-5 and Sellwood. The question is not really on dollars but on miles of type of new transportation and people access units. The comparison on a \$\$ basis is really silly since we cannot be expected to know the unit costs of bikeways, bridges, light rail, or etc. | I discussed the RTC process with staff at the Beaverton work session and feel fairly confident that the assessment of tiers is relatively valid. Of course, things may change in 5 years, but for now it seems about right...                                                                                                          | I would connect Clackamas TC and Milwaukie or Milwaukie to Oregon City. I would also try and get a truck route from N Wilsonville through the Tonquin corridor to Tual-Sher Hwy and to 99W. | I think a toll on the new I-5 bridge is likely a necessity. Also, there should be "long term" lots to encourage use of the Red Line to PDX. | Not sure.                                                | I don't have time to comment on this extensively at present other than for the N Wilsonville-Sherwood-Hwy 99 corridor. |                                                                                |                                          |

|                          | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                 | Free-text comments on high-capacity transit priorities.                                                                                                     | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                       | If more were invested in TSMO, what should be decreased?                                    | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                 |
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| <b>Rossiter, Theresa</b> | Freight and rail upgrades should come first, followed by transit, TOD, roads and bridges, bike facilities, regional trails, etc.                                                                                                                                                         | regional light rail should focus on making connections with other regional plans (Salem, Albany/Corvallis, Eugene to the South and Seattle/Vancouver North. |                                                                           |                                                                                              |                                                                                             |                                          |                                                                                |                                                                                                                                                          |
| <b>Rozell, Scott</b>     | Bike boulevards are the best way for Portlanders to both commute and to stay in reasonable shape. 5% is not enough to sustain this lifeblood. I realize the roads aren't in the best shape, but maybe 1% from roads and 1% from transit would push 2% more of the population onto bikes. | I don't have the time to investigate this issue.                                                                                                            |                                                                           | Did I mention bike boulevards? Also, I love the new countdown signs that go with crosswalks! | Slightly decrease some less used bus routes. Max routes seem empty at many time of the day. |                                          |                                                                                | A toll when crossing from Vancouver to Portland would decrease the washington "suckers" that take advantage of our no sales tax and their no income tax. |

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| <b>Rueckert, Roxanne</b> | 64% of public transportation money is spent on projects that only 3% of use (bus routes, lighttrail, bike lanes, etc). Please spend the money where it benefits the biggest percentage of population. We're a country built around the car. Skip the politically correct posture of the green movement. Put the money where it's most beneficial to the most people. |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                | You guys are so funny. Not once is there an option listed that doesn't involve raising the taxes or imposing a toll. As you can see I'm opposed to all taxation avenues to fund improvements. Instead of asking an already overburdened taxpayer, consider utilizing existing roads rather than building new ones; consider expanding them or making a reversible lane to accommodate heavy traffic times. Time the street lights to move traffic through more smoothly. Educate the public via TV, radio, and DRIVER EDUCATION about the best flow of |

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| <b>Rugh, Rob</b><br>Much more should be spent on bicycle and pedestrian infrastructure and less on highways, roads and automobile bridges.                                                                                                                               | Mass transit will only be really effective when transit times are improved. High capacity is only a part of a successful mass transit system. Drop WES and build light rail that integrates with the rest of the MAX system. | No money should be spent on streetcars. They are too slow. Buses are better for inner city transit. A subway for MAX through downtown Portland is critical. |                                                                                                                                                                                                  |                                                                             |                                                                                                                                                                                                                                    |                                                                                |                                                                                                                                                                   |
| <b>Rumgay, Stacey</b><br>There needs to be more emphasis placed on improving current infrastructure and movement on freight industrial areas to develop and increase our employment base. Get the traffic moving and reduces bottlenecks do not create more bottlenecks. | We need improvement to the current roadways not more lightrail! The lightrail system only helps areas with lightrail!                                                                                                        | More funds should not be invested in high capacity transit until current roadways are improved.                                                             | Toll roads and increase parking fees should not be considered. The current roads and bridges should be improved to support increased traffic issues. Congestion needs to be reduced not created! | Transit, bike and sidewalks could be decreased. These do not move commerce! | I-5 is the main north/south freight movement from Canada to Mexico. We need to look at the Boone Bridge not just the interstate, I-205 bidge handles a large percentage of the freight traffic then all merge at the Boone Bridge. | Lightrail transit, trails, sidewalks and bike facilities.                      | There should not be any increase in fee, unless it is off set by a tax credit! There should be government accountability for where our current dollars are spent! |

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| <b>Runyard, Chris</b> | i wanted to add to my original survey the following: The RTP should prohibit projects such as the Sunnybrook Extension in north Clackamas County. This project would adversely impact rare old growth oak woodlands, which is designated a special habitat of concern through Title 13. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would run directly against Metro's goals in the Nature in Neighborhood programs. The RTP must account for the pressure placed on natural areas when transportation improvements are proposed. When cuts are needed to fund high-priority projects, cut projects like the Sunnybrook extension. |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| <b>Runyard, Chris</b> | i hope in 2035 we have a better plan than widening roads and mitigating congestion. when will it end? just keep building wider roads in your vision of never ending population growth? we should be smarter than that. i bet in 2035 we will not all still be commuting in our single occupancy vehicles. if you project the 'continuous road building' model out into the future we will just have giant asphalt strips, not communities. enough! | more buses more often. the bus, especially late at night is not attractive because of long wait times and incomplete service. spend the big money on more frequent buses perhaps. |                                                                           |                                        |                                                          |                                          |                                                                                | let the primary users pay more. walkers and bicyclists use the services and should pay some, but not as much as the drivers/commuters. |

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| <b>Sandy Carter</b>     | I'd vote for more for expanding transit options/coverage and getting water-borne freight on the Willamette again, with less for roads.  | Light rail needs to go straight down McLoughlin Blvd. to Oregon City--that should have been the first route into Clackamas County, not the Mall Train. | Adding lanes to existing freeways feeds the 'build it, they will come' syndrome. |                                        |                                                          | I'm very leery of the vaunted 'public-private funding partnerships' when it comes to important infrastructure and other government functions. Have you stayed in one of the outsourced National Park hotels? Cheap, young helpers that don't add value to the vacation experience. Outsourced prisons are similarly questionable. Define true 'benefits' to the public? The cheapest route isn't necessarily the | Rail crossing improvements to keep trains from blowing their horns. Horns are fine. |                                          |
| <b>Schaal, Darsanne</b> | I would like great consideration to be give to enlarging roadways to allow bikes to have enough room to not feel confind in their lane. |                                                                                                                                                        |                                                                                  |                                        |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                     |                                          |



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| Schouten, Dick; Washington County Commissioner Schwartz, Richard | More should be spent on active transportation                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                                                                     |
|                                                                  |                                                                          |                                                         | More for public transit and biking; less for highways!                    |                                        |                                                          |                                          |                                                                                | I generally support usage taxes/tolls/fees to help finance our transportation needs |

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| <b>Sea, Jan</b>       | Help current agencies collaborate and conserve what we already have, and listen to people whom actually live in these area's and create and actual plan, 10/12/09 Metro Greatest Place-Request for representation concerning our neighborhood. Contact info: Jan Sea {503} 296-5267 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 4050 SW 91st Avenue, Portland OR 97225 <input type="checkbox"/> <input type="checkbox"/> jansea_62@msn.com 1 comment: We can appreciate all the work and thought required in planning for growth when considering the Urban Growth Boundary. But with what we have seen in our own neighborhood, the situation is grim and overwhelming questionable for human and wildlife health. Metro Area: 1<br>Question: Since my | As stated earlier an neighborhood Avenue that has 10,000+ travelers a day should have some form of monitoring and a plan for protection and education.      | There is no congestion here just speeding and large backed up que when the high school down the street has something going on.,                    | providing some form of monitoring system for avenues such as sw 91st avenue where it is a free for all. | I believe if we just insured that all vehicles has proper identification we as a state would have a nice size budget to work with. Let's start there. | again on this avenue we have many incidences of trucks such as 5 axle car carriers, gasoline tankers, or many other forms of hazardous waste traveling through this neighborhood. If an actual plan for the highway 217 issues maybe these unlawful and unsafe acts would not exist here. | Not sure                                                                       | as stated earlier if all vehicles were legal and proper fines for lawlessness were applied and directed to fund we could pay for some of this., |
| <b>Seibert, Minda</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Expanding public transportation systems for Tualatin residents should be a consideration which includes increasing WES to depart every 15 minutes, all day. | Instead of thinking what should be decreased, I think it is fair to think about how bicycles can be taxed as trails and routes are built for them. |                                                                                                         |                                                                                                                                                       |                                                                                                                                                                                                                                                                                           |                                                                                |                                                                                                                                                 |

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| <b>Selinger, Philip</b>   | The distribution for alternative travel modes is far better than in years past, but there is lots of catchup to do. Pedestrian facilities need to be complete to understand the potential to reduce pressure on arterial roads. Maintain existing road and bridges but let's catch up on other needs, particularly in the suburbs, before building new regional roads. (Local street, however, can be a help for connectivity of all modes.) | The whole is greater than the sum of the parts. Building a complete system will have exponential benefits for getting around. | Widening of existing arterial roads.                                      |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Sells, Christina G</b> | I would like more funds to be spent on mass transit, inner city light rail, bicycle routes, and other systems that accommodate and encourage bike travel.                                                                                                                                                                                                                                                                                    |                                                                                                                               |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Shelby Crecraft</b>    | Please improve current roadways and take little new lands for more roadways.                                                                                                                                                                                                                                                                                                                                                                 | Shouldn't that question involve Barbur Boulevard/Highway 99W, not 99E?                                                        | Expanding UGB.                                                            |                                        | Expanding UGB                                            |                                          | Expanding UGB.                                                                 |                                          |

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| <b>Sherman, Jacob</b> | I would recommend that less funds get dedicated to highways, roads, and bridges (especially the CRC), and that we, as a region, work to better develop low-emission transportation alternatives (light rail, high speed rail, rapid transit, bike paths). As a more often than not automobile commuter, I think we should try to limit our promotion of driving by making the alternatives easy, or even easier if you consider factors like congestion. |                                                                     | Decrease funding on highways. If limiting or slowing commercial travel on our freeways are of concern, give freight traffic dedicated lanes, something similar to a carpool lane. |                                                   |                                                                                                               | Decrease the proposed size of the CRC and don't worry so much about "removing the bottlenecks." The bottle necks will only move down the highway if we widen one section. We can't build our way out of it. Instead, let's think creatively about moving traffic through our region, like giving commercial freight a dedicated lane, something like a carpool lane. Provide incentives to companies for altering their workday hours, letting |                                                                                |                                          |
| <b>Sherwin, Robin</b> | Need smaller buses to run thru neighborhoods to help move people to light rail. Need more secure parking at transit centers. Trails off main roads are a good way to get people to walk more.                                                                                                                                                                                                                                                            | Need a direct train route from Hillsboro to Tigard and Wilsonville. | New expensive roads. Let developers pay their share of cost for expansion. They got rich during the boom years.                                                                   | We are being "fed" to death. No inflation my a**. | How about better fiscal management? How many people need to stand around and watch someone roll out pavement? |                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                |                                          |

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| <b>Shunn, Michael</b>  | You haven't addressed personal safety/crime. What will you do to protect riders from muggings. We feel safe in our cars. We don't feel safe on busses or light rail.                                                         | I can't make a decision on this question. Your links do not work( about 50% of them). |                                                                           | I avoid downtown Portland at all costs. I see no reason to support its existence. Turn the office buildings into housing units for those of you who wish to live like ants. | Overhead, overhead, overhead.                            | Limit truck movements to low traffic times. Work with businesses to stock or ship goods during off-peak hours | Downtown improvements are a waste of time and money. Cut off all expenditures. | If you want to work and live in an ant farm you should pay for it. I lived in Lonb Beach CA. for over three years while serving in the Navy. Having neighbors over, under and all around you is HELL. This is what you are promoting. This is NOT planning or progress for a QUALITY way of living. |
| <b>Simon Springall</b> | There is too much freight traffic on the highway. Apparently more trucks cross the I5/Willamette Boone Bridge at Wilsonville than the Columbia between Portland & Vancouver each day. Freight should return to the railways. | All-day service on WES would be wonderful.                                            |                                                                           | Public transit is great, sexy, very convenient for individuals. But what about reducing trucks on the road? What thought has gone into that?                                |                                                          |                                                                                                               |                                                                                |                                                                                                                                                                                                                                                                                                     |
| <b>Sloan, Tod</b>      | Much more emphasis to rail, bikes, trails ... face it we need to think about decreasing traffic on roads and highways, and stop expanding them.....                                                                          |                                                                                       | roads and highways                                                        |                                                                                                                                                                             |                                                          |                                                                                                               |                                                                                |                                                                                                                                                                                                                                                                                                     |

|                      | How should the region should the emphasis of transportation investments?                               | Free-text comments on high-capacity transit priorities.                                                                  | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                      | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                     | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Smith, Chris</b>  | Put a much greater emphasis on Bike facilities and more on transit relative to highways/roads/bridges. | Put more emphasis on transit that support short trips and local community building rather than longer regional commutes. |                                                                           |                                                                                                                                                                                                             | Capacity expansion on highways, roads and bridges        | Use tolling and/or congestion pricing to manage SOV demand at bottleneck points to free up capacity for freight.                                                                             |                                                                                |                                          |
| <b>Smith, Dick</b>   | Need more highways, roads and bridges                                                                  | Limited ridership -- need more highways, roads and bridges                                                               |                                                                           |                                                                                                                                                                                                             |                                                          |                                                                                                                                                                                              |                                                                                |                                          |
| <b>Sohn, Colleen</b> |                                                                                                        |                                                                                                                          |                                                                           | I don't like the idea of increasing parking fees on main streets, as I believe this would hurt small business. I do support shared parking for multiple uses and price discounts for carpools in downtowns. |                                                          | While I believe that all of this is very important, I also believe that quality of life issues surrounding noise and pollution should be addressed for people living near rail and industry. |                                                                                |                                          |
| <b>Stamper, Dave</b> | More money on Highways and less on mass transit                                                        |                                                                                                                          |                                                                           |                                                                                                                                                                                                             |                                                          |                                                                                                                                                                                              |                                                                                |                                          |

|                          | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                       | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                    | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                       | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>Stephens, Charlie</b> | While it will be important to maintain our current transportation infrastructure, most new highway projects (and some local road projects) are unnecessary at the moment in history when transportation fuels become expensive and scarce, thus threatening the viability of the automobile, air travel and long-haul trucking. New roads is a very poor place to invest right now - a waste of precious infrastructure capital. | In the spirit of serving those who already live here (as opposed to those we're expecting to come), at a price most people will be able to afford, it would be much more advantageous to the region to invest in very frequent, high capacity bus service, in a much denser network, before investing in rail-based corridors. The cost would be much lower, and flexible - movable at such time as population density reaches levels needed to justify much larger rail service investments. | New highways & roads.                                                     | As transportation fuels become very expensive, and then come to be in short supply, traffic congestion will cease and any investments made to deal with it will be stranded. Intelligent investments, like signal timing and re-signaling (blinking yellow turn arrows, for instance) are smart, but beyond that, these choices are all based on an assumption of unlimited supplies of cheap fossil fuels going forward. Bad assumption. | New highways & roads.                                    | Long-haul trucking and aviation will struggle due to fuel prices and shortages. The world economy will continue to de-globalize. Investment strategies based on opposite assumptions are likely to fail. Railroads will be really important - invest there, for both passengers and freight. Get rid of the hazardous cargoes - don't give them special privileges. Don't bet on an export-based economy - bet | New highways & roads.                                                          | If you want support for funding measures, demonstrate that we're not investing in lost causes, and demonstrate that the costs are distributed fairly. We could all afford to pay more for the privilege of driving, and the more you drive, the more you should pay - fuel taxes are ideal for this. The mileage of the vehicle in some ways represents its impacts, beyond traffic and congestion impacts. We need to be using a hell of a lot less fuel anyway. |

|                        | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                                                           | If more were invested in TSMO, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                     | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                                          | If more funds were invested in freight improvements, what should be decreased?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <b>Stephens, Craig</b> | I suggest reducing the Transit costs while improving health and quality of life. Initially this will cost more but out a few years the curves will cross. The "how" is to scrap the fleet of diesel buses, avoid adding filtration to stop the soot (expensive), and buy smaller hybrid buses similar to those used at some airports and made in the US. Deploy these in a "smart" way, with additional units sent to computer calculated need points and outsource maintenance. Diesel fumes are a major factor in cardiac, lung and cancer diseases and recent data have surprised even the experts because of the strong risk. We live near Hwy 43 so we are directly affected. Senior women show the most increase in risk factors. | I think the high capacity transit routes should be secured so they are not blocked by development but I think the actual transit building should be postponed until the need is more clear and the money more available. I think money should be spent on fixing the immediate needs and providing safe and continuous bike trails. The bike trails should be built properly and with respect to citizen input and local businesses and residents. Urban planning should be considered to maximize transit efficiency and location of business parks and shopping centers so they are | As above, the high capacity transit expenditures should be delayed other than to secure the routes. One thing that should be supported is interregional high speed rail and to try to do everything possible to promote a "West Coast Route" from San Diego to Vancouver BC with dual tracks and overpasses and some stops at cities such as Sherwood, Lake Oswego, Milwaukie/Oregon City. Metro should strive to provide this high capacity high speed rail as a priority so that connection with Eugene and Seattle is already provided if and when that goes forward. I would stress the dual tracks and overpasses, high | Make safe and continuous bike lanes and paths a priority. Use technology and urban planning to strongly advocate for arterials to have safe and continuous bike lanes and paths. Use overpasses to accommodate bikes and pedestrian safety and in general use urban planners and scientist to advise on how best to accommodate the future. The problem that I see is that it is very difficult to get the public to support this when Metro is supporting paths that go through | Eliminate the fleet of large diesel buses in favor of less expensive smaller hybrid US-built van-buses deployed on a computer controlled interactive network with visibility of queueing at each bus stop. Increase the cost of individual trips to \$2 and provide incentive to getting monthly passes so that there would be advance visibility of ridership to allow providing adequate service. When the ridership exceeds the available | Well you said it! Getting traffic off the roads by providing safe and continuous bike paths is the best thing that can happen. And it is the most cost effective. Pick a town in Europe like Paris or Zurich and study it! One other thing: Make it mandatory to have an urban planner look at delivery truck access to businesses to prevent congestion and inability of the trucks to swing into the delivery area from the main street without | To take the case in question, access to the shopping center near our neighborhood for delivery trucks, please think about not putting a 600 vehicle parking garage on top of this congestion as is planned by Metro to accommodate extending the street car rails into this shopping center. This is just an extra block of track but it crosses Foothills Drive and requires rearranging businesses and all for no reason other than to avoid having the parking and terminus in the vacant area where the trolley terminus is now because "we might want to do something different there in the future". So not extending the track to this shopping center would save a few million and allow the | Having said I support a gas tax, for example, I fully realize that this is politically impossible. The word tax on anything will never fly. The word fee might. The word fee is used when there is a direct connection to the benefit such as a bridge toll to pay for the bridge. If you think you will be able to get support for a "tax", think again. A fee, maybe. But it is all about public confidence and showing a direct connection and no harm to quality of life or property devaluation. Please remove plans that are not publicly supported and concentrate on |
| <b>Stevens, Abby</b>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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| <b>Stewart, Eugene</b> | Your plan is flawed because it fails to analyse the actual economic cost to the people between auto and mass transit. The fares on mass transit need to equal the actual operating costs. I work with a gentleman who use to work on the audit of the old Rose City Transit and his comment was they never operated in the red, as long as he can remember. Then in steps Metro to take over the bus system. The last I read was that Metro's fares collected only cover 20% of the operating costs. If this is true, Metro has managed to take a profitable venture and turn it into a negative annual loss of 80%. You have ignored the roads for over twenty years and we will pay for this dearly. Transit times have increased by fifty | If light rail is only the equivalent of one half of a lane of freeway, this makes no sense at all. If we need an additional two lanes, then you need to build four light transit lines. And lastly, national studies show that the best relief in congestion has only been about 3%. This is not cost effective. The most cost effective plan would be to put jobs where the people live. Reduce commuting and the existing roads would be much better off. | No other investment should be decrease. In fact the investment in mass transit should be decreased. | Downtown Portland or Beaverton is not the center of my universe. Urban communities need to develop more jobs to support the people who live in their communities. This would created less commuting. | The average payroll for Tri Met is \$120,000. I think Tri-Met needs to review their budget much more closely. Use this saving to increase their efficiency. | You improve the transportation system for freight, the local communities would attract more business and you have less commuting and road failures. | Mass transit.                                                                  | We pay enough taxes now, but we do not spend it wisely. Make improvements with how you spend your money first, before even thinking about raised taxes or fees. |
| <b>Sucher, Kevin</b>   | less to freight, bike facilities and sidewalks and trails                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less stops longer runs                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                     |                                                                                                                                                                                                      |                                                                                                                                                             |                                                                                                                                                     |                                                                                | increase weight-mile tax for heavy trucks                                                                                                                       |

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| <b>Susan Hathaway-Marxer</b> | It's important to me that real value for all citizens be a goal of any investment. I want things to be built that will be of a good design, good quality and will last a long time. I want investment to be made in regional trails and a better balance to be delivered for transportation improvement projects that will benefit pedestrians and cyclists...of all skill levels. I want strategic thinking to be the core of plans and investments and I want less money spent on projects that private business should be paying for. I am OK w/Ted Wheeler's idea on how to pay for a new Sellwood Bridge and I think the "city" bridges should be made a regional responsibility. | Nothing but a good bus system will get into every neighborhood. People w/limited financial resources live in neighborhoods that need good bus service. If the buses were air conditioned and the service was free or of very limited cost, many more people would ride the bus. | I am opposed to more investment in high capacity transit. Except for the Highway 99-Sherwood option, I don't think the others should be a high priority. |                                        |                                                          | Institute a time schedule for inner-city deliveries. For instance, all deliveries to downtown PDX should be finished by 7:30 am. I'm also OK with a toll for peak-hour useage of inner-city streets. | The railroad should have to pay for all or most of the improvements they need to be a more responsible public utility. | Individuals, businesses and industry that want access during peak hours should have to pay a fee or toll if they choose to use the highways and roads during those times. |

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| <b>Swanson, Stacey</b> |                                                                          | Americans in general don't view high capacity transit. It is a waste of money to invest in this if people won't use it-- More needs to be done to make high capacity systems seem safe and clean. |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| <b>Sweet, David</b>    | Reduce highway funds. More money to bicycle, pedestrian and transit      |                                                                                                                                                                                                   |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

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| Tauscher, Carol Irene                                                    |                                                    |                                                                           | Adding more fees to the people of Portland right now is not a good idea. People are struggling!! I still think if the state would overhaul our welfare system we could collect more than enough money than we need. Don't get me wrong welfare is an extremely important system that should be there for people down on their luck, BUT make each and every one of them take a urine test to qualify, make them reapply at intervals and another urine |                                                          |                                          |                                                                                |                                          |

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| <b>Teem, Charles</b><br>I think it is important to fill the gaps in the sidewalk system. This should be pursued more aggressively as it increases the safety of pedestrians including school children who use the system daily. | I think that high capacity transportation should be used to replace bus routes that have excessive ridership compared to the overall system and where the result will be an increase in the performance of the transit based on speed and ease as well as cost of access. | Please do not reduce funding of roads and highways to increase funding for transit. You have clearly acknowledged the backlog of maintenance that our current roads require. Please eliminate the backlog. | If there is one thing that any organization can improve at it is communication. Signs for cars, bikes and pedestrians a like should be prudent in their placement and their information. I can list several issues with the intersate freeway system in the Metro area that require improvement in signage. Please make sign review and improvement a priority. | Well of course it would be high capacity transit...because if our transportation system were more efficient there would be less need for transit.                      |                                          |                                                                                |                                                                          |
| <b>Tharp, Michael</b><br>More needs to be put into building new roads to accomadate freight and to keep people from moving outside the METRO area a creating even a greater problem                                             | Again, the problem you have, infrastructure needs to be put in to service the automobile traffic or METRO will risk putting people in areas outside of the METRO area, not everyone is going to want to live in a high density enviroment.                                | More funds should be invested in the current system not high capacity transit.                                                                                                                             | I believe public transportation is important, but I believe to much investment is being put into public transportation, instead put the money into public roadways.                                                                                                                                                                                             | I don't have any suggestions, again, money is being pulled away from the road system for public transportation and I don't believe this is a great use of the dollars. |                                          |                                                                                | You didn't mention congestion tolling, perhaps this is an important step |

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| <b>Thiessen, Charles</b> | I feel that we should be working on moving autos in and out of the portland area more and better lanes. ie hwy26,217                                                                                                                                                                                                                                                      |                                                         |                                                                           | how about just more lanes?             |                                                          |                                          |                                                                                | How about we look at the number of ODOT employees and how we can sink government. And no more trams and streetcars. |
| <b>Thompson, Cynthia</b> | Rideshare- HOV lanes- significant investment in decreasing SOV and getting more people ridesharing- It has the greatest potential for mode split- much higher than transit, biking, walking combined. We've made a significant investment in light rail and transit and it is time to shift a bit and focus on HOV solutions. It may require more roads or lanes as well. |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                                                                                                     |

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| <b>Till, Richard</b> | We need the strongest possible emphasis on bike transit developments and maintaining existing infrastructure. Building new roads, especially in previously undeveloped areas, should be a low priority. The RTP should prohibit the expenditure of funds on proposals that would adversely effect special habitats of concern or other resources designated for protection through title 13. For example, the RTP should prohibit projects such as the Sunnybrook Extension in north Clackamas County. This project would adversely effect oak woodlands, a special habitat of concern. The project would also cut off a community that is underserved with natural areas from an underutilized natural area. The RTP should | No opinion. However high-capacity transit investments are spent, they should not degrade natural resources or funnel new development to areas that cannot accomodate new development. For example, high capacity transit should not be directed to areas with high value farmland. | Decrease investment in new roads. First and foremost, cut all new road projects that would adversely impact natural resources. A perfect example is the Sunnybrook Extension, which would harm an extraordinarily rare old growth ecosystem. OSU botanists have estimated the age of some trees to be near 250 years old. That is, the trees are an intact remnant of the ecosystem that was present before european settlement. | Efficiency upgrades, such as fixing a failing intersection, should focus on getting vehicles through congestion points without increasing the footprint of our road system. Increased footprint equals more runoff and a steeper climb to fixing our failing streams. Fixing failed intersections should not sacrifice open space, quality of life, or water quality. | New road building. Again, kill the Sunnybrook extension and similarly short-sighted, ill-conceived construction plans that are superficially about easing congestion. | Any policy that favors new construction to resolve problems with congestion or to enhance economic opportunities must be constrained by Title 13 resources. Road "improvements" should not be allowed to degrade habitats designated for protection. RTP programs should make 0% contribution to the loss of special habitats of concern as measured through the Performance and | New roads and road expansions into natural areas. Again, the Sunnybrook extension is prime example of the type of project that is not worth the investment considering the natural resources at risk. |                                          |

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| <b>Todd, Judy L.</b>        | Continue to emphasize, reward and encourage people to get out of cars. Underfunded roads will perhaps help us re-think our travel priorities. Using the options for walking, biking, other types of non-road transit is the future. And, limiting our easy-as-pie travel habits.                                                                                                                                                                                                                     |                                                      |                                                                           | Again, a nearly TOTAL re-ordering is in the future and needs to begin now. | New road construction.                                   | Rail, reductions and re-thinking are my top 3 priorities. | Traffic corridors that are new construction for road or surface driving vehicles. | Items 3 and 4: I support only walking/bike or transit bridges, sidewalks and bicycle facilities.                                                                                                                                            |
| <b>Truttman, Marguerite</b> | I am opposed to light rail in the Portland to Gresham corridor in Tier 1. Gresham does not need another light rail line to add more crime, more low income housing, and more apartments typically encouraged along light rail lines. Increased bus service does not adversely affect an existing neighborhood and is much more economically feasible and easy to modify based off of change of ridership. Light rail is not worth the tax dollars spent to modify roads in existing populated areas. | Again, the return on the investment is not worth it. |                                                                           |                                                                            |                                                          |                                                           |                                                                                   | Stop shoving all these taxes down our throats to fund projects that are not cost effective. Incorporate mass transit into new roads built for future developments. Portland area residents are not interested in becoming another New York. |



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| <b>Turner, Miles</b>   | I'd like to see how these investments change over time: some (roads and bridge, e.g.) may be ongoing and constant; others (highways, bike facilities, freight access) might be heavy on up-front costs and lessen over time. But I don't see any problem with the overall mix, which seems to give a boost to transit and bikes. |                                                                                                                                                                                                                      |                                                                           |                                                                                                                                          |                                                          |                                                                                          |                                                                                |                                          |
| <b>Vaughan, Nathan</b> | Percentage of total dollars spent on car infrastructure (highway/roads & bridges) is greater than 57% of the total budget. This is out of balance and out of touch with our future needs. More alternative modes, more choices not less.                                                                                         | Portland to Vancouver! Hello, elephant in the room. Yes, I realize that Vancouver, Clark County is not formerly part of METRO. but that doesn't change the fact that it is the busiest corridor in the entire state. | Roads                                                                     | What the heck does "Managing access to major streets and highways" even mean? Survey is flawed, there isn't a Unsure/No Opinion, option. |                                                          | How many people are informed enough to participate in this part of the survey? I am NOT. |                                                                                | Tolls are favored.                       |

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| <b>Verdick, James</b> | Metro should concentrate on improving existing roads, highways, bridges, and mass transit rather than adding new access roads through current rural, agricultural and wetland areas. |                                                    |                                                                           | Currently many bridges in the area are in the need of replacement and repair. This will take a great deal of money and time. Such is needed in order to avoid a major tragedy such as a bridge collapse. Tolls should be used to pay for the bridges with high volumes of traffic. This is done in the Eastern USA and in the Bay Area. The technology today allows for the automatic payment of tolls on major highways and bridges. This has the people who use the system pay for |                                                          | The number of trucks on the roads is dangerous and makes it harder for people in passenger cars to travel in the area. Projects should be directed to reduce truck traffic for the delivery of goods. | Fees should be increased for truck deliveries and usage of highways and bridges. Trucks are heavier than passenger cars and damage the highways and bridges more. Increased construction costs are incurred as a result of the heavy loads carried by trucks. | Tolls are used throughout the USA. They have the people pay who use the transportation means. The toll system should be used in Oregon and Metro. |

|                   | How should the region should the emphasis of transportation investments?                                                                                                                                                                                   | Free-text comments on high-capacity transit priorities.         | If more were invested in high capacity transit, what should be decreased?                                                                                                    | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                              |
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| <b>Volz, Dave</b> | Too much money wasted on projects like WES. Also too much money spent on bike facilities. I am strongly opposed to WES because of the huge subsidies it requires. I don't think that there is enough traffic relief in providing for more bike facilities. | Don't waste any more money on commuter rail (WES type) projects | Spend the money wisely by doing a cost/benefit relationship. If buses are more cost effective, expand that system. If light rail is more cost effective, expand that system. |                                        |                                                          | We need much better transportation planning that integrates land use policy with future transportation needs. In short, I believe that better long range planning could result in optimizing the benefits of building the transportation infrastructure and minimize its disadvantages. The current process treats transportation as an after thought, resulting in an inordinate amount of traffic being funneled into |                                                                                | I strongly feel that we should not subsidize growth. The burdens imposed by future growth should be paid for by those imposing the increased demands. |

|                  | How should the region should the emphasis of transportation investments?                                     | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                          | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                           | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                              |
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| <b>Volz, Pat</b> | Too much for rail- especially WES and rail upgrades. High speed rail projects could further ruin livability. | Tualatin needs busses not more rail service             |                                                                           | busses would be cheaper and would better serve many communities | high speed transit                                       | we do not need more hazardous loads thru our community - rail or highway. These loads should be routed to avoid residential areas. |                                                                                | We currently pay maintenance fees and registration fees have also been sharply raised |

|                  | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Free-text comments on high-capacity transit priorities.                                                                                  | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Wade, Jessica A. | In general, I support projects and investments that will create infrastructure in Southwest Portland, a quadrant of the city that has been drastically overlooked in planning for the population growth. We have inadequate roadways, sidewalks, bike lanes, and a north-south corridor for high capacity transit. For Mobility Corridor Projects: 1. I recommend that the I-5/99W mobility corridor be a high priority for a Corridor Refinement Plan. Further study is needed to improve mobility along I-5 and Barbur, complete significant gaps in the bicycle and pedestrian facilities on Barbur, construct needed stormwater facilities on Barbur, and support town centers and commercial nodes. This | Correction: it should be noted that Portland to Tigard or Sherwood is in the vicinity of Barbur Boulevard/Highway 99W (not highway 99E). |                                                                           |                                        |                                                          |                                          |                                                                                | I am willing to support street maintenance fees for households; however, because of the significant backlog in street improvements and street maintenance in the SW, other sources of funding must be identified to offset an unfair burden on households. Again, the infrastructure of the SW has been overlooked for far too long yet we continue to be a site of infill development and experience both roadway and environmental degradation as a result. Developers must be more accountable for these impacts and must create infrastructure to |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                            | Free-text comments on high-capacity transit priorities.                                                                                                                           | If more were invested in high capacity transit, what should be decreased?                                                                                                                                                                                                                                                            | Free-text comments on TSMO investments                                                                                                                                                                       | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?             | Free-text comments on funding strategies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Waldemar, Martha</b> | There is not enough information to make any intelligent comment on the distribution of funds. The problems with light rail, streetcars and those types of transportation modes are that they are not flexible to adjust to new routes without a huge expense and long time to get them. More emphasis should be on buses that can change routes and aren't dependent on electricity and wires to operate in bad weather conditions. | Again, you put emphasis on specific routes, but don't do enough to build the connecting routes to those specific inflexible routes. It also takes time to build ridership routes. | High capacity transit serves a small area of the metro area, yet has very high costs. It is nice to have this available -- if you live and work near the route. That does not cover a very large percentage of the metro population. It looks and sounds nice, operates smoothly, but does not serve the majority of the population! | Study what other successful cities are doing regarding cost controls -- and let the public know what has been studied, as well as letting us know why it would or would not work in the Portland Metro area. | I don't know.                                            |                                          | Reduce the inflexible means of transportation, including streetcars and light rail routes. | All transportation entities MUST show the public that they are using the monies they have now in an efficient manner. When we drive by highway projects and see people standing around (doing nothing) away from the working people, the first thought is that there are too many people on the job (wasting our money!). There should be better organization of duties for the 'down-time' employees, if it is just watching the people working and being in a position to help -- such as hand them tools, keeping the work area clear and safe, etc. |

| How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                               | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <p><b>Walsh, Thomas J.</b></p> <p>Roads should not be widened. If more capacity is needed it should be achieved by automation (e.g., autonomous vehicles), electrification of vehicles and their being routed in tunnels. The same applies to rail. The general public should not bear the external costs (adverse effects) imposed on it and the users should pay to eliminate them. Examples of these external costs are noise, air pollution, the danger to pedestrians of crossing and walking adjacent to busy streets.</p> |                                                         | Road widening                                                             |                                        | road widening, road expansion                            | Novel delivery systems should be developed, e.g., perhaps pneumatic tubes, automated underground rail. |                                                                                |                                          |
| <p><b>Walters, David H.</b></p> <p>I am not sure if replacement bridges is the same as repair. I know there are many bridges that need replacing and cannot be just maintained, i.e. Sellwood is an example. If this means taking money from other areas, it should come from the highways segment.</p>                                                                                                                                                                                                                          |                                                         |                                                                           |                                        | Highway widening in general.                             |                                                                                                        | Highway widening projects.                                                     |                                          |
| <p><b>Ward, Vickie</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                         |                                                                           |                                        |                                                          |                                                                                                        |                                                                                |                                          |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                            | Free-text comments on high-capacity transit priorities.                                                                                                                                                                     | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?         | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                            |
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| <b>Watson, Andrea</b>   |                                                                                                                                                                                                                     |                                                                                                                                                                                                                             |                                                                           |                                        | speed, having light rail above ground takes longer than driving. |                                          |                                                                                |                                                                                                                                                                                                     |
| <b>Weatherby, Mike</b>  |                                                                                                                                                                                                                     | There is no need for HCTS on Powel Blvd. In addition, busses as a means of regional transport, as in the Banfield Flyer, should be a priority.                                                                              |                                                                           |                                        | Light rail.                                                      |                                          |                                                                                | Create a small user fee/tax on bicycles, minimize transportation dollars for bicycle paths, they are a low priority as long as our present transportation infrastructure is in such poor condition! |
| <b>Wegener, Brian</b>   | It would be nice if the pie chart split roads from bridges.                                                                                                                                                         | Extending the hours of service for WES to ALL DAY would be useful to me. To make WES really useful it should be extended to Salem. I would also light rail between Sherwood and Portland. This would be along 99W, not 99E. | Subsidies to sports arenas.                                               |                                        |                                                                  |                                          | How about increasing revenue sources instead of decreasing investment.         |                                                                                                                                                                                                     |
| <b>Weidner, Matthew</b> | Metro needs to place a greater investment in bike, pedestrian and transit infrastructure. This RTP still focuses too narrowly on unsustainable transportation infrastructure that does not move the region forward. |                                                                                                                                                                                                                             | Road and highway funds.                                                   |                                        |                                                                  |                                          | Roads and Highways                                                             |                                                                                                                                                                                                     |



|                       | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Free-text comments on high-capacity transit priorities.                                                                                                                                                               | If more were invested in high capacity transit, what should be decreased?                 | Free-text comments on TSMO investments                                                                                                                                                                                                                                      | If more were invested in TSMO, what should be decreased?                                                                                                                                      | Free-text comments on freight priorities                                                                                           | If more funds were invested in freight improvements, what should be decreased?                | Free-text comments on funding strategies                                                                                                                                  |
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| <b>Weinman, Ron</b>   | The investment strategy should be to maintain the existing transportation and upgrade the road system to improve mobility                                                                                                                                                                                                                                                                                                                                                                                                                   | The next HCT priority should be the Portland to Tigard or Sherwood in the vicinity of Barbur Boulevard corridor. The other two corridor can wait.                                                                     | None                                                                                      | The priority should be to maintain and improve operation of the existing system as long as possible.                                                                                                                                                                        | HCT                                                                                                                                                                                           |                                                                                                                                    |                                                                                               | Tolls should be initially used to fund capital investment within a specific corridor.                                                                                     |
| <b>Weiss, Charlie</b> | Seems to me that as fuels become more expensive, there will not be MORE cars. So investments in transportation (roads, highways, freeways) might better focus on maintaining the capacity we have at high quality, but not so much on capacity. Bottlenecks of today may fade as fewer people drive. Investments in rail (both freight and passenger) are small in this budget; they will be increasingly important. Their role would be much greater today if they had been as high a priority as car-based transportation infrastructure. | Does the Tigard/Sherwood connection mean 99W, not 99E? I wonder about whether this form of transit will, as freeways did, encourage development at the periphery at the expense of better transit closer to the core. | Denser high-capacity service closer to the core, rather than to the periphery of the UGB. | More carrots than sticks, but tolls, time-of-use charges, etc. for managing congestion. Safer bikeways, esp. SW Portland; many non-bikers won't ride due to lack of safe routes; flatter routes will be most popular/importa nt if well protected. SW Barbur comes to mind. | Investments in larger car capacity... when carbon pricing and/or market forces put gas prices above \$4 again, we will have excess capacity. Not interested in building excess road capacity. | With higher fuel prices, rail will become more important. We need to focus on moving freight capacity to rail as much as possible. | Capacity investments for trucks (like removing current bottlenecks) would be one to consider. | Maybe study to identify all the different ways we subsidize the use of vehicles (cars, trucks) and try to assess more of those charges on the vehicles' owners and users. |

|                      | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                           | Free-text comments on high-capacity transit priorities.                                                                             | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Wellner, Matt</b> | More money should be spent on highways, less on HCT. Highway improvements to areas like Wilsonville, Tigard and Sherwood are more important than the extension of mass transit to those areas. Mass transit investments should be more focussed on moving people to and from employment centers around the Region and less on getting people to downtown Portland. | Highway investments for edge communities should be far more prominent than HCT investments. Extending HCT to Sherwood is a mistake. |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

| How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                               | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased?                              | Free-text comments on funding strategies                                                                                                                                                                                                             |
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| Wenk, Ted                                                                |                                                         |                                                                           | <p>recommend more bus routes to high capacity transit areas; recommend better road directional signs on highways and high use routes; very strongly recommend that downtown traffic signals allow for vehicles to make right turns upon green signal change PRIOR to allowing pedestrians to cross through walk.</p> |                                                          |                                          | <p>tax or higher license fees and checks for semi- tractors pulling more than one trailer. or ban them.</p> | <p>Oregon needs to maximize federal funding strategies. The only toll I'd support would be over any new or existing bridge over the Columbia River, or on a few miles south of Siskiyou on I-5 to fund safety improvements on I-5 snow passages.</p> |

|                     | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities                                                                                                                                                                                                                                                                                                                                                                                                  | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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| <b>Wheeler, Rex</b> | <p>One percent of dollars for maintenance seems low. I would also be inclined to move 7-10 percent out of Transit and into a combination of Highways and Roads and Bridges. While I like to "think green", I don't believe that the million new people we are planning for are as green as we would like. Out the new million people, are 32 percent (what is allocated) of them going to take transit or are most of them going to drive? As much as we would like to change behavior, I think most will drive. This means that we need to favor roads. If we budgeted more like 25 percent to transit, we would still be heavily encouraging transit, but we would also be building and updating the roads we need. I doubt that out of the new million people,</p> |                                                         |                                                                           |                                        |                                                          | <p>At some point we need to look at the "West Side Bypass" which is a freeway loop around the west side of the Metro region. This would provide another way for cars and trucks passing through the region to avoid local congestion. This would tie into I-5 in the LaCenter to Salmon Creek region, cross the Columbia and go over / through the mountains Cornelius Pass / German town area, pass near Hillsboro, and tie in to I-</p> |                                                                                |                                          |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                                                                                                  | Free-text comments on high-capacity transit priorities.                                                                                                                                                                                          | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments                                                                                                                                                                                                                                                                                                                                                                                                 | If more were invested in TSMO, what should be decreased?                                               | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                         |
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| <b>Williamson, Alex</b> | Greater emphasis should be placed on improving and expanding public/alternative transit infrastructure. More than half of the planned budget is devoted to maintaining or improving automobile-based infrastructure. While we must invest in roads and highways to some extent, no amount of roadwork will relieve congestion if we do not provide viable alternatives to the automobile (particularly if we expect a million more drivers on the roads in coming years). | While probably not a viable near-term option, extending the MAX system to Vancouver (to relieve bridge traffic and provide a viable non-automobile commuting option for Vancouver residents working in Portland) should be a long-term priority. |                                                                           | Greater emphasis should be placed on: a) incentivizing use of mass transit options; and b) disincentivizing use of automobiles when viable mass-transit alternatives exist. For example, commuters using Hwy 217 and 26 to get to Portland from Beaverton and Hillsboro have both bus and light rail options for their commutes. Adding rush-hour tolls to these roads would encourage these commuters to use the mass transit options |                                                                                                        |                                          |                                                                                | The tax/fee burden should be placed on automobile drivers to encourage them to alter their behavior (much as we tax cigarettes). |
| <b>Williamson, C.</b>   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                  |                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                        | More live/work communities to reduce the load on and environmental impact of roadways and mass transit |                                          |                                                                                |                                                                                                                                  |

|                         | How should the region should the emphasis of transportation investments?                                                                                                                                                                                                                                                                                                                        | Free-text comments on high-capacity transit priorities.            | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?                                                                                                | Free-text comments on freight priorities                                                                                                                                                                         | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                                                                                                                    |
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| <b>Willis, Bettirae</b> | Safety is of utmost priority. Increased mass transit is critical to get more people out of cars. Recently in a car at high use time entering Washington DC the road was slow and go for 45 miles and almost every car except mine had only one occupant. And DC has a mass transit. We must have more dense cities and fewer cars, or we are going to choke both on space and dirty air.        |                                                                    |                                                                           |                                        |                                                                                                                                                         |                                                                                                                                                                                                                  |                                                                                | Some areas that add tolls that would encourage mass transit and keep more cars off that road( such as is done in one area of So. Calif. east of Los Angeles) may be interesting to explore. |
| <b>Wood, Davis</b>      | More dollars in roads and bridges, less in transit and bike facilities                                                                                                                                                                                                                                                                                                                          |                                                                    |                                                                           |                                        |                                                                                                                                                         |                                                                                                                                                                                                                  |                                                                                |                                                                                                                                                                                             |
| <b>Wray, Rachel</b>     | It's hard to offer meaningful, substantive comments on numbers without any context, but by and large, I support improvements to our existing infrastructure, v. new highways and bridges, and investment in bike and pedestrian corridors and transit. Seeing large chunks of the pie devoted to bike, ped, and transit projects is great -- it would be great if they were to get even larger. | More high capacity transit, more room for freight on the freeways. | Scaling back funds for the CRC comes to mind.                             |                                        | Maybe the solution is not to decrease other types of investment, but to raise funds using some of the strategies, like tolling and parking fees, above. | Some of the things marked "somewhat important" above are, in fact, very important, but my impression is that the issues are being address through other measures/regulations/policies, which seem to be working. | Investments that are primarily focused on the movement of passenger vehicles.  |                                                                                                                                                                                             |

|                                                                                                   | How should the region should the emphasis of transportation investments?                                                                             | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased?                                                  | Free-text comments on freight priorities                                                                                                                                | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies                                                             |
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| <b>Yake, Leslie</b>                                                                               | Pedestrian and bicycle facilities warrant far more investment than 5%. Highways and roads should constitute less than 50% of the projects and costs. |                                                         | Highways                                                                  |                                        | Since we are betting optimizing what we already have, we should spend significantly less on new capacity. |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Younkins, Joe</b>                                                                              | Need to increase the funding for Highways to reduce congestion (reduces greenhouse gases, brake pad releases...), reduce transit expenditure.        |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Zucker, Mel</b>                                                                                | Reduce congestion. Clearly, transit and bike lanes have not done that.                                                                               |                                                         |                                                                           |                                        |                                                                                                           | If it's a good project, it doesn't need gov't funding. Rail freight is not needed WITHIN the region. Developers should pay for street connections to their development. | transit                                                                        | Our transportation taxes are misused. Taxes are job killers. City of Portland is already over-taxed. |
| <b>The following individuals participated in the survey, but did not offer free-text comments</b> |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Abeyta, KayLyn</b>                                                                             |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Adams, Dave</b>                                                                                |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Alto, John</b>                                                                                 |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Andrews, Tom</b>                                                                               |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Arjun, Patty</b>                                                                               |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |
| <b>Aurfenthie, Tom</b>                                                                            |                                                                                                                                                      |                                                         |                                                                           |                                        |                                                                                                           |                                                                                                                                                                         |                                                                                |                                                                                                      |

|  | How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
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|  | Becker, S.                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Bieri, Bruce                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Blakley, Michael                                                         |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Buck, Michael                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Christensen, Rick                                                        |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Christy, Kathy                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Chvata, C.                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Clem, Anthony                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Cohen, Andrew                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Cohen, Steve                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Coleman, William                                                         |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Cronk, Debbie                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Cushing, Douglas                                                         |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Dawson, David                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | DiLoreto, Greg                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Dorner, Catherine                                                        |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Dorst, John                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Eckland, Bob                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | English, Elizabeth                                                       |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Ensign, Farmer, Brad                                                     |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Fiore, Ellie                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Garner, John                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Gonzalez, Antonio                                                        |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Graves, Tom                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Hall, Robin                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Hallock, Cara                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Hancock, Michelle                                                        |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Hatfield, Teresa                                                         |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |



|  | How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities. | If more were invested in high capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
|--|--------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------|----------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------|
|  | Hoffman, Stan                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Holly, Shelley                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Holstrom, Eric                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Johnson, Brad                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Judy, D.                                                                 |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Kerber, Mary                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Kim, David                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Koonce, John                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lacross, Craig                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lew, Tracey                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lewis, Bob                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lingren,                                                                 |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Wendy                                                                    |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lisa Henke                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Logan, Mary                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Lupatsky,                                                                |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Scott                                                                    |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Mackinnon,                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Jane                                                                     |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Martin, Sharon                                                           |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Masters,                                                                 |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Charles                                                                  |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | McCarthy,                                                                |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Maureen                                                                  |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | McCormick,                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Johanna                                                                  |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | McEwan,                                                                  |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Duncan                                                                   |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Meyer, Paul                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Michie, Ryan                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Moyer, Jesse                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Murphy, Ed                                                               |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Nelson, Tom                                                              |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Oberhue,                                                                 |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | William                                                                  |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Offer, Jerry                                                             |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Oliveria, Amy                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
|  | Otterman, Don                                                            |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

|                      | How should the region should the emphasis of transportation investments? | Free-text comments on high-capacity transit priorities. | If more were invested in high-capacity transit, what should be decreased? | Free-text comments on TSMO investments | If more were invested in TSMO, what should be decreased? | Free-text comments on freight priorities | If more funds were invested in freight improvements, what should be decreased? | Free-text comments on funding strategies |
|----------------------|--------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------|----------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------|
| Parker, Richard      |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Perazzo, Dawn        |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Pisenti, Tina        |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Retzlaff, Greg       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Robonzo, Felix       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Romick, Abigail      |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Roseboro, Donita     |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Schroder, Mary       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Starrett, Mark       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Stephens, Kathy      |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Todd, Kathleen       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Truax, E.            |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Truttman, Marguerite |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Vranizan, Pete       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Wadkins, Jennifer    |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Wagner, Michael J.   |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Watson, Karen        |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Wheeler, Jerry       |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| White, Craig         |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |
| Yates, Diana         |                                                                          |                                                         |                                                                           |                                        |                                                          |                                          |                                                                                |                                          |

## MINUTES OF THE METRO COUNCIL MEETING

Thursday, October 1, 2009  
Metro Council Chamber

Councilors Present: Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carl Hosticka, Carlotta Collette

Councilors Absent: David Bragdon (excused)

Deputy Council President Harrington convened the Regular Council Meeting at 5:00 p.m.

### 1. INTRODUCTIONS

Councilor Harrington introduced the following Metropolitan Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) members sitting with the Metro Council: Craig Dirksen (Mayor of Tigard, JPACT representative), Shirley Craddick (Gresham City Councilor, MPAC representative), Amanda Fritz (Portland City Councilor, MPAC representative), Donna Jordan (Lake Oswego City Councilor, MPAC/JPACT representative), and Jim Kight (Mayor of Troutdale, MPAC representative).

### 2. CITIZEN COMMUNICATIONS UNRELATED TO PUBLIC HEARING

There were none.

### 3. CONSENT AGENDA

- 3.1 Consideration of minutes of the September 24, 2009, Regular Council Meeting.
- 3.2 **Resolution No. 09-4075**, For the Purpose of Confirming the Council President's Appointment of Councilor Rod Park to the Land Conservation and Development Commission Local Officials Advisory Committee.
- 3.3 **Resolution No. 09-4076**, For the Purpose of Confirming the Appointment of the Vice Chair for the Joint Policy Advisory Committee on Transportation (JPACT).

|         |                                                                                                                                                       |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Motion: | Councilor Liberty moved to adopt the meeting minutes of the September 24, 2009 Regular Metro Council meeting and Resolution Nos. 09-4075 and 09-4076. |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------|

|       |                                                                                                                                             |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Vote: | Councilors Burkholder, Harrington, Liberty, Park, Collette, Hosticka voted in support of the motion. The vote was 6 aye, the motion passed. |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------|

### 4. MAKING THE GREATEST PLACE PUBLIC HEARING AND OPPORTUNITY FOR PUBLIC TESTIMONY

Jeff Curcoran, Gresham, discussed 26 to 84 connections and critical corridor designs. He discussed express train planning. He discussed transportation efficiency and speed. Councilor Liberty asked about views on rapid transit. He asked about transportation investments, and different ideas for arterial connections. Councilor Burkholder wanted to note they had not received a lot of testimony regarding transportation.

Patricia Anderson, Wood Village, discussed reserves recommendations, including suitability recommendations. She said many viewpoints were represented. Councilor Park asked about areas south and east of the Sandy River, and their designation as rural reserves. Ms. Anderson said yes, but the decision was not easy. Councilor Park asked about transportation preferences. Councilor asked about different map recommendations. Councilor Harrington appreciated levels of engagement.

Carol Rulla, Gresham, discussed transportation and corridor connections. Councilor Burkholder noted other options to provide testimony for extra time. Ms. Rulla discussed pedestrian options around schools.

Ron Swaren, Portland, discussed river crossings and tax revenue contributions, including a Columbia River crossing. Councilor Hosticka said identified areas were recommendations.

Jean DeMaster, Portland, discussed transportation safety's involvement in transportation planning. She discussed pedestrian safety and other various social issues including education and employment. Councilors Liberty and Burkholder discussed mobility and cost effectiveness, including equity issues. Donna Jordan discussed changing geographical needs.

R. Claus, Portland, discussed water quality issues and cutting waste, including refuge issues. Councilor Park asked about connections between agriculture and septic tanks.

Marguerite Truttman, Gresham, discussed Gresham and Portland high capacity connections. She was opposed to the idea. Councilor Burkholder asked a clarifying question. Ms. Truttman felt light-rail brought undesirable results to the Gresham community. Councilors Burkholder and Collette explained high-capacity transit analysis.

Jim Kight, Mayor of Troutdale, discussed general public unawareness of the reserves and expansion processes. He discussed geographical areas surrounding Troutdale and subsequent southern expansion. Councilor Liberty asked about employment increases and home prices involved in UGB expansion. Councilor Burkholder asked about expansion recommendations. Councilor Park asked about visions associated with transportation. Mayor Kight said visions would react to already developed transportation patterns. Councilor Harrington asked about rural reserve factors associated with Troutdale decisions.

## **5. CHIEF OPERATING OFFICER COMMUNICATION**

Michael Jordan, COO, discussed meetings he had attended and shared discussion results with Councilors.

## **6. COUNCILOR COMMUNICATION**

Councilors discussed meetings and events they had attended. They discussed results and discussions.

## **7. ADJOURN**

There being no further business to come before the Metro Council, Deputy Council President Harrington adjourned the meeting at 6:30 p.m.

Metro Council Meeting  
10/01/09  
Page 3

Prepared by

Tony Andersen  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF**  
**October 1, 2009**

| Item | Topic | Doc. Date | Document Description | Doc. Number |
|------|-------|-----------|----------------------|-------------|
|      |       |           |                      |             |
|      |       |           |                      |             |
|      |       |           |                      |             |
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## MINUTES OF THE METRO COUNCIL MEETING

Thursday, October 8, 2009  
Happy Valley City Hall, Happy Valley Council Chamber

Councilors Present: Kathryn Harrington, Robert Liberty, Rod Park, Carl Hosticka

Councilors Absent: David Bragdon (excused), Rex Burkholder (excused), Carlotta Collette (excused)

Deputy Council President Harrington convened the Regular Council Meeting at 5:15 p.m.

### 1. INTRODUCTIONS

Deputy Council President Harrington introduced Metropolitan Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) members seated at the dais with Councilors, including: Shirley Craddick (Gresham City Councilor, MPAC) and Donna Jordan (Lake Oswego City Councilor, MPAC/JPACT).

### 2. CITIZEN COMMUNICATIONS UNRELATED TO THE PUBLIC HEARING

There were none.

### 3. CONSENT AGENDA

3.1 Consideration of minutes of the October 1, 2009, Regular Council Meeting.

|         |                                                                                                             |
|---------|-------------------------------------------------------------------------------------------------------------|
| Motion: | Councilor Hosticka moved to adopt the meeting minutes of the October 1, 2009 Regular Metro Council meeting. |
|---------|-------------------------------------------------------------------------------------------------------------|

|       |                                                                                                                           |
|-------|---------------------------------------------------------------------------------------------------------------------------|
| Vote: | Councilors Harrington, Liberty, Park, and Hosticka voted in support of the motion. The vote was 4 aye, the motion passed. |
|-------|---------------------------------------------------------------------------------------------------------------------------|

### 4. MAKING THE GREATEST PLACE PUBLIC HEARING & OPPORTUNITY FOR PUBLIC TESTIMONY

Robin McArthur, Planning and Development Director, introduced the COO recommendation. She discussed timelines and public hearing processes. She discussed outcomes-based approaches, including plan investments and implementation. She discussed specifics of the COO recommendation and investment strategy principles.

Councilor Harrington invited Mayor Wheeler to comment before Council. He provided comments on the reserves timeline and process. He welcomed Councilors to Happy Valley. Councilor Park asked Mayor Wheeler about Happy Valley town center development and expansion. Mayor Wheeler described the development history of Happy Valley.

Mayor Rob Wheeler, Happy Valley, provided testimony on extension issues and corridors. Councilor Park asked about highway corridor specifics. Councilor Liberty asked about investment priorities. Mayor Wheeler discussed road and highway specifics, including Sunnyside intersection issues. Councilor Liberty asked about successes of transit and mixed-use areas.

Mayor Wheeler said there were issues with bus frequency and demand for transportation options. He talked about a shuttle option.

Caroline MacLaren, Portland, discussed specific geography related to reserves issues. Councilor Liberty asked about specific boundaries. He asked about capacity and land generation. Ms. MacLaren said there would be expenses involved in redevelopment. Councilor Harrington asked about specific geography and boundaries. Councilor Hosticka asked about a southern arterial option. Ms. MacLaren said there was somewhat of a path.

Stephan Lashbrook, Wilsonville staff, provided testimony thanking the Council for their work on the recommendation. He discussed issues surrounding bus service between West Linn and I-205 and funding issues. Councilor Liberty asked about Wilsonville holding conversations regarding transit services.

Mara Gross, Coalition for a Livable Future, provided testimony on the Regional Transportation Plan. She said people required support and automobiles should not be an end goal of the plan. She discussed project details and the subsequent need. Councilor Liberty asked about performance measure development and project list consistency. Ms. Gross discussed project rating in relation to Metro's goals. Councilor Harrington asked about Ms. Gross's policy advice for basic transportation network improvements, and how to distinguish different needs throughout the region. Councilor Park asked about freight and goods movement. Ms. Gross said projects were broken down more by roads and bridges. Ms. Jordan asked about road widening strategies conducive to pedestrian and cycling transportation. Ms. Craddick thanked Ms. Gross for her testimony.

## **5. CHIEF OPERATING OFFICER COMMUNICATION**

There were none.

## **6. COUNCILOR COMMUNICATION**

Councilors discussed meetings and events in the region and that they had attended.

## **7. ADJOURN**

There being no further business to come before the Metro Council, Deputy Council President Harrington adjourned the meeting at 6:45 p.m.

Prepared by



Tony Andersen  
Clerk of the Council



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
October 8, 2009**

| <b>Item</b> | <b>Topic</b> | <b>Doc. Date</b> | <b>Document Description</b>                                                                                                                                                                                                                                                                                                                                         | <b>Doc. Number</b> |
|-------------|--------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 4.0         | Testimony    | 10/8/09          | Testimony and attachments:<br>Re: Making the Greatest Place,<br>Regional Transportation Plan, and Rural<br>and Urban Reserves public testimony<br>To: Metro Council<br>From:<br>1) Mayor Rob Wheeler, Happy Valley;<br>2) Caroline MacLaren, Portland;<br>3) Stephan Lashbrook, Wilsonville<br>staff;<br>4) Mara Gross, Portland, Coalition for a<br>Livable Future | 100809c-1          |



## Comment Form

Miller, Greg

(Please print)

Name (required)

Greg Miller

Affiliation (if any)

Washington County

Address (required)

9945 NW Maring Dr Portland 97229

E-mail (optional)

greg-miller@co.washington.or.us

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☒ Growth report

☒ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

1. Having open houses during the workday will not give you a representative response. Do them in evening
2. I question how much additional population Portland can absorb, and the cost of infrastructure to support that growth. Retrofitting and replacing aging infrastructure. Capacity increases etc in the city is not cheaper than doing it in the suburbs or on the edge of the USB. Increasing density in existing neighborhoods is a problem. people don't like it and will push back.
3. I don't see much detail on population and employment allocation to counties - ~~that~~ these assumptions are key on where there will go (hopefully in proximity to one another) and drive the necessary allocation of urban/rural reserves, as well as the necessary transportation improvements.
4. Increasing density in centers and stations near water sewer. But many want a yard and more space, and should have ready access to that

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.

(over)

5. The area north of 26 and west of Rock Creek North is key to expanding Hillbrow - the economic engine of the state. But a small but vociferous group, many not from the vicinity, are opposing this with a good deal of success. Why is a small, non-representative group driving the train? Our elected leaders (City and County) have expressed what they need and based upon sound assumptions - why not comply with these well-thought-out requests?

6. People will continue to have and use comm. Freight and transit ~~hubs~~ use roads. Mode split for bike/ped can increase (and we must pursue in that direction) but will ultimately never exceed 20% or so in the County. Distances, weather, ~~and~~ will continue to further increase. Modeling on earlier plans have shown many advantages using 7 lane widths - not a good idea. Try it with the West Side bypass and see what happens. I suspect you will see ~~that~~ the need for these excessive widths to disappear! I would like to see some courage among planners, especially Metro. Put the bypass within the urban corridor. Would be interesting to see to what extent the bypass would resolve a lot of the inner - the CHC, as well as congestion within the county.

2TP



## Comment Form

Wellner, Matt

(Please print)

Name (required) Matt Wellner

Affiliation (if any) Property Owner

Address (required) 17933 NW Evergreen Parkway

E-mail (optional) matt.wellner@netlandgroup.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☐ RTP

☐ Growth report

☒ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

- EAST BETHANY

We support inclusion of the East Bethany plan area in the Urban Reserve. It does not seem logical to ignore an area immediately adjacent to new urbanization. (North Bethany), existing infrastructure (sewer/water), Bethany Village Town Center, all clear benefits ~~to~~ <sup>are</sup> benefactors of urbanization of East Bethany.

Also:- Saltzman Road extension - big benefits, not only for future urbanization, but for current north/south connectivity/shortfalls.  
- Great opportunity to leverage existing and planned infrastructure investments.

RTP

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.



## Comment Form

Burris, April

(Please print)

Name (required)

April Burris

Affiliation (if any)

Southeast Uplift, North Tabor N.A.

Address (required)

616 NE 64th Ave

E-mail (optional)

peacefulpresence@gmail.com

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

When planning for future transportation needs, please remember that buses are much more flexible than MAX or streetcar lines.

MAX is wonderful, but it should be in addition to existing bus lines. I have noticed that every time we get a new MAX line, existing bus service is either cut, re-routed or discontinued. This is fairly short-sighted.

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.



## Comment Form

Newcomb, Kathleen

(Please print)

Name (required)

Kathleen Newcomb

Affiliation (if any)

Address (required)

17515 SW Cheyenne Way

E-mail (optional)

Tualatin OR☒ Include my e-mail in your policy and planning notification list.97062

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other

Comments (use back or attach additional sheets if necessary)

See ~~at~~ attached.

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

RTP project  
line 10731

September 24, 2009

OPPOSITION TO ESTABLISHMENT OF A "NORTHERN ARTERIAL" WITHIN  
THE CITY OF TUALATIN.

To the Metro Hearing Committee at Beaverton, September 24, 2009.

From Kathy Newcomb, 17515 SW Cheyenne Way, Tualatin OR 97062.

Kathy Newcomb

It is fortunate that the state land use goals give us the right to public hearings. Thank you for complying with "Goal 1, Citizen Involvement."

I am here to speak about a Transportation item, which I understand is represented within the open house simply by a line on a spreadsheet .

This item is part of Alternative 7 (the offshoot of the I-5 to 99W connector, supposedly).

Specifically Alternative 7 with its increase of 9000 expected west-bound rush hour traffic vehicles was broken into thirds,

- (1) a Southern Arterial from I-5 to 99W south of Tualatin
- (2) a Middle Arterial along Tualatin-Sherwood Road
- (3) and a **Northern Arterial along Tualatin Road (and Herman Road) in north Tualatin**

(Explanation of part of the Northern Arterial: This would include a one-mile stretch from Bridgeport Village south along a widened Lower Boones Ferry Road; turning west over the Tualatin River, over the Tualatin Community Park and over the freight trains and WES; and continuing west as a transformation of Tualatin Road to an arterial along the golf course. This was estimated to cost about \$95,000,000 by the consultant about January 2009; it is now currently estimated to cost almost \$45,000,000 by the city of Tualatin. No explanation has been provided for the difference.

The Northern Arterial apparently is supposed to continue along Herman Road. However, residents of North Tualatin are only too well aware that much of the evening rush hour overflow traffic already flows west along Tualatin Road toward 99W and then north on 99W rather than on Herman. Traffic on Herman will be more likely to flow toward 124<sup>th</sup> and then south on 99W.)

**I am primarily expressing opposition to the Northern Arterial on the following grounds:**

- A. **Failure by the city of Tualatin to conduct public hearings or to provide**  
"information that enables citizens to identify and comprehend the issues." OAR 660-

**015-000(1) Failure by the city of Tualatin “to provide for widespread citizen involvement.” (And in fact, the reverse occurred in Tualatin.)**

Even our Tualatin Parks Committee had no opportunity to review the impact of an important arterial over the park. Nor have there been opportunities for residents of North Tualatin to review and clearly understand the impact of an arterial on our area.

There has been no opportunity to consider the impact of a major arterial over the Tualatin River.

We learned accidentally about the Northern Arterial by means of a newspaper story by a reporter for the Tualatin Times – not by means of the “newsletters, mailings, posters, mail-back questionnaires, and other media” recommended for a citizen involvement program. *“Section B. Communication” per Goal 1.*

*“4. Technical Information – To assure that technical information is available in an understandable form.”* The only technical information made available through the library for several years was a 3-1/4” line in the back section of the Tualatin System Transportation Plan, with no coherent related written description (and the public generally was unaware of this 3-1/4” line.)

There never was an adequate, accurate open house focusing on this major impact to North Tualatin (or even onto Tualatin/Sherwood Road). I myself was a member of an Ad Hoc Road Committee which met for several months about ten years ago regarding relatively minor transportation issues. Nothing comparable to that has since occurred in Tualatin.

As a past member of the Tualatin Budget Committee for about six years, I consider the expenditure of either \$95 or \$45 million dollars as highly important expenditures, especially considering the painful impact on many homes in North Tualatin.

*“D. Technical Information” includes transportation within Goal 1.*

In fact the exact reverse of “widespread citizen involvement” has occurred. The mayor of Tualatin has conducted what seems like personal citizen involvement. For example, he wrote in an April 2009 email to one north Tualatin resident that the Northern Arterial **would not be forwarded to a special committee for forwarding to Metro’s hearings.** Many of us were delighted to hear this. However, when we tried to verify this in July, we were unsuccessful. And after all, a month later, the Tualatin city council did forward plans for the Northern Arterial to that special committee and to the Metro hearings. (Documentation available. 503-692-5227 after 10 a.m.)

**B. Failure by the I-5 to 99W Steering Committee and Tualatin officials to recognize the actual existing north Tualatin residential street limitations which will be substantially and negatively impacted by a Northern Arterial.**

This failure can be seen by looking at a map of Tualatin. North Tualatin has only one major outlet: Tualatin Road. The only other outlet is Hazelbrook Road, which is a minor road serving only a portion of the streets in North Tualatin. It will be much harder from the existing streets to exit onto Tualatin Road. In addition there are many families and youngsters who use the sidewalks to go to Tualatin Community Park. Walking along a major arterial will no longer be as safe or pleasant for them.



**C. Failure by the Metro/ODOT/Washington County consultant and the City of Tualatin to use an accurate map.**

I mentioned the inaccurate placement of Cheyenne Way (my street) on the maps, showing the intersection with Tualatin Road incorrectly to various officials. The consultant said he would report the error to Metro. He did not. Recently I finally reported the error directly to the cartographers myself, and the correction has now been placed in Metro's master maps

**D. Failure of the consultant to accurately report the impact of the Northern Arterial environmentally, and especially a failure for one block.**

(1) An environmental statement by the consultant concludes the environmental impact is acceptable. However, the statement does not meet their criteria, which describes the arterial as providing relief to the existing streets. Instead all residential connections with Tualatin Road will be much more difficult. Metro's Design Standards state that street designs should "provide local trips with alternative routes." This has not happened.

(2) One block especially is shown to have greatly increased traffic problems. This is only shown as a tiny block of orange or red within the traffic consultant's analysis – no more than a quarter of an inch, and hardly visible without a strong light. This block is on Tualatin Road, and (going west) is the first jog to the northwest after passing Cheyenne Way.

## Comment Form

Corcoran, Jeff  
(Gresham Trans Comm)

(Please print)

Name (required) JEFF CORCORAN  
Affiliation (if any) GRESHAM TRANSPORTATION COMMITTEE  
Address (required) 1205 NE HACIENDA LANE - GRESHAM  
E-mail (optional) jeff@tandemride.com

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP ☐ Growth report ☐ Urban/rural reserves ☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

- Thoughts on Corridors:
  - Powell Blvd. - Regional Priority Corridor
  - Gresham - connection between US 26 & I-84
  - Westside route
- MAX express
  - Build faster, not just "more" transit
- Bikeways
  - missing links

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

## RTP - Notes for public comment

### ➤ Opening

- Appreciate the work that went into this so far...  
Due to time constraints, my comments are "constrictive criticism"...

### ➤ Corridors

- Powell *"Regional Priority Corridor"*
  - Recognized decades ago: "Mt. Hood Freeway"
  - Once MAX was built, it was forgotten... same as 50 years ago
  - It is, and needs to be a major corridor and deserves serious study
- Gresham (26 to 84)
  - We can do everything right to take care of the need of our residents and our system will reach failure because of outside forces...
  - "ITS" is only a band aid
  - The "Sunrise Corridor" will help if a truck route...
- Westside Freeway - missing from the RTP
  - "What would our evening commute look like today if I-205 was never built?"
  - Stats say 20% increase in Freeway congestion from 2000-2005
  - Seattle – L.A. traffic
  - Truck Route, higher speed, limited access

### ➤ MAX

- Serious design flaw - no express
- Forget about new route, make it faster
- To get large volumes of commuter out of their cars it must be faster
- "Livability" & Time... 7-11
- Corrie & Daniel

*"High capacity transit is defined by its function: to carry high volumes of passengers quickly and efficiently from one place to another."  
They forgot the "quickly" part!*

### ➤ Bikeways & Trails

- Missing link out east
- Folsom and the planning code



## Comment Form

No. 4

Rulla, Carol (Kelly Crk  
Neighborhood Assn &  
Coalition of Gresham  
Neighborhood Assns)

(Please print)

Name (required)

Carol Rulla

Affiliation (if any)

Kelly Creek Neighborhood Assn. & Coalition of Gresham  
Neighborhood Assns.

Address (required)

5162 SE 28<sup>th</sup> Dr.

E-mail (optional)

JLCTR@JUNO.COM

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

- ① Thank you for Coming to Gresham
- ② Support for funding the Transportation Corridor Refinement Study in East County

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**



## Comment Form

DeMaster, Jean  
(Human Solutions)

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☒ Growth report

☒ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

See attached materials

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**



Jean DeMaster  
page 1 of 3

www.humansolutions.org

Empowering Families, Strengthening Communities and Rebuilding Hope  
Housing • Skill Development • Support Services

My name is Jean DeMaster and I live and work in East Portland and East Multnomah County. I am very pleased to be able to offer public comment as part of Metro's Greatest Places Open House.

I recognize that the points of discussion tonight will be

- (1) Transportation Priorities
- (2) Urban Growth Boundary reserves
- (3) Regional employment and population forecasts.

These are obviously issues which affect all of us -- however, their impact on low-income households is unique. In making decisions in these three areas, I would ask that consideration be given to the impact on low-income people.

I know that a "rising tide raises all boats." As the economy improves - everyone will benefit. For example, as indicated in his report, it is important to "increase Travel Choices -- make it possible for people to meet their needs while driving less."

I would ask you to keep in mind the low-income households in this area who do not



Jean DeMeter  
Page 273

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own any type of a working automobile at all. For example, a single mother with a toddler and a 4 year old living on 148<sup>th</sup> Street may need to walk a half mile to a mile daily <sup>with her children</sup> to get to the bus stop. While the East West Transportation grid is substantial in Mid & East Multnomah County -- the North-South grid is lacking.

When planning for transportation alternatives in the years 2010 to 2015 -- please take into regard <sup>low-income</sup> people with no vehicle at all.

It could take 2 to 3 hours on the bus to get from work on Swan Island to your home on SE 172<sup>nd</sup> Street if you don't have a car.

Secondly -- the report indicates that "we are becoming more diverse, we are growing older, our household size is shrinking, and there is a growing gulf between the haves and the have nots" pages 5.

In your planning and decision making, I would recommend that you consider strategies to SHRINK THE GULF BETWEEN THE HAVES & "HAVE NOTS" This is not your highest priority, but it should be kept in mind. Only in this way, can we make a community which benefits all of its citizens.

The Mid and East Multnomah County Community Development Corporation (CDC)

Portland Office 12350 SE Powell, Portland, OR 97236

Phone 503-548-0200

Fax 503-548-0299

Gresham Office 501 NE Hood, Suite 110 Gresham, OR 97030

Phone 503-988-4531

Fax 503-988-4203

(2)



Sean DeMester  
page 3 of 3

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Empowering Families, Strengthening Communities and Rebuilding Hope  
Housing • Skill Development • Support Services

Three ways to shrink the gap one

- (1) create a larger number of jobs at family wage levels
- (2) provide job training and employment supports to the "Have Nots" who do not now have the ability to obtain family wage jobs
  - \* Very low income people need job training, adult education, and job coaching to ~~escape~~<sup>escape</sup> poverty
- (3) Provide child care support for low-income people (the have nots) so that
  - \* they can successfully enter the workforce
  - \* their children get a Headstart and avoid the poverty experienced by the family in the past.

We all want a sustainable and prosperous region. I encourage you to make planning decisions to shrink the growing gap between the "Haves" and the "Have Nots."



## Comment Form

Wheeler, Rob  
(Mayor of Happy Valley)

(Please print)

Name (required)

Rob Wheeler

Affiliation (if any)

Mayor of Happy Valley

Address (required)

16000 SE Misty Dr. Happy Valley, OR 97086

E-mail (optional)

RobW@ci.happy-valley.or.us☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

Our City Council is in favor of the Sunnybrook Blvd. West Extension. Clackamas County has done a good job of listening to concerns and minimizing the footprint so as to have less impact on the open space nearby and they have preserved numerous trees.

~~Our citizens use Sunnybrook and would like R.L. Ave.~~  
This road will help to alleviate traffic problems at Sunnybrook & Harmony Rd. and 82<sup>nd</sup> Ave. which is a major intersection in the Region and that relief is appreciated.

You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

## Center Advisory Board Member Needed

The Milwaukie Center, which serves the needs of older adults and people with disabilities throughout North Clackamas County, is looking for a City of Happy Valley resident who is interested in serving on the Center's Advisory Board. The Center/Community Advisory Board is the primary policy advisor with regards to the activities and operations of the Milwaukie Center. The Board advises the North Clackamas Parks and Recreation District, Milwaukie City Council, Happy Valley City Council, Board of County Commissioners and Milwaukie Center staff regarding Milwaukie Center needs. The board meets once a month, the 2<sup>nd</sup> Friday at 9:30 am at the Milwaukie Center. Additionally, board members usually serve on Committees which report to the Board. If you are interested in learning more about this opportunity to serve your community, contact Joan Young, Milwaukie Center Director, at 503-653-8100 or joany@co.clackamas.or.us.

## COUNCIL'S CORNER!

For the past two years, neighbors from the surrounding area, including the city of Happy Valley, have been working with Clackamas Community College, Clackamas County, North Clackamas Aquatics Center, North Clackamas Parks and Recreation, Oregon Institute of Technology, North Clackamas School District, the North Clackamas Chamber of Commerce and other groups to plan for the future of the Harmony area.

During more than 30 public meetings, partners in the visioning process have met with hundreds of community and business members in an inclusive and transparent process. What the partners learned shaped the unified vision for the site: the Harmony Community Campus, a shared space bringing together education, health and fitness, and a beautiful natural space.

The vision for the Harmony Community Campus is to be a model for a healthy economy, incorporating a variety of educational opportunities, alternative energy uses and green development practices. The vision calls for resource protection, collaboration and alternative transportation. When the master planning process is completed this spring, the goal is to have a plan that invites students, guests and employees to access the site by public transportation, bicycles, walking or carpooling. The site is perfectly suited to take advantage of the new light rail station opening this fall.

The community's support in helping shape a master plan that reflects our shared values around education, economic development, a health community and sustainability is still needed. The educational offerings from health sciences to engineering are critical to revitalizing our region's economy and helping Happy Valley sustain and grow its health care and future manufacturing sector. The final draft of the Harmony Community Campus master plan will be on view for comment, Thursday, April 23 at 6 p.m. in the OIT gym on Harmony Road.

The supporters of the Harmony Community Campus are looking at the highest and best use for the site, not just for tomorrow, but for 20 years from tomorrow or 40 years in the future. For more information, please visit [www.harmonyvision.org](http://www.harmonyvision.org).

ompletely support this ongoing effort.

Lori DeRemer  
City Council President



City Council President, Lori DeRemer



### City of Happy Valley

City Hall

16000 SE Main Drive

Happy Valley, OR 97086

Phone: 503-783-3800

Fax: 503-658-5164

E-Mail: [cityrvly@ci.happyvalley.or.us](mailto:cityrvly@ci.happyvalley.or.us)

[www.ci.happyvalley.or.us](http://www.ci.happyvalley.or.us)

Our Mission is our community — Working  
with you to preserve and enhance the  
safety, livability and character of our

Have A Great Day

## The City of Happy Valley Needs You!

The City of Happy Valley is currently seeking 3 volunteers to serve on the city's Juvenile Diversion panel.

**The Juvenile Diversion Program** is a community-based alternative for juvenile offenders of minor crimes. The youth are referred to a panel of community representatives who hear each case, assign consequences, and subsequently verify completion. The Diversion Panel creates a contract with the juvenile compelling him/her to complete specific tasks, such as: community service work, acceptable school behavior and grade achievement, restitution, if applicable and other requirements as appropriate to meet individual case needs.

The committee meets every second **Wednesday each month at 6:00 p.m.** at the Happy Valley City Hall.

### How to sign up?

If you are interested in serving on this committee, please complete the Public Involvement application form on the City's website at [www.ci.happy-valley.or.us](http://www.ci.happy-valley.or.us) located under Committees. For additional information about this opportunity, please contact the Community Services Department at 503-783-3800.

### Happy Valley Garage Sale

The Happy Valley Garage Sale will be held June 19th-21st from 9am - 4pm.

Please sign up at

[www.happyvalleygaragesale.org](http://www.happyvalleygaragesale.org)

For additional information, please contact Tamela Sanchez at (503) 515-5779.

### OOPS...

The link in the article "One Too Many Phone Books" printed in last month's newsletter was incorrect:

The correct link is:

[www.Yellowpagesgoesgreen.or](http://www.Yellowpagesgoesgreen.or)

### Happy Valley Business Alliance After Hours Event

Tuesday, April 7th

5:30 pm — 7:30 pm

Sunnyside Village Dream Dinners

14618 SE Sunnyside Road

Happy Valley, OR 97086

## Sunnybrook Boulevard West Extension (SBWE)

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### Why SBWE:

- **Clackamas Regional Center:** SBWE is the last of a silo of transportation improvements projects planned to support the Clackamas Regional Center (CRC), a regional center acknowledged by Metro which promotes dense urban development. Adopted over 20 years ago the CRC plan, which identified supporting transportation improvements, was planned as the hub of density and economic growth within unincorporated Clackamas County.
- **Connectivity:** SBWE provides local and regional connectivity. Access to the south of the provides clear benefits to the Harmony Community campus and surrounding neighborhoods with a more direct point of access and reduced traffic congestion in surrounding neighborhoods. From a regional perspective, alternative routes provide options for the traveling public to and through the area. With SBWE providing connection from Sunnybrook to Fuller road the connection not only provides clear improvements to east/west and north/south connectivity.
- **Multi-Modal:** As with Vehicular Connectivity, the SBWE provides improved multimodal connectivity in all directions. For example the connection to Sunnybrook Boulevard provides a high quality multimodal link from the campus to the ~~ODOT's I-205 multiuse~~ path, one of the most significant multimodal links to the I-205 Green Line, and areas to the east.
- **Investment to date:** Throughout the last decade Clackamas County has invested millions of dollars in transportation improvements to realize the densities outlined within the CRC plan. Though significant development has occurred, significant development opportunities are still to be realized. SBWE provides congestion relief and safety improvements necessary to support the existing and planned development.
- **Improved Safety/Congestion:** Existing safety/congestion issues exist at the intersections of 82nd Avenue with Sunnybrook Boulevard and Sunnyside Boulevard. These existing congestion issues are not only impacting current expansion opportunities at the Harmony Community Campus, but are also hampering development potential within the entire Clackamas Regional Center, the hub of density and economic growth within unincorporated Clackamas County. Safety of the traveling public continues to be a concern at the aforementioned intersections and the Fuller Road/Harmony Road intersection which ranks high on the County's pedestrian/vehicle incident list.
- **Environmentally Sensitive Design:** Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff has listened to these concerns and worked tirelessly to reduce impacts. Efforts include, but are not limited to, realignment, reduced width, Carbon Analysis/Reduction Study (the first within the State of Oregon).

## **MINUTES OF THE METRO COUNCIL PUBLIC HEARING**

Tuesday, October 13, 2009  
Clackamas County Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Rod Park, Carlotta Collette, Rex Burkholder, Carl Hosticka, Robert Liberty

Councilors Absent: Rod Park (excused)

Deputy Council President Harrington convened the Metro Council Public Hearing at 5:15 p.m.

Deputy Council President Harrington introduced committee members and Metro Councilors. Clackamas County Chair Lynn Peterson welcomed the Metro Council and introduced the public hearing.

Michael Jordan, COO, introduced his recommendation and the process.

### **PUBLIC HEARING**

Mayor Mike Weatherby, Fairview, provided a resolution for Council review.

John Rosebrook, provided testimony on Beaver Creek reserves issues.

Sally Quimby, Stafford Hamlet, provided testimony regarding Stafford area reserves.

Jay Minor, Stafford Hamlet, provided testimony on leaving the area north of the Tualatin River undesignated and Clackamas County's recommendation. Councilor Burkholder asked about the role of "undesignated." He asked about planning outcomes.

Michael Feves, Sherwood, provided testimony on the I-5/99W Connector and study, and Regional Transportation Plan (RTP) issues. He asked specific projects be removed from the Draft RTP.

Alan Rosenfeld, West Linn, provided testimony on input favoring rural designation, and public involvement issues. Councilor Liberty asked about favoring rural designation. Mr. Rosenfeld said it would be extremely expensive to urbanize the Stafford area.

Richard Shook, Milwaukie, provided testimony on the SE Sunnybrook extension, noting opposition and specific tree conservation.

Tim Knapp, Mayor, City of Wilsonville, provided testimony and comments on the COO Recommendation and specific issues related to Wilsonville. He discussed leveraging existing investment. Councilor Liberty asked about opposition to rural reserves. He asked about similarities in market areas between Wilsonville and western Washington County.

Stephen Lashbrook, City of Wilsonville, provided testimony on support of the Urban Growth Report (UGR). He discussed reserves specifics related to the City of Wilsonville. Councilor Jef Dalin, Cornelius, asked about specifics of vacant land.

Michael Bowers, City of Wilsonville, Community Development, provided testimony on the I-5/99W Connector project. He stated problems with the southern arterial option. He discussed challenges and risks with proposed options, including topography and investment. Councilor Collette asked about RTP amendments.

John Messner, Vice President Far West CPO, provided testimony supporting the COO recommendation.

Will Newman was not present.

Elizabeth Graser-Lindsey, Beavercreek, provided testimony supporting the COO recommendation and Beavercreek rural reserves issues. She discussed regional food issues.

Ryan O'Brian, Planning Consultant, Hillsboro, provided testimony regarding reserves issues. He discussed specific geographic areas.

Melinda Giddings, West Linn, provided testimony regarding opposition to her property's designation as rural reserves.

Shelby Crecraft, Sherwood, provided testimony opposing expansion of the Urban Growth Boundary (UGB) and urban reserves, water system issues, and road systems.

Merle Smith, Newberg, provided testimony on reserves issues.

Larry Read, West Linn, provided testimony on the Stafford area and reserves and designation issues.

Judy Messner, Pete's Mountain, provided testimony on geographic areas, specific reserves issues, and various preservation of rural areas. She supported the Clackamas County recommendation.

David Pollack, West Linn, provided testimony on Pete's Mountain, agricultural land uses, and reserves issues.

Eve Holloran, West Linn, provided testimony on agricultural development on Pete's Mountain.

Tom Bray, West Linn, provided testimony on agriculture on Pete's Mountain and supported Clackamas County's recommendation on reserves.

Elaine Newland, Pete's Mountain, provided testimony on natural features of Pete's Mountain. She discussed preservation issues.

Dave Adams, Stafford Hamlet Chief Petitioner, provided testimony supporting the Clackamas County recommendation.

Mark Gamba, Milwaukie, provided testimony on the importance of the Metro Council steering transportation methods and options – moving away from a car-centric society. Councilor Burkholder asked about preferences for high-capacity transit.

Bernie Newland, Pete's Mountain, provided testimony on vineyard capacity on Pete's Mountain and its agricultural advantages.

Malia R. Kupillas, Pacific Hydro-Geology, Inc, provided testimony supporting Pete's Mountain as undesignated land.

Steve Pruiett, Portland, provided testimony on Pete's Mountain issues, including support for Pete's Mountain as undesignated land.

Jan McMahon, Beavercreek, provided testimony in support of rural reserves for the Beavercreek area, and the importance of local agriculture products and the preservation of farmland.

Colin Gissings, provided testimony in support of Pete's Mountain as undesignated land because of poor farming conditions.

Julie Szambelan, West Linn, provided testimony supporting Pete's Mountain as undesignated land.

Courtney Wilton, was not present.

Jeff Carson, was not present.

Terri Cummings, West Linn City Councilor, provided testimony regarding lack of response to recommendations. She discussed difficulties associated with urbanizing the Stafford area. She discussed the feasibility of urbanizing the Stafford and Borland areas.

Dan Ruediger, Sherwood, Citizens for Farmland Preservation, provided testimony in opposition to the I-5/99W Connector southern arterial option. He said the Connector project would be detrimental. He provided 3800 signatures in opposition to the arterial for the record.

Dr. Jerry Schlessor, Pete's Mountain Preservation Association, provided testimony on water issues on Pete's Mountain. He was opposed to expanding development on Pete's Mountain.

Don Bowerman, provided testimony on Pete's Mountain agriculture issues.

Gordon Root, provided testimony on designating Pete's Mountain a rural reserve. He was opposed and supported the land as undesignated.

Steven Bowerman, Pete's Mountain, provided testimony on Pete's Mountain and supported the land as undesignated.

Midge Pierce, provided testimony on maintaining the Stafford basin as a rural area by way of a rural reserve designation.

Tracey Erway, provided testimony on reserves issues.

Richard Langdon, Portland, provided testimony on reserves issues in the Beavercreek area.

Anne Hayes, Beavercreek, provided testimony on specific growth issues.

Clair Klock, provided testimony on urban reserves issues, including unneeded expansion of the UGB.



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE PUBLIC HEARING OF**  
**October 13, 2009**

| <b>Item</b> | <b>Topic</b> | <b>Doc. Date</b> | <b>Document Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Doc. Number</b> |
|-------------|--------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1           | Testimony    | 10/13/09         | <p>Testimony and attachments:<br/>Re: Making the Greatest Place,<br/>Regional Transportation Plan, and Rural<br/>and Urban Reserves public testimony<br/>To: Metro Council<br/>From:</p> <ol style="list-style-type: none"> <li>1) Mayor Mike Weatherby,<br/>Fairview;</li> <li>2) John Rosebrook;</li> <li>3) Sally Quimby, Stafford<br/>Hamlet;</li> <li>4) Jay Minor, Stafford Hamlet;</li> <li>5) Michael Feves, Sherwood;</li> <li>6) Alan Rosenfeld, West Linn;</li> <li>7) Richard Shook, Milwaukie;</li> <li>8) Tim Knapp, Mayor, City of<br/>Wilsonville;</li> <li>9) Stephen Lashbrook, City of<br/>Wilsonville;</li> <li>10) Michael Bowers, City of<br/>Wilsonville, Community<br/>Development;</li> <li>11) John Messner, Vice<br/>President Far West CPO;</li> <li>12) Will Newman was not<br/>present.</li> <li>13) Elizabeth Graser-Lindsey,<br/>Beavercreek;</li> <li>14) Ryan O'Brian, Planning<br/>Consultant, Hillsboro;</li> <li>15) Melinda Giddings, West<br/>Linn;</li> <li>16) Shelby Crecraft, Sherwood;</li> <li>17) Merle Smith, Newberg;</li> <li>18) Larry Read, West Linn;</li> <li>19) Judy Messner, Pete's<br/>Mountain;</li> <li>20) David Pollack, West Linn;</li> <li>21) Eve Holloran, West Linn;</li> <li>22) Tom Bray, West Linn;</li> </ol> | 101309cwph-1       |

|  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
|--|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  |  | <p>23) Elaine Newland, Pete's Mountain;</p> <p>24) Dave Adams, Stafford Hamlet Chief Petitioner;</p> <p>25) Mark Gamba, Milwaukie;</p> <p>26) Bernie Newland, Pete's Mountain;</p> <p>27) Malia R. Kupillas, Pacific Hydro-Geology, Inc;</p> <p>28) Steve Pruiett, Portland;</p> <p>29) Jan McMahon, Beaver creek;</p> <p>30) Colin Gissings;</p> <p>31) Julie Szambelan, West Linn;</p> <p>32) Courtney Wilton was not present;</p> <p>33) Jeff Carson, was not present;</p> <p>34) Terri Cummings, West Linn City Councilor;</p> <p>35) Dan Ruediger, Sherwood, Citizens for Farmland Preservation;</p> <p>36) Dr. Jerry Schlessner, Pete's Mountain Preservation Association;</p> <p>37) Don Bowerman;</p> <p>38) Gordon Root;</p> <p>39) Steven Bowerman, Pete's Mountain;</p> <p>40) Midge Pierce;</p> <p>41) Tracey Erway;</p> <p>42) Richard Langdon, Portland;</p> <p>43) Anne Hayes, Beaver creek;</p> <p>44) Clair Klock</p> |  |
|--|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



## Comment Form

Bowers, Michael  
(City of Wilsonville)

(Please print)

Name (required)

MICHAEL BOWERS

Affiliation (if any)

CITY OF WILSONVILLE, COMMUNITY DEVELOPMENT

Address (required)

c/o CITY HALL

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

Will be provided.

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

## Outline of Testimony

Michael Bowers

Community Development Director, Wilsonville

October 13, 2009

Good evening, my name is Michael Bowers, 10650 SW Starr Drive, Tualatin, Oregon. I would like to speak to you about the I-5 to 99W Connector, southern arterial. Having served as an alternate member on one of this project's technical committees – I am deeply familiar with all of the Connector's technical reports and findings.

What I share with you is based on a Master's Degree in Civil Engineering and my experience in the federal sector directing a \$2 Billion annual facilities/infrastructure program on the West Coast. Often times, my job involved de-conflicting the 6 "layers" of Planning, Real Estate, Design, Construction, Environmental and Utilities information to keep projects on schedule and within budget... and to understand the full implications of a project.

Taking these 6 layers in consideration, Metro has a perfect storm of issues to face: Reality, Risks, Impacts and Unintended Consequences.

### Reality:

- Extremely challenging Topography; robust natural resources
- 29 Stream crossing, ¼ - ½ mile of wetlands;
- Shallow bedrock requiring blasting. (Quarry's here for good reason)

### Risks:

- Like the Boston Big Dig, this endeavor could easily cost 5X current estimates. (\$1.5 to \$2 Billion).
- Mini “Bridge – thru – the Alps” needed.
- Massive cut and fill; tunneling type construction as well.

### Impacts:

- Bridges/accesses over/under this Southern Arterial (almost none of the elevations of existing roads or utilities align!)
- Indeterminate I-5 & 99W connections points/type, which put the vision in great jeopardy because development pressures are happening at 99W and I-5 now.

### Unintended Consequences:

Further, there are dozens of examples of conflicting results in the 3-arterial Alternative #7 Connector reports. I will cite just a few:

- Almost double the trucks in downtown Sherwood on Tualatin-Sherwood Road over No-Build; but the idea was to divert traffic off of this existing arterial onto a new route.
  - ➡ 10% more traffic on I-5 over No-Build
  - ➡ Nearly all SB on/off ramps on I-5 getting course over N-B.
  - ➡ Tualatin Road (near Tualatin’s residential area) having to carry more traffic than the N. Arterial (Herman Road) itself.
- Finally, the real estate database upon which right-of-way assumptions were based is highly inaccurate (handout #3). Only way to put ROW Acquisition on financially-constrained RTP is to do EIS and design work first.

**From:** Andy Cotugno [mailto:Andy.Cotugno@oregonmetro.gov]

**Sent:** Thursday, June 12, 2008 3:35 PM

**To:** Somerville, Bobbie; camgil@co.clackamas.or.us; Fred Eberle; gus@tigard-or.gov; Stensland, Jadene; Jeff Graham; Jessica Martin; Joann\_Hoffman@co.washington.or.us; Kelsey Newell; Lawrence Odell; Bowers, Michael; Mike McKillip; Stone, Mike; pessemiart@ci.sherwood.or.us; Scott Pemble; Scott Richman

**Cc:** Alex Dupey; Amy Gibbons; Angie Jones; ChrisMaciejewski; Frank Angelo; Jef Kaiser; Jennifer E.Danziger; Jim Evans; Leslie Howell; Mark Turpel; mdorman@angeloplanning.com; Randy McCourt; Richard Bolen; RussellKnoebel; srawlings@jlainvolve.com; stevel\_kelley@co.washington.or.us; Tim Wilson; Vaughn Brown; Walt Bartel

**Subject:** Re: I-5 to 99W: LAND USE DATA ERRORS

Since this exchange involves the use of Metro data, please be aware of the response provided by Dick Bolen, manager of the Data Resource Center, as follows:

*"Andy, the land use codes in RLIS are specified in the metadata (data description) section of our Web site as to be used for "generalized" purposes only, such as at the county level. Here's the wording that's carried with the data.*

*All data associated with the taxlot shape files are compiled by Metro from existing records created and maintained by county Assessment and Taxation offices. Care should be taken in the use and interpretation of these data. Not all columns are fully populated by the assessor. For example, the landuse and prop\_code columns are useful for producing generalized land-use maps, but are not considered reliable for parcel specific applications. Field verification has not been done.*

*I think we have a case where the GIS guys at David Evan used the field in RLIS titled "Land Use" without checking the metadata to see if it was suitable for their application. Their neglect in doing this puts the problem at their feet. The RLIS data is adequate, but only for very large area analysis, for example statistics by land use type, but not for parcel level mapping.*

*This leads me to a conclusion I've pondered for some time, that we should eliminate the land use field from RLIS, as people think it's more than it is and enables them to reliably identify land use at the parcel level. Unfortunately, only seasoned GIS practitioners seem to be aware of the need for checking metadata info when using selected data fields for their project. For projects of this significance, close scrutiny for data reliability is critical, as this casts aspersions on the rest of the RLIS data used for the study."*

In short, he cautions on the use of this data field of property specific analysis.

Andy Cotugno

Andy Cotugno, Planning Director  
Planning  
Metro  
503-797-1763  
[Andy.Cotugno@oregonmetro.gov](mailto:Andy.Cotugno@oregonmetro.gov)

[www.oregonmetro.gov](http://www.oregonmetro.gov)

Metro | People places. Open spaces.

o

>>> "Bowers, Michael" <bowers@ci.wilsonville.or.us> 6/11/2008 4:10 PM >>>

Scott: We do not agree with your reply. The attribute used for your analysis is inappropriate in its application, leading to inaccurate findings and conclusions, rippling thru all of Chapter 8. I highly recommend that your team view the link and would ask that your subject matter expert in this area contact mine, Mr. Dan Stark (503) 570-1533 to discuss. The data source and what the mapping depicts is off target with the property truths on the ground as previously stated.

The land use field is derived from the use code field according to the taxlot.shp metadata viewable at:

[http://geode.metro-region.org/metadata/display\\_rl.cfm?Meta\\_layer\\_id=41&Db\\_type=rlislite](http://geode.metro-region.org/metadata/display_rl.cfm?Meta_layer_id=41&Db_type=rlislite)

Prop\_code -- Oregon Department of Revenue property classification land use code

Landuse -- Land use category, derived from Prop\_code

- Michael Bowers

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**From:** Scott Richman [mailto:Csr@deainc.com]

**Sent:** Wednesday, June 11, 2008 2:38 PM

**To:** Bowers, Michael; Andy Cotugno; Somerville, Bobbie; camgil@co.clackamas.or.us; Fred Eberle; gus@tigard-or.gov; Stensland, Jadene; Jeff Graham; Jessica Martin; Joann\_Hoffman@co.washington.or.us; Newellk@metro.dst.or.us; Lawrence Odell; Mike McKillip; Stone, Mike; Scott Pemble; pessemierrt@ci.sherwood.or.us

**Cc:** mdorman@angeloplanning.com; Alex Dupey; Amy Gibbons; Angie Jones; Chris Maciejewski; Frank Angelo; Jef Kaiser; Jennifer E. Danziger; Jim Evans; Leslie Howell; Mark Turpel; Randy McCourt; Russell Knoebel; srawlings@jlainvolve.com; stevel\_kelley@co.washington.or.us; Tim Wilson; Vaughn Brown; Walt Bartel

**Subject:** RE: I-5 to 99W: EMT meeting tomorrow at Metro

Hi Michael,

Our responses to your comments on AA Figure 8.1-1 you provided via email late Monday evening follow your (*italicized*) comments below. Your additional items sent via email yesterday and distributed at the PSC meeting today are part of the AA comment record and will be addressed accordingly. All, I will follow this email with the EMT agenda for tomorrow morning, which is primarily to review/discuss the open house plan and presentation materials.

Thanks, Scott

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*Lawrence, Scott and Fellow EMT folks: Add another agency comment about inconsistency and potentially erroneous data on Figure 8.1-1.*

*It should be noted that the consultants cannot create an 'existing land use' map using RLIS land use attribute data, because it is filled with errors. Staff is not aware of the level of effort for which this data is kept current, but would suggest that a consistent approach to land both inside and outside the UGB should be conducted with each of the local jurisdictions providing checks as to the accuracy of the data prior to it being used to generate recommendations on road alignments.*

*For land outside the UGB, the 'RLIS zoning shapefile' has been used. This is inconsistent with the approach for land inside the UGB. Existing land uses cannot be derived from zoning. It is unclear why large parts of the map would use zoning to depict existing land uses and other areas would use DOR codes. Utilizing two distinctly different sources of information with vastly different levels of accuracy, can only lead to inappropriate assumptions on the broadest scale.*

*It is important to understand what analysis has been conducted using these different sources of information. The implications for under valuing land, and mis-interpreting land uses and improvements as it relates to future impacts cannot be accurately understood until a single set of maps is produced using local information, checked by local jurisdictions and fed into an open and apparent process.*

*The title of the map is "Existing Land Use". For land inside of the UGB, the map states that the 'land use' categories are derived from the 'RLIS tax lot shapefile'. In reviewing the source of this information, it appears to be the Department of Revenue 'use code'. In a quick review of this database, there were noticeable inconsistencies for similarly used and owned parcels and significant questions regarding the data base accuracy. For example, the BPA sub-station (3 tax lots) on Ridder Road are all owned by the Federal government and are all power sub-stations. Each parcel had a different DOR code (vacant, public and industrial) in the RLIS database. The 'existing land uses' on the map for the City of Wilsonville do not reflect reality in that the DOR categories do not align with actual conditions on the ground.*

Thanks for your comments, here are our responses to provide clarification:

Figure 8.1 did indeed use two RLIS shapefiles to identify land use within the project area. Land uses within the UGB are based on the "land use" field within the RLIS tax lots shapefile, not "use code" as you identified. The land use field was used because it provides a consistent land use classification for the entire Metro area and was used to report the acreage impacts as required in the Evaluation Criteria (*Objective 2C, estimate of acreage impacts by Metro General zoning categories*) in Table 8.1-1. Specific to Wilsonville, the majority of land in the vicinity of Wilsonville is "commercial" according to the land use classification, which is consistent with the development pattern of the area in the vicinity of the Elligsen Road interchange.

Tax lots, right-of-way outlines and tax account numbers as represented on county tax assessor hard copy maps are used as the basis for the RLIS tax lot shapefile. All data associated with the tax lot shape files are compiled by Metro from existing records created and maintained by county Assessment and Taxation offices, which are maintained by each county and delivered to Metro quarterly. This information, in addition to visual surveys, was used to identify the land use and improved values for potentially affected parcels both within and outside of the UGB.

Using the general land use category outside of the UGB did not yield enough information to determine relative impacts to resource land versus land that is outside of the UGB, but that is developed with non-resource uses. For example, the general land use field will group both EFU and AF-5 as "rural". While both are outside of the UGB, AF-5 is not considered resource land because of the small parcel size but EFU is a resource land designation and should be broken



out separately to determine the impact an alternative might have on agricultural and forest uses, which is required as part of the Evaluation Criteria (2C, range (in acres) of land under each resource category not already covered under Goal 3 converted to transportation use including Exclusive Farm Use (EFU) land and Forest land). As this relates to Figure 8.1-1, Agricultural or Forestry includes EFU, EFC and AF-20 zoning designations, while Rural Residential or Future Urban includes all non resource uses.

To reiterate "use code" as you thought was not used to develop Figure 8.1-1. For clarity, Figure 8.1-1 was revised as follows: the title was changed from "Existing Land Use" to "Land Use." The legend headings were changed to "Land Use within the UGB" and "Land Use Outside of the UGB".

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**From: Bowers, Michael [mailto:[bowers@ci.wilsonville.or.us](mailto:bowers@ci.wilsonville.or.us)]**

**Sent:** Monday, June 09, 2008 10:57 PM

**To:** Scott Richman; Andy Cotugno; Somerville, Bobbie; [camgil@co.clackamas.or.us](mailto:camgil@co.clackamas.or.us); Fred Eberle; [gus@tigard-or.gov](mailto:gus@tigard-or.gov); Stensland, Jadene; Jeff Graham; Jessica Martin; [Joann\\_Hoffman@co.washington.or.us](mailto:Joann_Hoffman@co.washington.or.us); [Newellk@metro.dst.or.us](mailto:Newellk@metro.dst.or.us); Lawrence Odell; Mike McKillip; Stone, Mike; Scott Pemble; [pessemi@ci.sherwood.or.us](mailto:pessemi@ci.sherwood.or.us)

**Cc:** [mdorman@angeloplanning.com](mailto:mdorman@angeloplanning.com); Alex Dupey; Amy Gibbons; Angie Jones; Chris Maciejewski; Frank Angelo; Jef Kaiser; Jennifer E. Danziger; Jim Evans; Leslie Howell; Mark Turpel; Randy McCourt; Russell Knoebel; [rawlings@jlainvolve.com](mailto:rawlings@jlainvolve.com); [stevel\\_kelley@co.washington.or.us](mailto:stevel_kelley@co.washington.or.us); Tim Wilson; Vaughn Brown; Walt Bartel

**Subject:** RE: I-5 to 99W: EMT meeting tomorrow at Metro

Lawrence, Scott and Fellow EMT folks: Add another agency comment about inconsistency and potentially erroneous data on Figure 8.1-1.

The title of the map is "Existing Land Use". For land inside of the UGB, the map states that the 'land use' categories are derived from the 'RLIS tax lot shapefile'. In reviewing the source of this information, it appears to be the Department of Revenue 'use code'. In a quick review of this database, there were noticeable inconsistencies for similarly used and owned parcels and significant questions regarding the data base accuracy. For example, the BPA sub-station (3 tax lots) on Ridder Road are all owned by the Federal government and are all power sub-stations. Each parcel had a different DOR code (vacant, public and industrial) in the RLIS database. The 'existing land uses' on the map for the City of Wilsonville do not reflect reality in that the DOR categories do not align with actual conditions on the ground.

It should be noted that the consultants cannot create an 'existing land use' map using RLIS land use attribute data, because it is filled with errors. Staff is not aware of the level of effort for which this data is kept current, but would suggest that a consistent approach to land both inside and outside the UGB should be conducted with each of the local jurisdictions providing checks as to the accuracy of the data prior to it being used to generate recommendations on road alignments.

For land outside the UGB, the 'RLIS zoning shapefile' has been used. This is inconsistent with the approach for land inside the UGB. **Existing land uses cannot be derived from zoning.** It is unclear why large parts of the map would use zoning to depict existing land uses and other areas would use DOR codes. Utilizing two distinctly different sources of information with vastly different levels of accuracy, can only lead to inappropriate assumptions on the broadest scale.

It is important to understand what analysis has been conducted using these different sources of information. **The implications for under valuing land, and mis-interpreting land uses and improvements as it relates to future impacts cannot be accurately understood until a single set of maps is produced using local information, checked by local jurisdictions and fed into an open and apparent process.**

- MSBowers

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**From:** Scott Richman [mailto:Csr@deainc.com]  
**Sent:** Wednesday, June 04, 2008 9:56 AM  
**To:** Andy Cotugno; Somerville, Bobbie; camgil@co.clackamas.or.us; Fred Eberle; gus@tigard-or.gov; Stensland, Jadene; Jeff Graham; Jessica Martin; Joann\_Hoffman@co.washington.or.us; Newellk@metro.dst.or.us; Lawrence Odell; Bowers, Michael; Mike McKillip; Stone, Mike; Scott Pemble; Scott Richman; pessemi@ci.sherwood.or.us  
**Cc:** mdorman@angeloplanning.com; Alex Dupey; Amy Gibbons; Angie Jones; Chris Maciejewski; Frank Angelo; Jef Kaiser; Jennifer E. Danziger; Jim Evans; Leslie Howell; Mark Turpel; Randy McCourt; Russell Knoebel; srawlings@jlainvolve.com; stevel\_kelley@co.washington.or.us; Tim Wilson; Vaughn Brown; Walt Bartel  
**Subject:** I-5 to 99W: EMT meeting tomorrow at Metro  
**Importance:** High

Dear EMT members,

Attached are draft agendas for the EMT meeting tomorrow and the PSC meeting next Wednesday. Please note, that we are back in the Metro Council Chamber for the EMT meeting from 9:30 - 11:30 and I understand we need to be out of the room at 11:30. In preparation for the PSC meeting next Wednesday, please be prepared to identify potential policy topics/questions for initial discussion tomorrow. We will also present plans for the late June open houses hearings tomorrow.

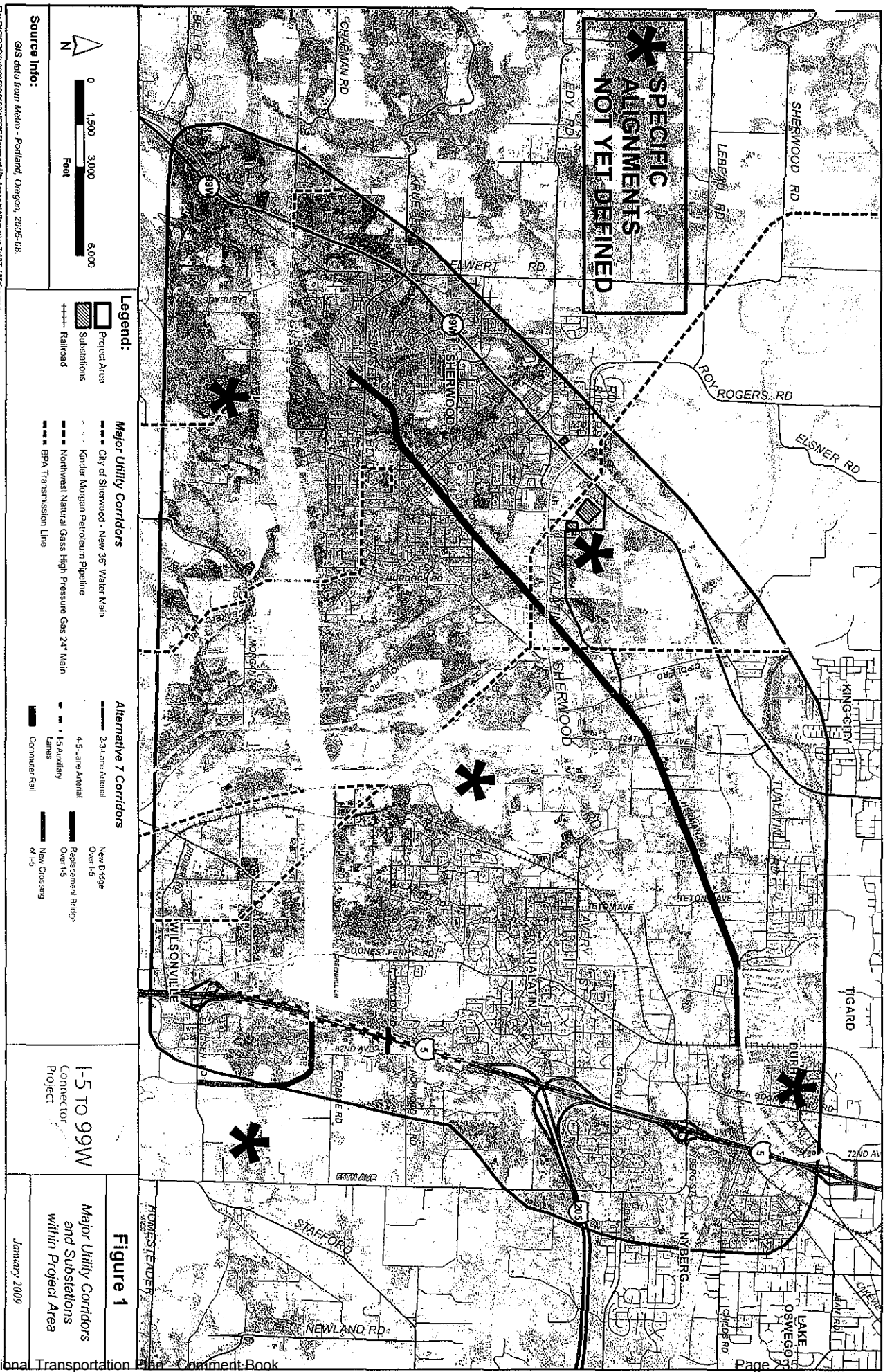
We have a SWG meeting tomorrow evening where we will review SWG members comments and responses on the draft AA, and present and discuss the public open houses hearings plan.

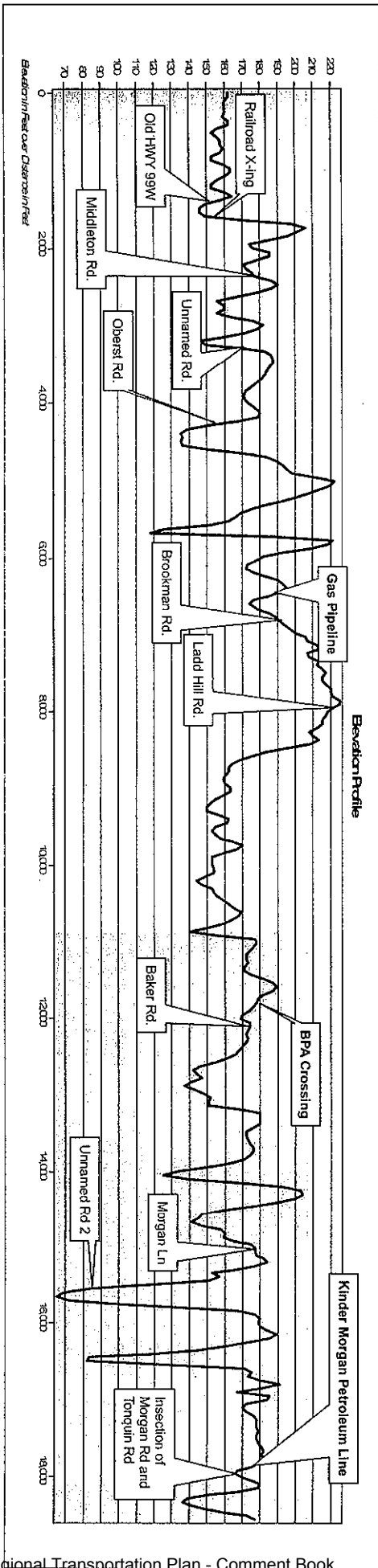
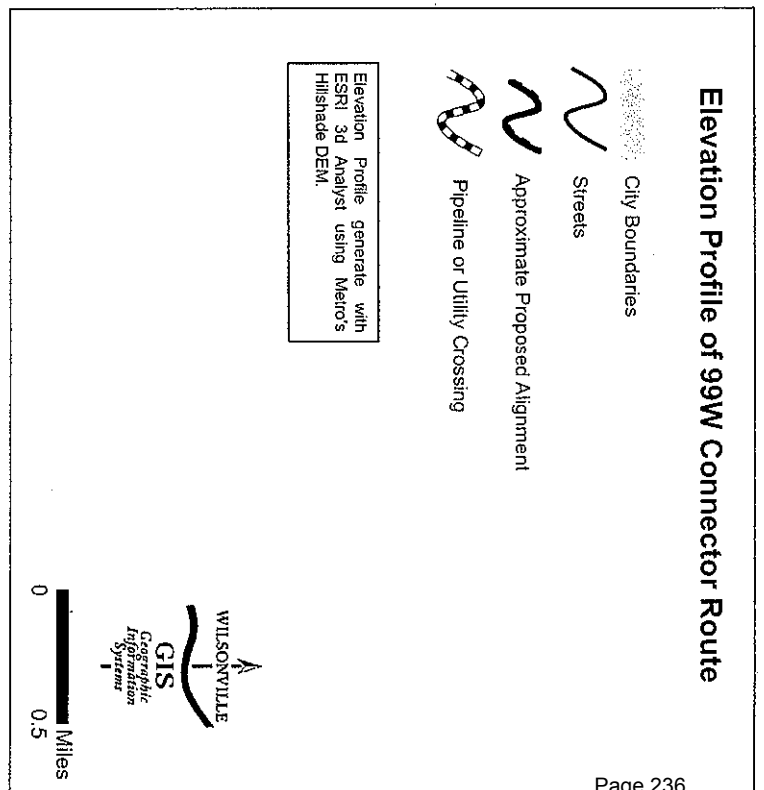
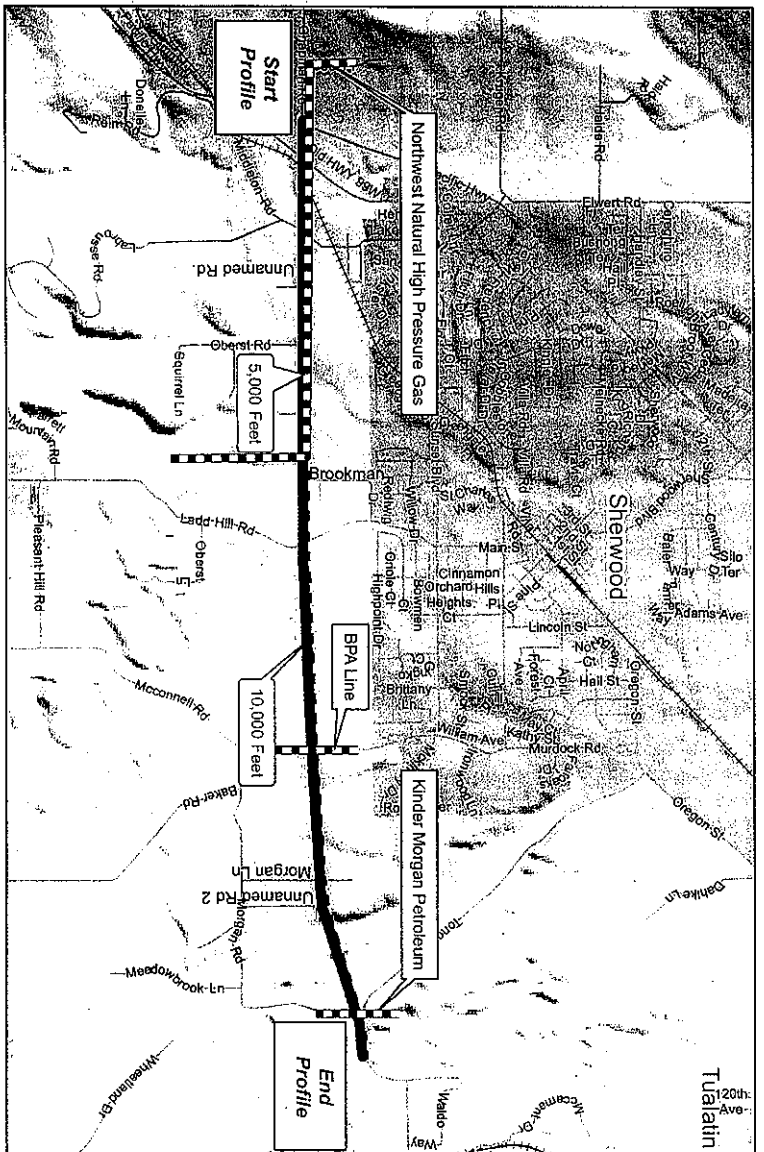
This Friday, we will distribute the draft AA comments/responses log to the EMT. This will clearly indicate how we plan to address comments - whether or not responses will be in the form of changes to the AA document to go out to the public by June 12th. Comments on the AA will also be part of the project record.

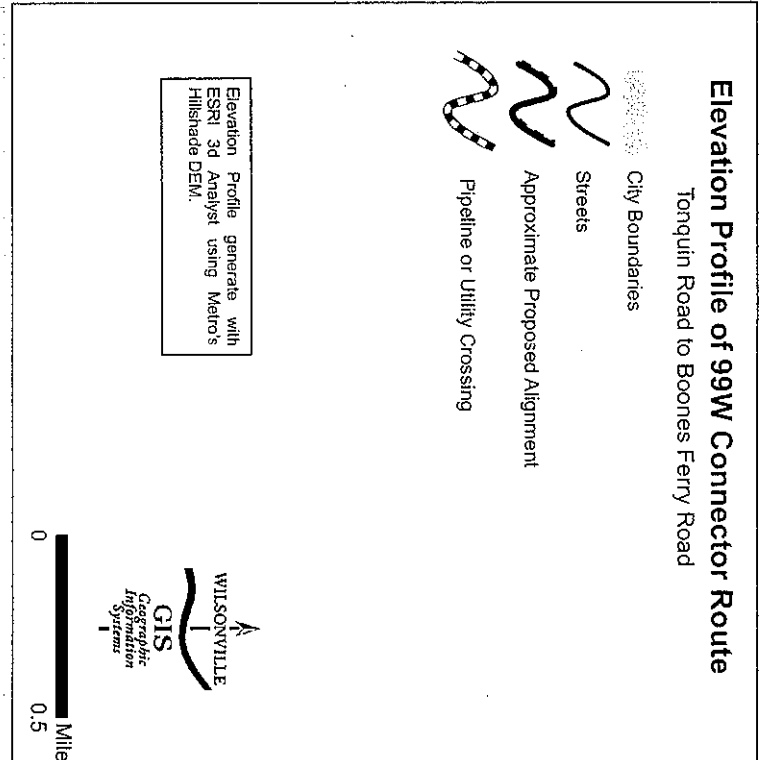
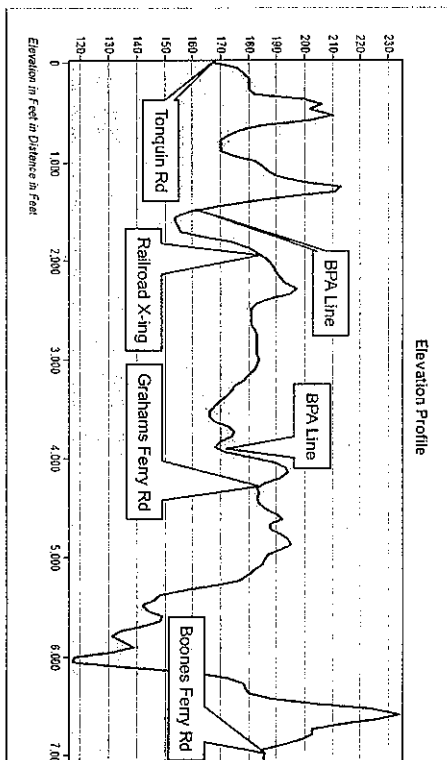
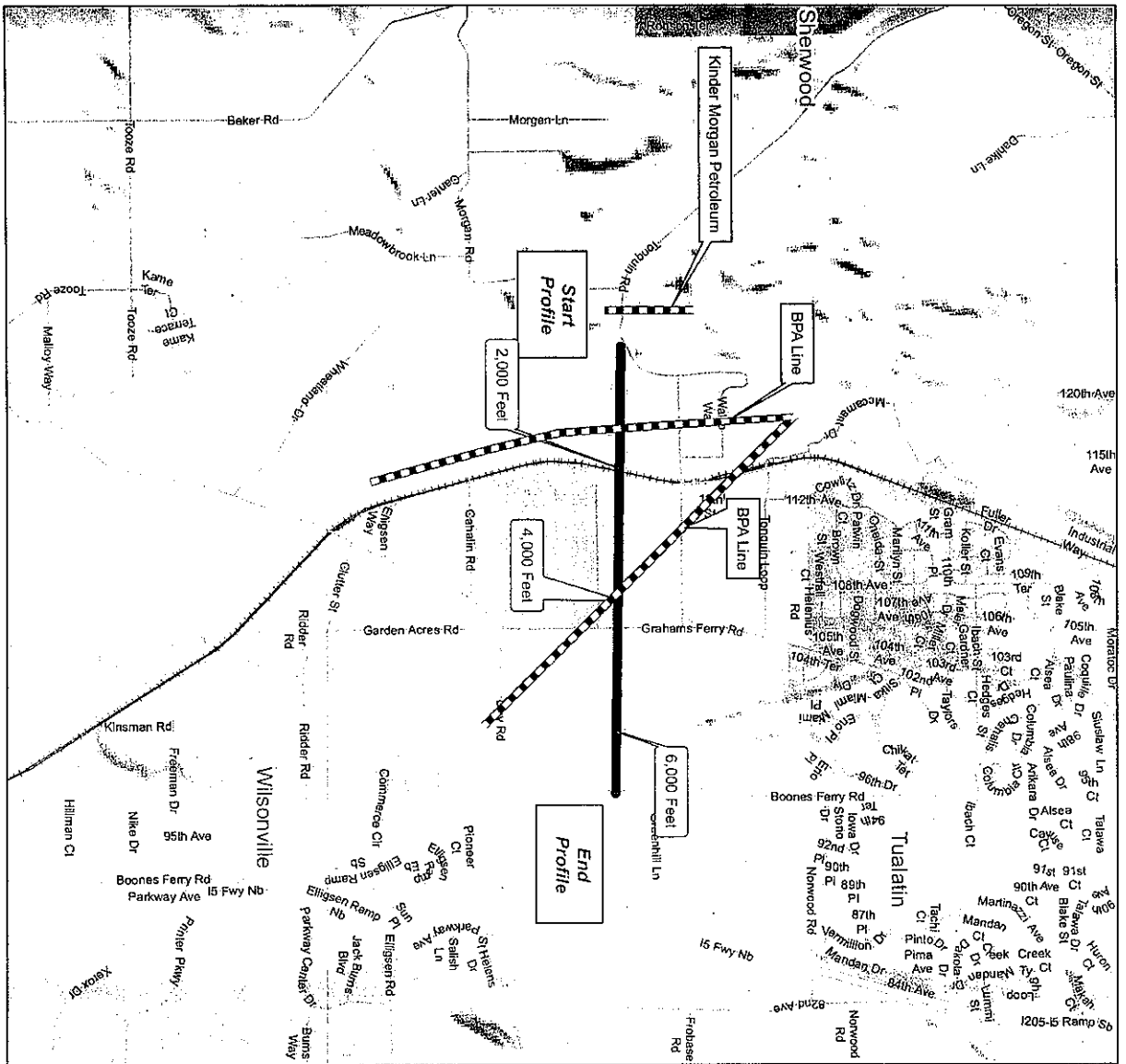
We will provide an update on draft AA comments/responses, but do not plan to discuss this at length tomorrow at the EMT, as we need to allow time to present the open house hearings plan and to discuss potential policy questions that the PSC agreed to identify at their next meeting on June 11th.

Also, in response to a recent inquiry by M Bowers, the project web site has been updated to provide the complete Transportation Baseline Report [http://www.i5to99w.org/project\\_reports\\_and\\_informat.php](http://www.i5to99w.org/project_reports_and_informat.php) (the web site previously had figures and other info from that report). As most of you recall, we discussed this document with the EMT prior to its release, and it was not a work product that required PSC approval for distribution.

Thank you, and I look forward to seeing you tomorrow.







I-5 to 99W "Southern Arterial"

Wilcoxville

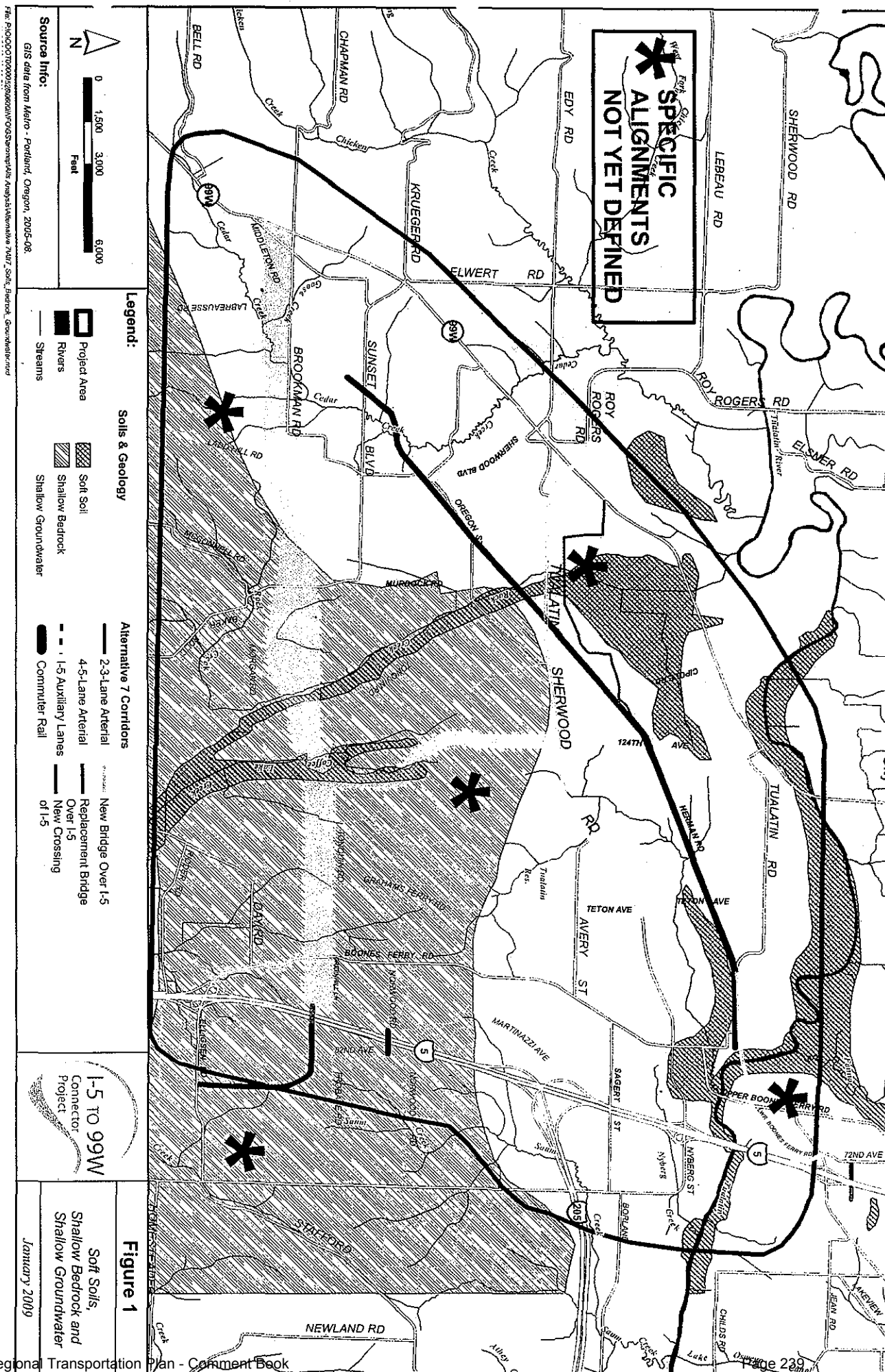
Sherwood



3-D  
Looking South

TUALATIN

I-5





## Comment Form

(Please print)

Name (required)

Michael Feves

Affiliation (if any)

Address (required)

26300 SW McConnell, Sherwood, OR

E-mail (optional)

mfeves@aol.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

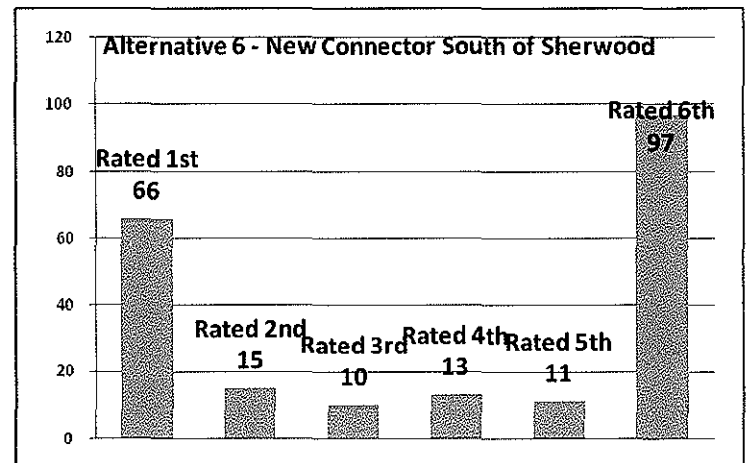
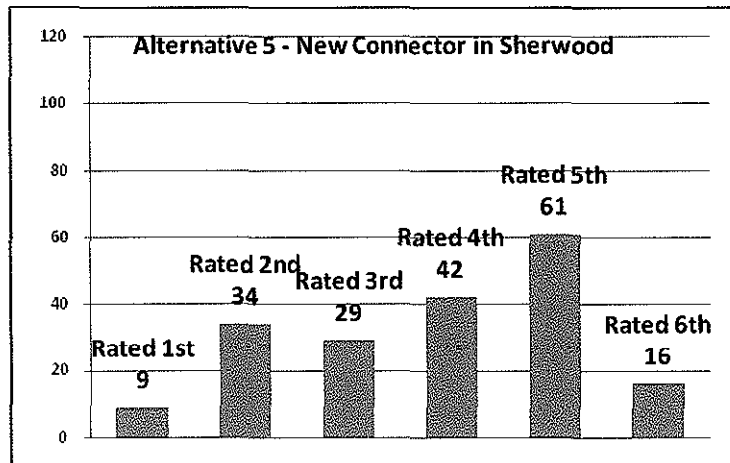
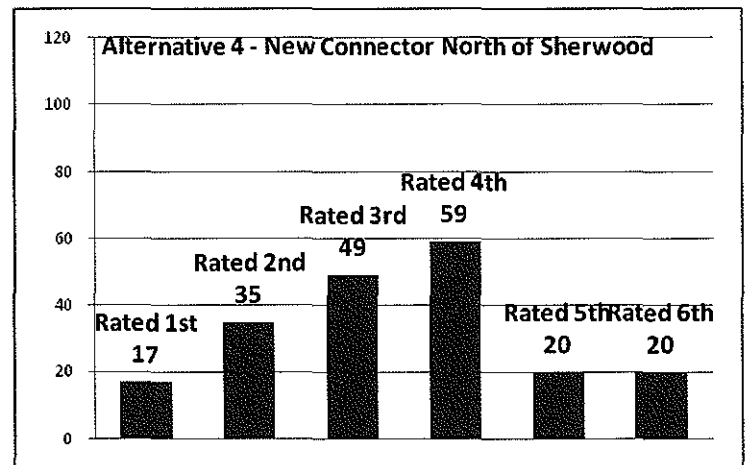
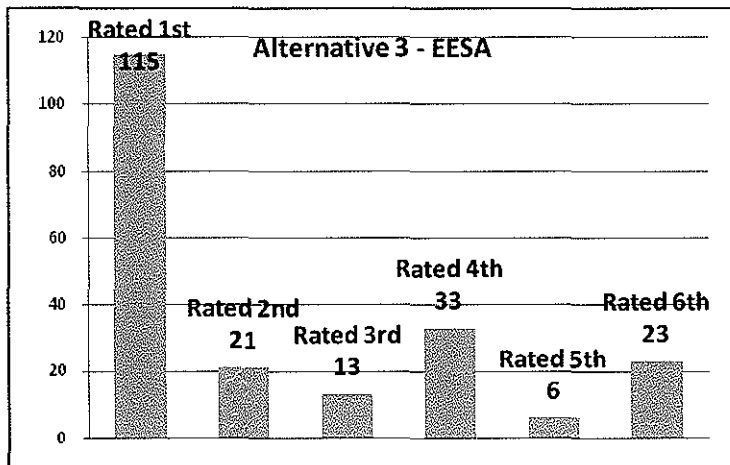
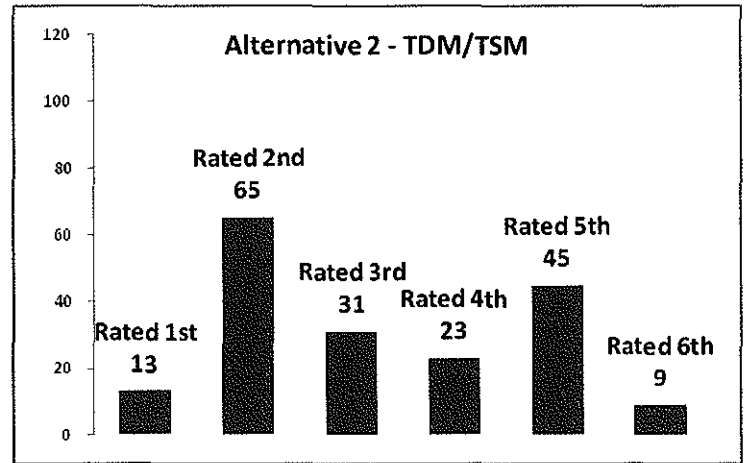
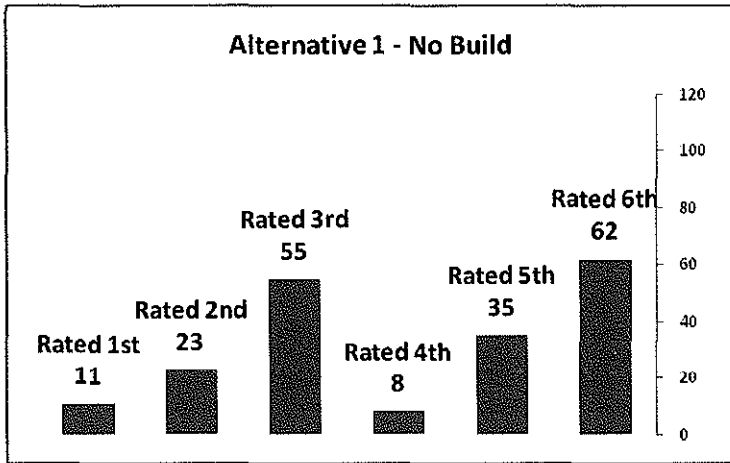


Testimony before METRO Making the Greatest Place  
October 13, 2009  
By Michael Feves  
mfeves@aol.com

I come before you today to address issues concerning the I5/99W connector. I was a member of the Stakeholder Working Group for this project and I have spent hundreds of hours in meetings, deliberations and research during the four year study period. At the end of the study no consensus was reached to amend the RTP. The partnering agreement which was adopted and agreed to by the Project Steering Committee (PSC) required that "Decision making by the PSC shall be by consensus". Nevertheless, Appendix 4 of the RTP contains Alternative 7 from the I5/99W connector study. This alternative was specifically rejected by twenty-five percent of the PSC and sixty percent of the Stakeholder Working Group. One of the main objections to Alternative 7 was that it was rushed through and published without the benefit of public review.

Even more troublesome is the fact that the draft RTP does not contain many of the key elements of Alternative 7 while including one of the most objectionable elements, the southern alignment. During the public hearing process there was overwhelming opposition to the southern connector. Response rates for the six alternatives that were subject to public review are attached. Forty-six percent of respondents preferred the "No build" over the southern connector. Changing the expressway in Alternative 6 to an arterial in Alternative 7 does not change the opposition to this alignment. A local grass roots organization presented 3,800 petition signatures in opposition to the southern alignment.

In summary, I ask that the projects **10598, 11339, 11340, 11342** be removed from the draft RTP.



## Comment Form

Knapp, Tim  
(Mayor of Wilsonville)

(Please print)

Name (required)

TIM KNAPP, MAYOR

Affiliation (if any)

CITY OF WILSONVILLE

Address (required)

c/o CITY HALL

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

WILL BE PROVIDED.

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

**Testimony before the Metro Council, Joint Policy Advisory Committee on  
Transportation (JPACT) and Metro Policy Advisory Committee (MPAC)**

*"Making the Greatest Place" — Urban Growth Report,  
Draft 2035 Regional Transportation Plan (RTP) and Urban/Rural Reserves.*

By Mayor Tim Knapp  
City of Wilsonville

October 13, 2009

Metro's Making the Greatest Place initiative is a remarkable and commendable planning effort. Remarkable in its breadth and scope, commendable in that it seeks to meet the region's needs with compact and sustainable urban form. The City of Wilsonville shares Metro's goals of:

Vibrant communities;  
Economic prosperity;  
Safe and Reliable transportation;  
Sustainability;  
Clean air and water; and  
Fairness and equity.

That said, the City of Wilsonville will offer comments tonight intended to improve on the direction already set by the Metro Council and Metro staff.

First: Protect Interstate-5 as the backbone of the region's freight movement infrastructure; I-5 is crucial for commerce to the state and West Coast. One-third more commercial trucks travel across Boone's Bridge and through Wilsonville every day than use the Columbia River Crossing on I-5.

- Access to I-5 should be strictly controlled. We are extremely concerned that plans for the I-5/99W Southern Arterial Connector have downplayed the adverse effects of such a connector on traffic movement — especially freight movement — on I-5. Traffic data results of the proposed Connector Southern Arterial show a 10% increase in traffic composed mostly of commuter cars on the South Metro I-5 Corridor — the very

By Mayor Tim Knapp, City of Wilsonville

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corridor reaching capacity that is crucial to the movement of freight for the region's economy.

- Furthermore, the apparently misnamed I-5/99W Connector alternative 7 forwarded to Metro for an RTP amendment never actually devised a method of connecting to I-5. Rather, the connection hits Boones Ferry Road and brings an additional 5,200 vehicles per hour that are mostly commuter cars in the vicinity of the North Wilsonville I-5 interchange, overwhelming an interchange whose capacity is designed to serve the emerging Regionally Significant Coffee Creek Industrial Area between Tualatin and Wilsonville. Again, consuming the capacity with commuter vehicles of a key industrial interchange is directly contrary to the goals and objectives of the Freight Goods and Movement Plan of the RTP.
- A corridor study is needed for I-5 and that corridor should start with Boone's Bridge on the south and continue as far north as may be needed. Allocating funds in the RTP for I-5/99W Connector Southern Arterial right-of-way acquisition (RTP project # 10598, "I-5/99W Southern Arterial ROW") in advance of a thorough corridor study along I-5 creates a "ready, fire, then aim" approach to decision-making.
- We believe that the Metro Council, as well as ODOT, should be joining Wilsonville in opposing new urban development in the French Prairie area. Whether for industrial, commercial or casino purposes, the traffic impacts on the freeway – and particularly on Boone's Bridge, threaten to undermine fifty years of public investment in I-5.

Second: Maintain the commitment to lands that have already been allocated for employment, rather than shifting our focus and investment to new lands.

- Wilsonville currently has over 1.6 million square feet of fully improved, vacant industrial buildings, plus 213 acres of land zoned for industrial development and another 226 acres of land within the UGB adjoining Wilsonville that is planned for future industrial use. Most of that industrial capacity is dependent on the North Wilsonville I-5 interchange for freight movement.

By Mayor Tim Knapp, City of Wilsonville

- Another 909 acres of land brought into the UGB in 2002 and 2004 has already been designated for future industrial or employment use between Wilsonville and Tualatin. We are prepared to work with the City of Tualatin in planning for those lands, and assuring that freight access to those lands does not threaten the investments that Wilsonville, ODOT, and numerous private developers have already made in our existing transportation systems.
- We are very concerned that both public- and private-sector investment beginning development of these land swill be de-energized in part if Metro allows skipping over those RSIA lands in favor of new lands outside of the UGB.

Third: Connectivity is important and future job creation is critical. That said, we must not rush to construct new roads (such as the proposed I-5/99W Connector) that are projected to do more harm than good to our existing transportation infrastructure. For example, the I-5/99W Connector study indicated that 93% of the traffic will be automobiles. If we wish to facilitate intense urbanization of Yamhill County, just as how the Henry Jackson I-205 bridge facilitated urbanization of Clark County, then this connector will further an objective of urban sprawl. And we need not allocate vast acreage for future industrial use without first maximizing the productivity of lands that have already been brought into the UGB for employment purposes. Think of what we might do with the hundreds of millions of public dollars that might otherwise be spent on that Connector – in terms of improving transit or improving freight access to existing employment areas.

Finally: We urge your support for the following projects listed in the RTP, all of which will further our efforts to improve transit and freight movement:

| Metro Project ID | Nominating Agency | Facility Owner / Operator | Project/Program Name                                  | Local Functional Classification | Estimated Cost (\$2007) | Federal FC Project | 2040 Land Use   |
|------------------|-------------------|---------------------------|-------------------------------------------------------|---------------------------------|-------------------------|--------------------|-----------------|
| 10092            | Wilsonville       |                           | Tonquin Trail                                         | Other                           | \$3,000,000             | x                  | Employment area |
| 10130            | Wilsonville       | Wilsonville               | Kinsman Rd. Extension from Barber St. to Boeckman Rd. | Minor Arterial                  | \$ 10,365,000           | x                  | Employment area |

By Mayor Tim Knapp, City of Wilsonville

| Metro Project ID | Nominating Agency | Facility Owner / Operator | Project/Program Name                                                                     | Local Functional Classification | Estimated Cost (\$2007) | Federal FC Project | 2040 Land Use                    |
|------------------|-------------------|---------------------------|------------------------------------------------------------------------------------------|---------------------------------|-------------------------|--------------------|----------------------------------|
| 10131            | Wilsonville       | Wilsonville               | Tooze Rd. Improvements                                                                   | Minor Arterial                  | \$3,800,000             | x                  | Employment area                  |
| 10132            | Wilsonville       | Wilsonville               | Boeckman Rd./I-5 Overcrossing Improvements                                               | Minor Arterial                  | \$ 13,600,000           | x                  | Employment area, Industrial area |
| 10133            | Wilsonville       | Wilsonville               | French Prairie Bicycle/Pedestrian Bridge                                                 | Other                           | \$ 15,000,000           | x                  | Outer neighborhood               |
| 10134            | Wilsonville       | Washington Co.            | 65th/Elligsen/Stafford Intersection Improvements                                         | Rural Arterial                  | \$3,000,000             | x                  | Other                            |
| 10152            | Wilsonville       | ODOT                      | Wilsonville Rd./I-5 Interchange Improvements - Auxiliary Lanes                           | Major Arterial                  | \$ 12,500,000           |                    | Town Center                      |
| 10153            | Wilsonville       | Wilsonville               | Barber St. Extension from Kinsman Rd. to Villebois Village                               | Other                           | \$8,900,000             | x                  | Employment area                  |
| 10154            | Wilsonville       | ODOT                      | Wilsonville Rd./I-5 Interchange Improvements - Setback Abutments & Widen Wilsonville Rd. | Minor Arterial                  | \$ 11,000,000           | x                  | Town Center                      |
| 10155            | Wilsonville       | ODOT                      | Wilsonville Rd./I-5 Interchange Improvements - On/Off Ramps                              | Interstate                      | \$ 12,000,000           | x                  | Town Center                      |
| 10156            | Wilsonville       | Wilsonville               | Boeckman Rd. at Boeckman Creek                                                           | Minor Arterial                  | \$5,800,000             |                    | Inner neighborhood               |
| 10852            | Wilsonville       | ODOT                      | 95th/Boones Ferry/Commerce Circle Intersection Improvements                              | Major Arterial                  | \$2,500,000             | x                  | Industrial Area                  |
| 10853            | Wilsonville       | Wilsonville               | Kinsman Rd. Extension                                                                    | Local                           | \$6,500,000             | x                  | Industrial Area                  |
| 11243            | Wilsonville       | Washington Co.            | Day Street                                                                               | Arterial                        | \$3,200,000             | x                  | Industrial Area                  |
| 11105            | SMART             |                           | Current Fixed Route and Dial-a-Ride Services                                             | Other                           | \$ 28,700,000           | X                  | Other                            |
| 11106            | SMART             |                           | Extension of transit service to connect with regional commuter rail                      | Other                           | \$ 33,750,000           | X                  | Other                            |
| 11107            | SMART             |                           | Extension of transit service from Wilsonville to downtown Portland                       | Other                           | \$ 19,100,000           | X                  | Other                            |
| 11108            | SMART             |                           | Extension of transit service within Wilsonville                                          | Other                           | \$ 24,550,000           | X                  | Other                            |

By Mayor Tim Knapp, City of Wilsonville

| Metro Project ID | Nominating Agency | Facility Owner / Operator | Project/Program Name                                       | Local Functional Classification | Estimated Cost (\$2007) | Federal FC Project | 2040 Land Use                    |
|------------------|-------------------|---------------------------|------------------------------------------------------------|---------------------------------|-------------------------|--------------------|----------------------------------|
| 11109            | SMART             |                           | Bus Replacements                                           | N/A                             | \$ 13,100,000           | X                  | Other                            |
| 11110            | SMART             |                           | Wilsonville Commuter Rail Station Park & Ride Improvements | N/A                             | \$4,500,000             | X                  | Station community                |
| 11111            | SMART             |                           | Wilsonville SMART Offices                                  | N/A                             | \$2,000,000             | X                  | Other                            |
| 11112            | SMART             |                           | Wilsonville SMART Fleet Services Facility                  | N/A                             | \$8,000,000             | X                  | Other                            |
| 11113            | SMART             |                           | Transportation Management Association (TMA)                | N/A                             | \$200,000               | X                  | Employment area, Industrial area |
| 11327            | SMART             |                           | Commuter Service to Tualatin/Sherwood                      |                                 | \$ 600,000              |                    | Employment area, Industrial area |
| 11328            | SMART             |                           | New Service to Clackamas TC                                |                                 | \$3,000,000             |                    | Employment area, Regional Center |

We urge your support to remove all of the proposed I-5/99W Connector Route Southern Arterial projects as not being ripe at this time for RTP amendments and for contradicting key policies throughout the RTP, especially as pertains to the Regional Freight Plan regarding maintaining I-5 capacity for the movement of freight and retaining capacity at interchanges serving emerging industrial areas.

| Metro Project ID | Nominating Agency | Facility Owner / Operator | Project/Program Name                              | Local Functional Classification | Estimated Cost (\$2007) | Federal FC Project | 2040 Land Use   |
|------------------|-------------------|---------------------------|---------------------------------------------------|---------------------------------|-------------------------|--------------------|-----------------|
| 10598            | Washington Co.    |                           | I-5/99W Southern Arterial ROW                     | Arterial                        | \$90,000,000            | X                  | Industrial area |
| 11179            | ODOT              | ODOT                      | I-5 to 99W replacement projects                   | N/A                             | \$10,000,000            | X                  | 2040 Corridor   |
| 11339            | Washington Co.    |                           | I-5/99W Southern Arterial Improvements            | Arterial                        | \$130,000,000           |                    | Industrial area |
| 11340            | Washington Co.    |                           | I-5/99W Southern Arterial Improvements            | Arterial                        | \$80,000,000            |                    | Industrial area |
| 11342            | Washington Co.    | ODOT                      | I-5/99W Connector Southern Arterial/I-5 Interface | Arterial                        | \$50,000,000            |                    | 2040 Corridor   |



## Comment Form

Newman, Will

(Please print)

Name (required)

WILL NEWMAN II

Affiliation (if any)

Address (required)

PO BOX 1106, CANYON, OR 97013

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☒ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

REGIONAL TRANSPORTATION: IS WE KEEP BUILDING AND/OR INCREASING CAPACITY FOR OUR ROAD SYSTEMS WE WILL CONTINUE TO BE OVERWHELMED BY GROWTH. WE SHOULD LIMIT OUR TRANSPORTATION TO MAINTAINING EXISTING ROADS, BRIDGES, ETC. ENHANCING NON-MOTORIZED TRANSPORT, ADJUSTING PUBLIC TRANSPORT TO GO FROM WHERE PEOPLE ARE TO WHERE THEY WANT TO BE, FREQUENTLY

GROWTH: ALL PLANNING WILL BE FUTILE UNTIL WE RECOGNIZE THAT CONTINUED "GROWTH" (I.E. MORE \$ BILGIE) IS UNSUSTAINABLE, AND AN UNAVOIDABLE DRIVER \$ MULTITUDE OF ALL INFRA-STRUCTURE PROBLEMS

URBAN/RURAL RESERVES: A SWAM WHICH WILL NOT PROTECT AGRICULTURAL LANDS, MERELY

You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

SITIST THE ORDER THAT AG LANDS WILL BE CONVERTED TO OTHER USES



## Comment Form

Creecraft, Shelby

(Please print)

Name (required)

Shelby Creecraft

Affiliation (if any)

Address (required)

26328 SW McConnell Rd, Sherwood

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_**Comments** (use back or attach additional sheets if necessary)

\* Do not expand Urban reserves

\* Connector Highway affecting water sources on Parrett mtn

\* Expanding Urban Reserves sneaky way to try to get Connector Highway built ~~on~~ outside UGB

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**



## Comment Form

Shook, Richard  
(Friends of Kellogg &  
Mt Scott Creeks  
Watershed)

(Please print)

Name (required)

RICHARD SHOOK

Affiliation (if any)

FRIENDS OF KELLOGG & MT. SCOTT CREEKS WATERSHED

Address (required)

4815 SE CASA DEL REY DR., MILWAUKEE, OR 97222

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

SEE ATTACHED

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

October 13, 2009

Metro Councilors and Clackamas County Commissioners

Thank you for letting me speak. I am a long time, over <sup>65</sup>~~60~~ years, resident of Clackamas County and have lived on the banks of Mt. Scott Creek in unincorporated Clackamas County for 33 years.

I want to thank Metro for teaming up with N. Clackamas Parks and Recreation District to purchase Mt. Talbert and preserving it from the developers' ax. And a special thanks for the work that went into restoring the stand of Oregon white oaks on the south side of the butte.

Thanks again to Metro for using Nature in the Neighborhood money to purchase the 20 acres of Oregon White Oaks near I-205 in West Linn.

Thanks also for the Title 13 recommendations that have required the N. Clackamas Parks and Recreation District and the City of Milwaukie to take a second look at the proposed development of the North side of North Clackamas Parks where there is another stand of Oregon White Oaks.

I have to ask, with all of this money and effort expended to preserve these other rare Oregon White Oaks, why would you approve the extension of SE Sunnybrook Blvd. through another stand of Oregon White Oaks, some of which are 250 to 400 years old. It just doesn't make sense.

Those of us who love and have protected the 3-Creeks 89 acre natural area <sup>OF WHICH THESE TREES ARE PART</sup> implore you to spare these trees and eliminate the SE Sunnybrook extension from the Regional Transportation plans.

Road Builder, Road Builder spare <sup>THESE</sup> ~~that~~ tree. Touch not a single bough. Councilors and Commissioners the time to act for the future is NOW!!!

NO SUNNYBROOK  
EXTENSION

Thanks for listening to me.

Dick Shook

Richard Shook

PROJECT  
10019

## Comment Form

Gamba, Mark

(Please print)

Name (required) MARK GAMBA

Affiliation (if any) \_\_\_\_\_

Address (required) 10414 SE 24th ave MILWAUKIEE-mail (optional) mark@markgamba.com☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☐ RTP ☐ Growth report ☐ Urban/rural reserves ☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

Looking into the future, the single most critical issue facing the metro region, Oregon, the US and the world is Global Climate change. It is critical that we reduce our carbon output.

One important way to do that is ~~change~~ ~~to~~ move away from a car centric society. Radical improvements in ELECTRIFIED Mass transit and bicycle routes while at the same time discouraging the use of gasoline powered cars predominantly through gasoline taxes, increased parking fees and vehicle registration fees would be a strong move in the right direction.

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

  
Comment Form

(Please print)

Name (required)

COURTNEY WILTON

Affiliation (if any)

CLACKAMAS Community Partnership

Address (required)

ORTW 421

E-mail (optional)

COURTNEY.W@CLACKAMAS.GOV☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

---

**Comments** (use back or attach additional sheets if necessary)

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*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

**WRITTEN TESTIMONY OF  
CLACKAMAS COMMUNITY COLLEGE  
Vice President, Courtney Wilton**

**PRESENTED TO  
METRO  
October 13, 2009**

Chair and distinguished members of Metro; I am here to support and champion economic development and smart growth for Clackamas County. I am here to ensure you understand our commitment to our regions workforce and training needs as you grow and expand our local economy.

As a leader in the state's economy, we understand that providing accessible, affordable post-secondary education and workforce training opportunities to Oregon's students is essential to the business climate of this state. As an employee of Clackamas Community College, I believe community colleges are critical economic development partners; ensuring that students of all ages and income levels have equal opportunities for education, skill training and career pathways.

With the recent investment in the Harmony Campus and an emphasis on Health Education and sustainability, Clackamas Community College has demonstrated our commitment to workforce preparedness; and we are strategically positioned for more jobs to come. We pride ourselves on being a driving force behind Oregon's workforce and training needs. Just like community colleges, a strong business climate is essential to our society. Together they not only boost our economy, but they enhance our community's well-being.

On behalf of Clackamas Community College, I ask you to support the Sunnybrook Boulevard Western Expansion, to provide better local and regional connectivity. This expansion is critical for future economic growth and reducing traffic congestion on Harmony and the surrounding neighborhoods. Equally important is the connection the expansion will provide to the new I-205 Green Line, and other public transportation options.

On behalf of Clackamas Community College, we thank you for your commitment to the economic vitality and sustainability of our region.

## MINUTES OF THE METRO COUNCIL MEETING

Thursday, October 15, 2009  
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Carl Hosticka, Carlotta Collette

Councilors Absent: Rod Park (excused)

Council President Bragdon convened the Regular Council Meeting at 5:00 p.m.

### 1. INTRODUCTIONS

Council President Bragdon introduced Metropolitan Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) members in attendance and at the dais with the Metro Council: Matt Berkow (MPAC); Nathalie Darcy (MPAC); Mayor Craig Dirksen, Tigard (JPACT); Mayor Dennis Doyle, Beaverton (MPAC); Wilda Parks (MPAC); Cornelius City Councilor Jef Dalin (JPACT).

### 2. CITIZEN COMMUNICATIONS UNRELATED TO THE PUBLIC HEARING

There were none.

### 3. CONSENT AGENDA

- 3.1 Consideration of minutes of the October 8, 2009, Regular Council Meeting.
- 3.2 **Resolution No. 09-4077**, For the Purpose of Confirming the Appointment of Andrew Lonergan to the Investment Advisory Board For the 2009 to 2011 Term.
- 3.3 **Resolution No. 09-4078**, The Metro Council, Acting as the Metro Contract Review Board, For the Purposes of Increasing Approved Capital Projects, Amending the FY 2009-10 – FY 2013-14 Capital Improvement Plan and Approving Contract Amendments for Capital Projects at the Oregon Zoo.

|         |                                                                                                                                                                |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Motion: | Councilor Liberty moved to adopt the meeting minutes of the October 8, 2009 Regular Metro Council meeting, Resolution No. 09-4077, and Resolution No. 09-4078. |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|

|       |                                                                                                                                                                     |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vote: | Councilors Burkholder, Harrington, Liberty, Collette, Hosticka and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed. |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Steve Stuart, Clark County Commissioner, provided testimony supporting the COO's Recommendation regarding "Making the Greatest Place. He discussed the need to maintain the current urban growth boundary (UGB) while also creating jobs. He noted the importance of job creation in Clark County, reducing the jobs/housing imbalance and said it was important for a balanced transportation investment to ensure Clark County connectivity



Melissa Jacobsen, Cornelius, provided testimony on the area north of Cornelius and its designation as a rural reserve. She supported.

Mark Greenfield, Attorney, Portland, provided testimony on reserves issues.

Charlie Young, Hillsboro, provided testimony on land parcels and subsequent size. He supported larger land parcels. Councilor Harrington asked about map dates. Councilor Liberty asked about hi-tech growth. Mr. Young said software services could definitely grow. Councilor Hosticka asked about hi-tech clusters.

Laura Mastersen, Portland, provided testimony on Sandy River area designation. She discussed prime land for farming including quality soil. Councilor Liberty asked about committee reserve recommendations.

Joan Steinfeld, Sherwood, provided testimony on rural reserves issues around the Sherwood area. She discussed local food issues in relation to urban reserve designation.

Dave Adams, Stafford Hamlet, provided testimony on Stafford reserves issues.

Thomas VanderZanden, Hillsboro, provided testimony on reserves issues. Councilor Hosticka asked about map specifics.

Mayor Bill Bash, Cornelius, provided testimony on reserves issues around Cornelius. Councilor Liberty asked about urban reserves and city growth.

Jay Minor, Stafford Hamlet, provided testimony on Stafford hamlet issues. Councilor Burkholder asked about state land-use law and subsequent actions. Councilor Collette asked about designation specifics and the area's development vision. Mr. Minor discussed development timelines. Councilor Harrington discussed resources and investments.

Susie Lahsene, Port of Portland, discussed economic strategies and job creation. She provided testimony on regional solutions and recommendations. Councilor Burkholder asked about zoning discrepancies. Ms. Lahsene discussed infrastructure investment. Mr. Dalin asked about "clustering."

Cathy Galbraith, Portland, provided testimony supporting the current COO recommendation, but was concerned about zoning issues. She discussed destructive infill projects and retaining historic neighborhoods. Councilor Harrington asked about regional solutions and good design. He discussed Portland regional assets.

Dolores Hurtado, provided testimony on Regional Transportation Plan (RTP) issues.

Allen Amabisca, Hillsboro, provided testimony on Washington County reserves designations.

Kelly Ross, Tigard, provided testimony on the need for parks and open space inclusion in land designations and within the COO recommendation. Councilor Liberty asked about park specifics. Mr. Ross discussed park investments. President Bragdon asked about UGB expansion and park inclusion.

Karen Palenin, Hillsboro, provided testimony on reserves designation in the Cornelius area.

Jonathan Schlueter, Westside Economic Alliance, provided testimony on economic opportunities and the development thereof.

Faun Hosey, Helvetia, provided testimony supporting the COO recommendation and density issues.

Dale Burger, Portland, provided testimony on Washington County transportation corridors, supporting efficient transport and transit by way of urban reserve designation.

Betsy Pratt, Portland, provided testimony on action and global climate change by way of compact urban form and continued investment in centers frameworks and increased public transit. She discussed local government coordination and affordable housing.

Marianne Mauldin, Portland, provided testimony on the beauty and visions involved in our region and development thereof.

Tom Skaar, Home Builders Association, provided testimony on rebuild assumptions and other specifics within the COO recommendation, including refill rates.

Catherine Bax, Portland, provided testimony on Helvetia reserves issues.

Terry Parker, provided testimony on financially sustainable public transit and construction practices, including keeping bicyclist costs down by ignoring and reprioritizing. He opposed denser development.

Steve Gilmore, Wilsonville, provided testimony on RTP issues, including preferred options.

Pete Lehmann, Portland, provided testimony on regional freight issues. He discussed carrier subsidies and capital investments in infrastructure.

Thane Tienson, Portland, provided testimony that the south Hillsboro area be designated an urban reserve.

Marianne Fitzgerald, Southwest Neighborhoods, provided testimony on corridors and community impact. She provided testimony on specific RTP projects.

Jeff Bachrach, Hillsboro, provided testimony on the COO recommendation. Councilor Hosticka asked about the Newland area. Councilor Liberty asked about modest means housing and its relation to plans. Mr. Bachrach provided housing numbers and discussed master plans behind affordable housing communities. He provided a framework for affordable housing integration in communities.

Kathy Newcomb, Tualatin, provided testimony on RTP options, farmland preservation, and subsequent citizen involvement.

Rebecca Sowders, Helvetia, provided testimony on Helvetia issues and rural reserves designation. She discussed the importance of the area and the rich "yodeling tradition."

Jerry Grossnickle, provided testimony on land between Forest Park and North Bethany. He said land should be designated rural reserve.

Jim Emerson, provided testimony on Helvetia issues.

Linda Holt, Tualatin Chamber of Commerce, provided testimony on livability issues including job creation and economic development. She supported transportation connectivity, including freight connectivity. She discussed RTP options. Councilor Hosticka asked about the southern arterial connector with the I-5/99W Connector project.

Jeff Kleinman, Sherwood, provided testimony on RTP option issues, including the southern arterial connector within the I-5/99W Connector project. He discussed public comment and alternatives.

Stuart Wilson, Hillsboro, provided testimony on Helvetia issues. He discussed farming quality issues.

John O'Neil, Beaverton, provided testimony on the south Stafford East Wilsonville region. He recommended that the region be designated as an urban reserve. He offered recommendations on the housing choices for area.

Matt Wellner, Beaverton, representing the Metropolitan Land Group, spoke on area UR1. He spoke on the other investments the Group had completed and plans to do with the surrounding area. He stressed that the committee made this a connection for the region while leveraging investments next door.

Brian Beinlich, Helvetia, discussed industrial sprawl. He was concerned with the lack of land-use regulations for industrial areas and the methods for projecting land needs in our region.

Cherry Amabisca, Helvetia, recommended holding the urban edge at US 26 citing agriculture, employment needs, etc. She recommended adoption of the COO recommendation.

Casey Schoch, Helvetia, provided testimony on concerns with rural reserves in the Helvetia area. The success of her family business, and quality of life, was dependent on a rural environment and thus rural designation. Councilor Harrington asked about compatibility with industrial development in Helvetia road and potential impacts. She responded that this was not compatible due to the needs of the animals.

Spencer Gates, Helvetia, recommended the area be designated a rural reserve; citing capital improvements. He recommended support of the COO recommendation. Councilor Liberty asked about impacts of long-term leases. Mr. Gates stated it was a long-term process due to capital improvements to the farm such as additives to the soil.

Pam Gates, Helvetia, provided testimony on Helvetia issues, including agricultural issues and supported the COO's recommendation.

Laurence Qamar was not present.

Monique Beikman, Tualatin City Councilor, provided testimony on RTP and I-5/99W Connector issues. She discussed development, including industrial and economic development. Councilor

Harrington asked about land inclusion. President Bragdon asked about controversy surrounding different options. Councilor Hosticka asked about phasing options. Councilors asked about different aspects of the project, including location specifics.

Dave Waffle, Cornelius, provided testimony on the COO recommendation and specific location issues. Councilor Harrington asked about facilities and land-use service.

Mollie Nelson, provided testimony on rural reserve designation issues in the North Bethany area and Washington County.

Mary Telford, provided testimony on rural reserves issues and the UGB process, including the value citizens place on rural areas.

Ric Stephens, Beaverton, provided testimony supporting South Cooper Mountain urban reserves designation. He provided specifics regarding his support. Councilor Liberty asked about specific units per acre.

Donna Gamble, Portland, provided testimony on rural reserve issues, most notably farming background.

Linda Meholt was not present.

Elley Johnson, provided testimony regarding Metro developing performance measures, comprehensive plans, and equitable distribution of affordable housing in relation to the COO recommendation. Councilor Liberty asked about Ms. Johnson's willingness to provide suggestive language for performance measures.

Kay Durbchi, provided testimony on the importance of citizen involvement, leadership, equity, goals, and safety. She described the importance of all of these in Southwest Portland and the region.

Mara Gross, Coalition for a Livable Future, provided testimony regarding specifics of the COO recommendation and RTP issues, including transportation's relation to the livability and equitability of the region. Councilor Collette thanked Ms. Gross for their work. Councilor Harrington asked about mixed transportation preference. Councilor Liberty asked about performance measures and prioritization. President Bragdon asked about reserves outlooks.

Greg Malinowski, provided testimony supporting rural reserves. He discussed issues relevant to his farm and expansion issues.

Bob Lefeber, Portland, provided testimony regarding the COO recommendation and subsequent issues.

Don Baach was not present.

Susan Peter, Beaverton, provided testimony regarding regional agriculture and her farm becoming designated an urban reserve, and when it should be designated rural.

Mayor Keith Mays, Sherwood, provided testimony related to the RTP and the I-5/99W Connector. He discussed and presented specifics regarding alternatives and options. He discussed

Sherwood's recommendation. President Bragdon asked about surrounding controversy. Councilor Hosticka asked about specifics regarding different alternatives. Councilor Harrington asked about arterial management.

Cameron Durrell, provided testimony supporting the I-5/99W Connector project and its incorporation in the RTP. He provided specifics about benefits of the connector.

Lori Manthey-Waldo, Cedar Creek Community, provided testimony regarding a two-year campaign for her area to be an incorporated city. Councilor Harrington asked about clarification for specific requests. Councilors asked about incorporation issues.

Sammy Baker, provided testimony on her property and issues relating to designation.

David Regan was not present.

Noel Arnold, Portland, provided testimony regarding transit and development in Hillsboro. She discussed housing mixes and other economic movement within the region. Councilor Harrington said Hillsboro City Council would love to hear her testimony.

Joe Rayhawk, provided testimony regarding buffers and land designation in North Bethany. He discussed specific geographic locations.

Carol Chesarek, Portland, provided testimony on reserves and habitat issues related to the region and specifics within the COO recommendation (refer to audio).

Greg Mecklem, Hillsboro, provided testimony regarding reserves issues in the Helvetia area. He discussed location specifics.

James Trumper was not present.

Sharon Nasset, provided testimony on job creation and lack of infrastructure within the UGB.

Larry Harvey, Wilsonville, provided testimony regarding regional transportation. He said COO recommendations for the RTP were supported.

Jeff Fish, Portland, provided testimony supporting increasing urban reserves. He discussed his role doing infill building and the fact that neighbors don't appreciate it.

Dan Swerbilon was not present.

Jim Howell was not present.

Elizabeth LuxHaugen, Beaverton, provided testimony and visuals of the rural Farmington Road area and her property.

Michael Stricker, Sherwood, provided testimony regarding reserves and land-use issues in the Sherwood area.

Steve Prueitt was not present.

Fedor Manka, Portland, provided testimony regarding reserves issues.

Dan Ruediger, Portland, provided testimony regarding the I-5/99W Connector project and subsequent discrepancies and issues. He discussed details involved with the Southern Arterial alternative.

Ted Nelson was not present.

Stephan Lashbrook, City of Wilsonville, provided testimony regarding the I-5/99W Connector, alternatives, and specifically the southern arterial. He discussed RTP issues. Councilor Hosticka asked about the possibility of development in the proposed southern arterial area.

Jim Kakarlock, provided testimony that mass transit and other transportation options were not efficient. He said progressive policies contributed to unemployment.

**6. CHIEF OPERATING OFFICER COMMUNICATION**

There were none.

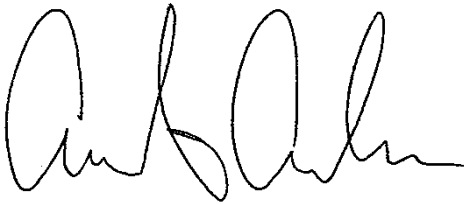
**9. COUNCILOR COMMUNICATION**

Councilors discussed meetings and events they had attended.

**10. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 10:25 p.m.

Prepared by

A handwritten signature in black ink, appearing to read 'Tony Andersen', written over a white background.

Tony Andersen  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
October 15, 2009**

| Item | Topic     | Doc. Date | Document Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Doc. Number |
|------|-----------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 4.0  | Testimony | 10/15/09  | <p>Testimony and attachments:<br/>Re: Making the Greatest Place,<br/>Regional Transportation Plan, and Rural<br/>and Urban Reserves public testimony<br/>To: Metro Council<br/>From:</p> <ol style="list-style-type: none"> <li>1) Steve Stuart, Clark County<br/>Commissioner;</li> <li>2) Melissa Jacobsen, Cornelius;</li> <li>3) Mark Greenfield, Attorney,<br/>Portland;</li> <li>4) Charlie Young, Hillsboro;</li> <li>5) Laura Mastersen, Portland;</li> <li>6) Joan Steinfeld, Sherwood;</li> <li>7) Dave Adams, Stafford Hamlet;</li> <li>8) Thomas VanderZanden,<br/>Hillsboro;</li> <li>9) Mayor Bill Bash, Cornelius;</li> <li>10) Jay Minor, Stafford Hamlet;</li> <li>11) Susie Lahsene, Port of Portland;</li> <li>12) Cathy Galbraith, Portland</li> <li>13) Dolores Hurtado;</li> <li>14) Allen Amabisca, Hillsboro;</li> <li>15) Kelly Ross, Tigard;</li> <li>16) Karen Palenin, Hillsboro;</li> <li>17) Jonathan Schlueter, Westside<br/>Economic Alliance;</li> <li>18) Faun Hosey, Helvetia;</li> <li>19) Dale Burger, Portland;</li> <li>20) Betsy Pratt, Portland;</li> <li>21) Marianne Mauldin, Portland;</li> <li>22) Tom Skaar, Home Builders<br/>Association;</li> <li>23) Catherine Bax, Portland;</li> <li>24) Terry Parker;</li> <li>25) Steve Gilmore, Wilsonville;</li> <li>26) Pete Lehmann, Portland;</li> <li>27) Thane Tienson, Portland;</li> <li>28) Marianne Fitzgerald, Southwest<br/>Neighborhoods;</li> <li>29) Jeff Bachrach, Hillsboro;</li> <li>30) Kathy Newcomb, Tualatin;</li> <li>31) Rebecca Sowders, Helvetia;</li> <li>32) Jerry Grossnickle;</li> <li>33) Jim Emerson;</li> </ol> | 101509c-1   |

|  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  |  | <p>34) Linda Holt, Tualatin Chamber of Commerce;</p> <p>35) Jeff Kleinman, Sherwood;</p> <p>36) Stuart Wilson, Hillsboro;</p> <p>37) John O'Neil, Beaverton;</p> <p>38) Matt Wellner, Beaverton;</p> <p>39) Brian Beinlich, Helvetia;</p> <p>40) Cherry Amabisca, Helvetia;</p> <p>41) Casey Schoch, Helvetia;</p> <p>42) Spencer Gates, Helvetia;</p> <p>43) Pam Gates, Helvetia;</p> <p>44) Laurence Qamar was not present.</p> <p>45) Monique Beikman, Tualatin City Councilor;</p> <p>46) Dave Waffle, Cornelius;</p> <p>47) Mollie Nelson;</p> <p>48) Mary Telford;</p> <p>49) Ric Stephens, Beaverton;</p> <p>50) Donna Gamble, Portland;</p> <p>51) Linda Meholt was not present.</p> <p>52) Elley Johnson;</p> <p>53) Kay Durbchi;</p> <p>54) Mara Gross, Coalition for a Livable Future;</p> <p>55) Greg Malinowski;</p> <p>56) Bob Lefeber, Portland;</p> <p>57) Don Baach was not present.</p> <p>58) Susan Peter, Beaverton;</p> <p>59) Mayor Keith Mays, Sherwood;</p> <p>60) Cameron Durrell;</p> <p>61) Lori Manthey-Waldo, Cedar Creek Community;</p> <p>62) Sammy Baker;</p> <p>63) David Regan was not present.</p> <p>64) Noel Arnold, Portland;</p> <p>65) Joe Rayhawk;</p> <p>66) Carol Chesarek, Portland;</p> <p>67) Greg Mecklem, Hillsboro;</p> <p>68) James Trumper was not present;</p> <p>69) Sharon Nasset;</p> <p>70) Larry Harvey, Wilsonville;</p> <p>71) Jeff Fish, Portland;</p> <p>72) Dan Swerbilon was not present;</p> <p>73) Jim Howell was not present;</p> <p>74) Elizabeth LuxHaugen, Beaverton;</p> <p>75) Michael Stricker, Sherwood;</p> |  |
|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



|  |  |  |                                                                                                                                                                                                               |  |
|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  |  | 76) Steve Prueitt was not present;<br>77) Fedor Manka, Portland;<br>78) Dan Ruediger, Portland;<br><br>79) Ted Nelson was not present;<br>80) Stephan Lashbrook, City of<br>Wilsonville;<br>81) Jim Kakarlock |  |
|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



Aanderud, Ben  
(Sherwood  
Chamber of Commerce)

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

October 15, 2009

Dear President Bragdon:

The Sherwood Chamber of Commerce, on behalf of its 350 members, continues to support the I-5 to 99W Connector project and its inclusion in Metro's 2035 Regional Transportation Plan. We share, with the Tualatin and Wilsonville Chambers, commitment to:

- Adequate transportation infrastructure in our region
- Preserving viability of town centers
- Efficient travel into, out of and through the region
- Reduced through traffic on local roads
- A network of cost effective solutions with long-term sustainability

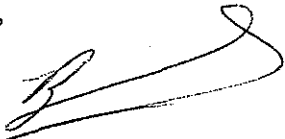
The comprehensive, carefully crafted and fully vetted RTP addresses these goals. Specifically, the Sherwood Chamber of Commerce and its Chamber partners supports the RTP for development of

- Improvements of 124<sup>th</sup> to the Ellingson Road interchange
- Road enhancements to Tualatin-Sherwood Rd between OR 99W and 124<sup>th</sup>
- Construct a new southern arterial between OR 99W and Boones Ferry Road that would allow for local through way travel for Sherwood/Wilsonville commuter traffic with limited access at OR 99W
- Possible 3-lane extension of Herman Road between Tualatin Road and OR 99W
- Extension of Tualatin Road across the Tualatin River to Lower Boones Ferry Road and 72<sup>nd</sup> Avenue

As a business organization committed to the success of our members and to the continued livability of our community and the region, we will continue to partner with nearby organizations to help realize the vision represented by Metro's Draft 2035 RTP.

We believe that the Draft 2035 RTP as proposed accomplishes the necessary comprehensive transportation system and would like to see this adopted with all of the improvements listed above.

Sincerely,

  
Ben Aanderud, D.M.D.  
Board President

Sherwood Chamber of Commerce

P.O. Box 805

Sherwood, OR 97140

503-625-7800

[www.sherwoodchamber.org](http://www.sherwoodchamber.org)

[chamber@sherwoodchamber.org](mailto:chamber@sherwoodchamber.org)



Comment Form

Beikman, Monique  
(City of Tualatin)

(Please print)

Name (required) Monique Beikman

Affiliation (if any) City of Tualatin / Councilor

Address (required) 22960 SW 87th Pl. Tualatin

E-mail (optional) \_\_\_\_\_

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP ☒ Growth report ☒ Urban/rural reserves ☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*



# City of Tualatin

[www.ci.tualatin.or.us](http://www.ci.tualatin.or.us)

October 15, 2009

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

Dear Council President Bragdon:

I was the Tualatin City Council's alternative representative on the I5 to 99W Connector Policy Steering Committee. I would like to make a few comments regarding the process that lead to the development of the Alternative #7 recommendation in the I5 to 99W Connector project.

At the end of the process of developing the first six alternatives, at the urging of Commissioner Peterson of Clackamas County, the group explored a 7<sup>th</sup> alternative which was to try to better utilize existing facilities in combination with a few new facilities. We were trying to keep the scale of the projects more in line with our urban needs. The result was Alternative #7. Not everyone is totally happy with all the elements of Alternative #7; in fact, we have submitted a letter expressing our concerns about a few of the elements in Alternative #7.

We think that the process for resolving the outstanding issues that was outlined by Andy Cotugno this summer, in his shuttle diplomacy efforts, is a good process and we commend him for his efforts. We feel this process will result in solutions to the outstanding issues that we have at this time.

The inclusion of the "Southern Arterial" in this update of the Regional Transportation Plan (RTP) seems to have everyone's attention at this time. As Chief Operating Officer Jordan said this morning at the Westside Economic Alliance meeting, the goal of this process is to provide lots of opportunities for multi-modal options in the transportation system. We think it is important that the Southern Arterial continue to be an element of Alternative #7 and the RTP. This will provide a transportation route between I5 and 99W that will provide an opportunity for traffic to travel between these two statewide facilities without travelling through the developed portions of Tualatin, Sherwood, or Wilsonville.

Although this facility is proposed to be a roadway, we feel it does allow us more opportunities to implement multi-modal opportunities in Tualatin and Sherwood. It does

this by providing an alternate route for travelers so they do not have to compete with our efforts to develop a multi-modal activity town center in Tualatin and Sherwood. We feel it is more pedestrian-friendly and business-friendly than having that traffic going through our cities.

Another project we feel needs to be included is the development and construction of 124<sup>th</sup> Avenue from Tualatin-Sherwood Road to Tonquin Road and improvements over to Exit 286 (the North Wilsonville Interchange). This roadway and the urban infrastructure included with it are necessary to open the approximately 1,000 acres of industrial land it passes through. We are planning to develop this land in a manner that attracts industrial uses such as manufacturing, warehouse and distribution, and tech flex.

To fully develop the industrial area between Tualatin, Sherwood, and Wilsonville, and the proposed UR-L, the area shown as UR- 9 as discussed at the Core 4 on Wednesday, October 14, 2009 needs to be maintained as an Urban Reserve. In addition, the small areas in the vicinity of UR- 9 (to the east) currently shown as Rural Reserves need to be converted to Urban Reserve to allow the construction of the "Southern Arterial". This does not mean all the areas would all be developed, because portions of the area are natural features. It would provide the opportunity for a roadway to be constructed with proper mitigation. In our opinion this recommendation is consistent with Michael Jordan's recommendation which we urge you to adopt.

In summary, we urge you Council President Bragdon, in your position, to provide the leadership to maintain the southern arterial and 124<sup>th</sup> Avenue as part of the Regional Transportation Plan, include UR 9 as an Urban Reserve, and convert the small areas of rural reserve to urban reserve to allow the construction of the Southern Arterial.

Thank you.



Monique Beikman  
City Councilor  
City of Tualatin

## Comment Form

Burger, Dale

(Please print)

Name (required)

Dale Burger

Affiliation (if any)

Address (required)

7548 N. Chautauque Blvd PLE OR 97217

E-mail (optional)

burger-dr@msn.com☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

I believe Metro has a responsibility of providing adequate transportation corridors between Washington County and Multnomah County. ~~Assigning~~ Designating the area between Forest Park and the Washington County line as Urban Reserve would allow planning to be made for transportation and possible Great Community development in this area.

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

October 15, 2009  
Dale Burger  
7548 N Chautauqua Blvd  
Portland, Or 97217

Metro Council

Dear Council Members,

Metro will be negligent in not fulfilling its duty to provide improved corridors of transportation from the city of Portland to the rapidly expanding business and industrial complex in North Eastern Washington County if it designates the area west of Forest Park and East of Washington County as rural reserve. Commuting between Portland and Washington County will exponentially increase by 2060. Bicycle and automobile traffic is already heavy on the few roads connecting the areas.

Designating this area as urban reserves will give planners an opportunity to plan truly Great Communities. Pollution due to commutes over the western hill to Washington County would be reduced. Since the average commuting distance for a city of Portland resident is 11.4 miles, according to Metro Statistics, locating compact, communities in this area would reduce the need to travel long distances for vocational training and employment. Forest Park would experience less disruption. Inexpensive land would be available for modern schools, parks, and trails. The small farms producing food for local people would have an even closer and expanded market.

Great communities built in the area between Forest Park and Washington County, would make much more economic sense than developments planned in areas already under consideration in the present city. To entice occupancy, many of these units are financed by public bonds and enjoy tax abatement. In 2007, 8.7 million dollars of tax monies were forgiven for homes in the Portland Area. If 30% of our property tax dollars go to education, we could have had about 30 more teachers in our schools with the loss of tax monies in 2007. Property tax payers will be called upon to make up the increasing infrastructure expenses due to the increased usage of these structures by non-participating property owners. The 8.7 million dollar figure will be much higher in 2008 and 2009. These costs will continue, on the average, for 10 years or more, and don't include the interest on development bonds for unoccupied high rise buildings. Construction of homes and businesses outside of the city proper would give much needed employment, and produce a positive tax source along with construction and permit fees. According to Metro's research, non-agricultural employees working in Washington County make much more than employees in the city of Portland and could afford more expensive homes. Sewers are easily connected to existing lines in Washington County along with water. When we figure the cost of road improvements that need immediate attention, the cost of connecting streets and widening existing roads is not prohibitive.

The sociological impact of forcing, by economic constraints, families to live in extremely dense communities with lack of available elementary schools, as in the Pearl, and in areas where children cannot safely play unattended, or where mass transit is available but unsafe for elderly and children traveling alone, makes a mockery of the Great Community concept in today's city. Each housing unit constructed in the conflicted land west of Forest Park and east of Washington County would reduce the need to use prime farm land in Washington county, and provide families with a much healthier environment.

Sincerely  
Dale Burger

✓  
Comment FormChanter, Trey (Mercedes  
Benz of Wilsonville)

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

Trey Chanter  
Mercedes-Benz of Wilsonville  
25305 Parkway Ave Wilsonville OR  
tchanter@rambussonmercedes.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

The Draft RTP should be adapted

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*





Date Oct 15, 2009

## Comment Form

Cohen, Gerald J (AARP  
Oregon State Office)

(Please print)

Name (required)

Gerald J Cohen

Affiliation (if any)

AARP Oregon State Office

Address (required)

9200 SE Sunnybrook Blvd Ste 410 Clackamas 97015

E-mail (optional)

jcohen@aarp.org

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☒ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

The attached written testimony was also filed electronically w/ Metro today!

We applaud the work, but also offer several suggestions to enhance/improve the goals to be obtained.

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.



The power to make it better.™

October 15, 2009

RTP  
General

Greatest Place Comments  
Planning and Development  
600 NE Grand Ave.  
Portland, OR 97232

**Re: Comments in response to "Making the Greatest Place: Strategies for a Prosperous and Sustainable Region"**

Dear Mr. Jordan:

On behalf of more than 535,000 members in the state of Oregon, AARP offers these comments in response to the September 15, 2009, *Making the Greatest Place* report and the plan for its implementation. While AARP applauds Metro's efforts to create a comprehensive set of strategies to create a long-term sustainable and prosperous region, we are concerned by the report's lack of consideration of affordable and accessible housing, as a regional concern and policy. Thus, we join the Housing Land Advocates (HLA) in the call for Metro to address the persistent severe shortage of affordable housing available to low income people in the affected region. We urge Metro to take into consideration the long-term housing needs of Oregonians of all ages.

**Introduction**

AARP is a nonprofit nonpartisan membership organization of persons 50 and older dedicated to addressing our members' needs and interests. Our mission includes advocacy for the creation and preservation of appropriate, affordable, and accessible housing, as housing is the single largest expenditure for older households. Adequate, affordable housing serves to enhance the independence and quality of life for residents as they age and can provide a source of financial security. Accordingly, AARP urges the adoption of policies that serve to provide a variety of affordable housing options, stabilize neighborhoods, and create more viable communities that meet the needs of all residents throughout their lifespan in an effort to support successful aging.

**For the reasons outlined herein, AARP joins HLA in strongly urging Metro to adopt the following five (5) primary suggestions for increasing the land available for, and over time, supply of affordable and accessible housing in the Metro region:**

- 1. Set concrete regional goals, objectives and performance measures. If local governments are to be inspired to undertake serious consideration of the location and supply of affordable and accessible housing, Metro must make affordable and accessible housing a regional goal and objective.**

**"Working for a Healthy and Financially Secure Oregon"**

1

2. **Recommend changes in any local comprehensive plan to ensure that the plan conforms to the district's goals and objectives and the statewide planning goals.**
3. **Review comprehensive plans for compliance with Goal 10 of Oregon's Statewide Planning Goals and Guidelines and the administrative rules.**
4. **Set affordable and accessible housing standards for jurisdictions within the Metro region in order to achieve an equitable regional distribution of affordable and accessible housing as it does with town centers and transit.**
5. **Develop one regional policy and plan that directly links affordable and accessible housing to transportation, land use, natural resource protection and livability goals, objectives and actions. Develop performance measures that address this link.**

### **Metro should affirmatively promote and sustain livable communities**

People today are living longer, more independent lives. Most prefer to remain in their homes as they age. A livable community promotes successful aging by not only promoting the physical independence of residents, but also by enhancing the quality of life and active social engagement of residents with one another. It provides adequate transportation and supportive community features and services. It also is safe and provides affordable and appropriate housing.

For many older residents, however, high rents and relatively low incomes add up to high housing-cost burdens, which increase as they age. High housing cost burdens are often further exacerbated by escalating utility, transportation, and health care costs. Moreover, as they age and their incomes diminish older homeowners often are unable to maintain their homes or make modifications that will allow them safely and comfortably to age in place. Health conditions may also limit a homeowner's ability to maintain or repair the home, which can force residents into nursing homes. Nursing homes, which are usually associated with higher morbidity, are very expensive compared to living at home, for both individuals and taxpayers. Thus, the cost of doing nothing to address the affordable housing crisis is quite high in both human and fiscal terms and will increasingly impact the Metro region as its population ages.

Similarly, structural barriers found in most existing housing can limit independence and contribute to deteriorating health of older people. Though a majority of older adults prefer to age in place, barriers such as steps to all entrances and narrow doorways and hallways make it difficult for them to remain in their homes throughout their lifespan. Barriers within a home can also increase the work and stress of caretakers who assist older residents. For these reasons, it is in the interests of all people and their communities to begin to adopt key home design elements that will promote healthy, independent aging. Incorporating routinely a few core visitability features in newly built and retrofitted single-family housing can enhance the independence of all residents. The three core visitability features are (1) a zero-step entrance, (2) doorways with thirty-six inches of clear passage space, and (3) at least a half bath on the main floor with

adequate maneuvering room. Incorporating additional universal design features, such as reinforced walls for grab bars, lowering the height of switches, and lever handles, is also cost effective and will best serve the needs of all residents as they age. Visitability and universal design standards can be incorporated into building code requirements and promoted through incentives to consumers and builders.

Overall, AARP strongly supports policies to increase affordable and accessible housing options for low income elderly residents in communities which provide access to convenient and low cost public transportation, medical care, shopping, employment opportunities, and other home-based and community resources. Furthermore, AARP encourages Metro to engage in meaningful efforts to develop affordable and accessible housing for low income elderly residents in economically and racially integrated neighborhoods where, among other things, crime is low and economic opportunities are high.

### **Metro should affirmatively promote transit-oriented development**

Like HLA, AARP also urges Metro to link affordable housing, land use and transportation policy. Because of the symmetry of housing, land use, and transportation policies, AARP has chosen to consolidate these issues in our updated public policy agenda for 2009-2010. We are seeing a shift back toward more mixed-use communities taking place in many locales, allowing residents to walk or take public transportation between homes and commercial areas. Where transit stations are located, transit-oriented development (TOD) provides a way to implement compact mixed-use development located within a quarter to half mile of public transit. Among the benefits of TOD are expanded transportation options, increased household savings (since less money is spent on daily transportation), and proximity to retail stores, as well as employment opportunities.

While the benefits of mixed land-use developments are evident, housing affordability is one of the challenges that communities must address to increase livability. The demand for mixed land-use communities, coupled with limited housing supply, often results in high housing costs. Indeed, a study conducted in 2006 for Metro by the Portland State University College of Urban and Public Affairs validates that Metro must engage in array of policy considerations that supports Metro's growing aging population.<sup>1</sup> AARP urges Metro to adopt such policies including those ensure TOD communities provide affordable housing.

In a new AARP report<sup>2</sup> co-authored by the National Housing Trust and Reconnecting America, AARP recommends preserving affordable housing near transit. This study analyzes the location of affordable housing in 20 metropolitan areas (including Portland) by mapping federally subsidized rental apartments in each area and measuring the amount of affordable housing within

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<sup>1</sup> See Margaret Neal, Ph.D., PSU Institute on Aging et. al., Age Related Shifts in Housing & Transportation Demand (August 2006), available at [www.pdx.edu/sites/www.pdx.edu.ioa/files/media\\_assets/ioa\\_housing\\_shifts\\_0806.pdf](http://www.pdx.edu/sites/www.pdx.edu.ioa/files/media_assets/ioa_housing_shifts_0806.pdf)

<sup>2</sup> See Rodney Harrell, AARP Pub. Policy Inst., et. al., Preserving Affordability and Access in Livable Communities: Subsidized Housing Opportunities Near Transit and the 50+ Population (September 2009), available at [www.aarp.org/research/ppi/liv-com/housing/articles/2009-15.html](http://www.aarp.org/research/ppi/liv-com/housing/articles/2009-15.html)

certain distances of transit. In Portland, 62% of federally assisted housing was within one-quarter mile of transit, and 87% of those near-transit units (3,082 units) have contracts that expire within the next five years. Maintaining the affordable housing that currently exists near transit can help to give lower-income persons (especially those who are older) more transportation options. This can increase their ability to move around their communities and allows them to save valuable dollars for other needs.

The study uses five areas as case studies—including site visits and interviews with residents 50 and older—to provide more information on the challenges and benefits of different locations of affordable housing. It finds that subsidized housing meets a crucial need for residents with few housing options, but that affordable housing must be both well served by quality public transit and within walkable distances of amenities and services to benefit older residents. The report also contains policy recommendations for federal, state, and local policy makers to ensure that these areas provide affordable housing and transportation options in addition to a range of features that allow people to retain independence as they age.

AARP strongly believes that housing and community planning, land-use, and development policies should promote the development of livable communities that enhance safety, independence, and active engagement in community life. Accordingly, we urge Metro to craft development strategies that provide a diverse mix of housing types and sizes interspersed throughout the region to accommodate the needs of people of all ages and incomes. Metro should also include affordable housing requirements and incentives in mixed-use areas served by high levels of transit.

### **Conclusion**

AARP appreciates the opportunity to express our views on this critical matter. For the reasons stated above, AARP strongly urges Metro to address the persistent severe shortage of affordable housing available to low income people in the Metro region. We look forward to ongoing opportunities to engage with Metro and community partners to create a regional framework for affordable and accessible housing. We encourage Metro to convene an open and public conversation with those interested in planning for and making affordable and accessible housing a reality in the region. Thank you for your consideration of these comments.

If you have any questions, please feel free to contact Bandana Shrestha in the AARP Oregon office at 503-513-7368 or [bshrestha@aarp.org](mailto:bshrestha@aarp.org).

Respectfully submitted,



Gerald "Jerry" Cohen, J.D., M.P.A.  
AARP Oregon State Director

**"Working for a Healthy and Financially Secure Oregon"**

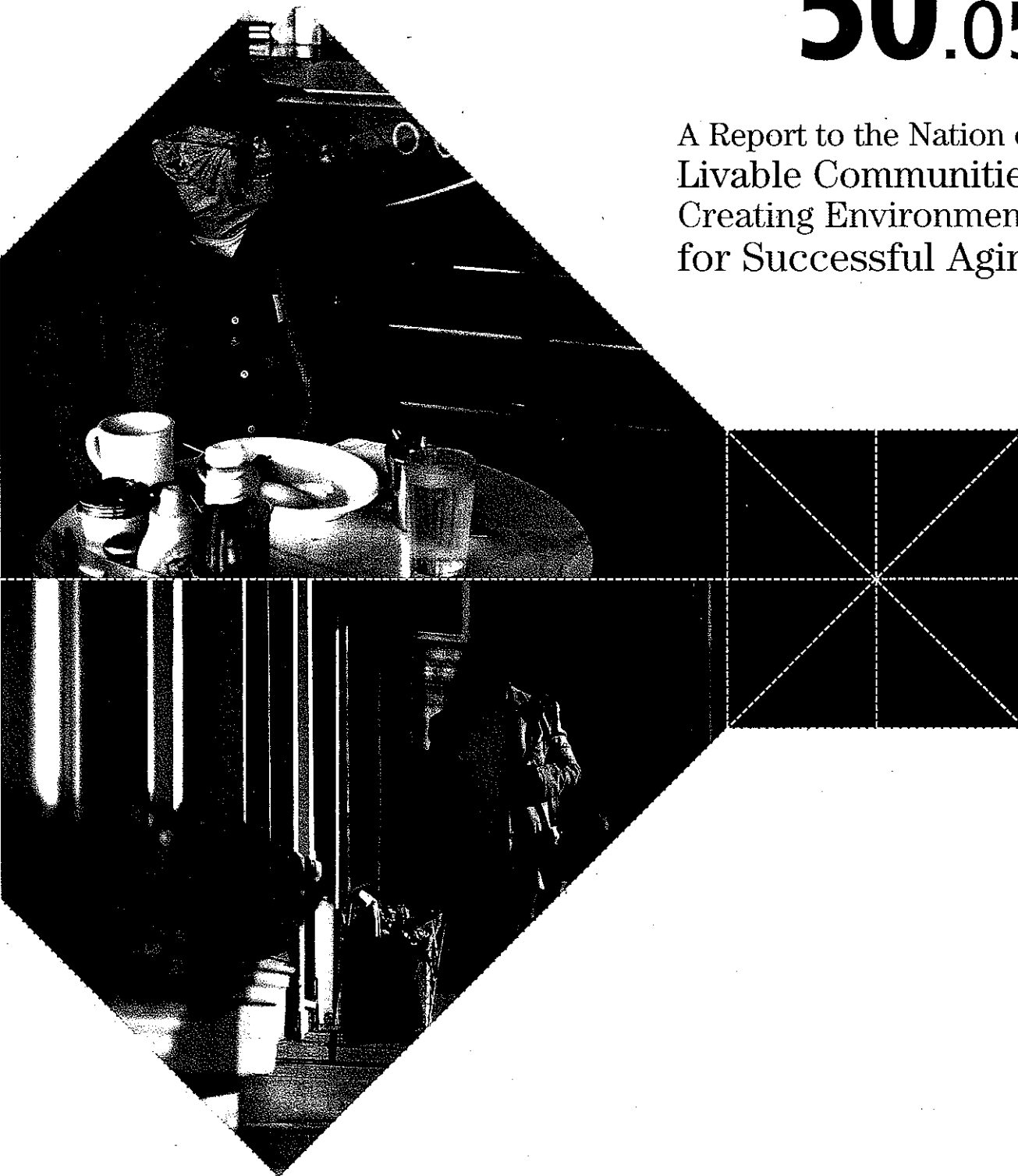
4

[www.aarp.org/or](http://www.aarp.org/or)

Cc: Coralette Marshall, AARP Social Impact Group  
Stuart Cohen, AARP Foundation Litigation  
Dean Sager, AARP Social Impact Group  
Julie Nepveu, AARP Foundation Litigation  
Rick Bennett, AARP Oregon  
Bandana Shrestha, AARP Oregon  
Ellen Johnson, Housing Land Advocates  
Margaret Neal, Portland State University  
Alan DeLaTorre, Portland State University

# beyond **50.05**

A Report to the Nation on  
Livable Communities:  
Creating Environments  
for Successful Aging



**Devine, Pat (Lumber  
Products Tualatin Ops)**

Good day,

I would like to offer our company's support for the Alt.7 project to alleviate the gridlock we experience in Tualatin on a daily basis. We are frequently up against time restraints to deliver our customer's product on time or before they close. The 30 to 40 minutes we can spend just trying to get to I-5 can be the difference of whether or not we make it on time. We at Lumber Products understand the problems and costs that can be involved in a project like this and that it is impossible to please everyone. But we also understand the need for a project to connect 99W to I-5 and if it makes sense for the majority of the people. Thank You for considering our needs.

**PAT DEVINE**  
LUMBER PRODUCTS TUALATIN OPERATIONS  
503-691-3165





Durrell, Cameron (Les Schwab Tire Center)

Dear President Bragdon:

I am writing this letter to show our companies support of Metro's 2035 RTP and the implementation of Alternative 7.

As a business operator in Sherwood, we are constantly battling the traffic in and around the Tualatin, Sherwood industrial developments. We have a great deal of "offsite" work that is completed at not only local businesses, but I-5 as well. When we are responding to an offsite call, the consumer must wait for transit to his site, this is chargeable time. In some instances it may take in upwards of 45 minutes to go the 4.5 miles to the onramp of I-5. When we have a Fleet call out, we have 30 minutes to respond to our customers, from the time the call is placed to our facility. As you can see this can create a hardship between our commercial customers and our business.

We cannot afford to let this transportation issue continue without a change. The residents in all three communities deserve to have the improvements made, as presented in the RTP, Alternative 7. It has come to point where we must put down the pen and pick up the shovel.

Thank you for your time and consideration.

Respectfully,

Cam Durrell

Les Schwab Tire Center #259



## Comment Form

Durtschi, Kay

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☒ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

***You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.***

## Comment Form

(Please print)

Name (required)

*Kay Dartschi*

Affiliation (if any)

*Mtac - Mult NH & Swm Transp Comm.*

Address (required)

*2230 SW Caldwell St*

E-mail (optional)

*Kaydartschi@phoo.com*

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

*Trust the people- Citizens- We experience the results of your decisions & many times we could have helped produce a better result. Leadership is a primary impact on what & when you hear and pay attention to major needs in our neighborhoods. Volunteers are never paid their dues. Equity is left for you to weigh in your final decisions. Many times the goals do not address differences in topography, grid systems and available multi-modal choices. As a senior citizen I urge you to consider the safety issues that come with the congestion we are facing. We will not be biking but we are pedestrians and some still use a car. "Have a car, have a life." But the bus system just is not adequate. Pedestrian surfaces need to be solid & still impervious - and lead to destinations that serve our quality of living. There are too many laps in the transportation system especially in S.W. Portland. I am referring particularly to the gaps on Barbur & I-5 as they present themselves as the link that must be completed from Canada to Calif. A Prime Project for an Active Transp. Demo Grant. Congestion, Mobility, Connectivity each emphasize the needs in this area.*

*Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.*

Write your study of specifics outlined in the SW ~~MTS~~ letters and I do not need to repeat what is written in those comments. They lay out the many needs we have that will serve not only our <sup>local</sup> community but the City and the many visitors who pass through this Corridor. Thank you again for this opportunity to express our concerns. I continue to try to help educate & urge participation in this process by my multi racial neighbors. What we do in SW can only enhance what happens in the rest of our City and Region.

Barbur Blvd as the overflow on I5 Congestion & the 99W link thru Sigard. Capital Hwy funnels from the top of Council Crest to I5. The I5 congestion is extreme which even one thing happens & we are caught <sup>in the trap</sup> Beaverton Hillsdale Highway one of only 2 East West corridors to Washington County. Multnomah Blvd the other that carries East West connections. SW Portland just gets jumped over in the Corridor talk and Sigard takes the attention. You cannot get to Sigard without passing three S.W Portland.



Comment Form

Fitzgerald, Marianne  
(SW Neighborhoods)

(Please print)

Name (required)

Marianne Fitzgerald

Affiliation (if any)

Southwest Neighborhoods, Inc.

Address (required)

10537 SW 64<sup>th</sup> Drive

E-mail (optional)

fitzgerald.marianne@gmail.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP  
mainly

☒ Growth report  
some

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

See attached

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*



## Southwest Neighborhoods, Inc.

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

October 15, 2009

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

Re: 2035 Regional Transportation Plan and Making the Greatest Place

The Board of Directors of Southwest Neighborhoods, Inc. (SWNI) applauds Metro for its efforts to integrate long-term land use planning and transportation planning in a way that will enhance our region's livability.

To summarize, the SWNI Board submits the following comments on the Regional Transportation Plan (more detail follows):

1. 30 days is not an adequate "public involvement" period for a document this complex;
2. We support keeping the urban growth boundary in place, but the transportation agencies need to make improvements to the regional infrastructure that supports this growth without negatively impacting existing neighborhoods;
3. We support the I-5/99W mobility corridor to be a high priority for a Corridor Refinement Plan;
4. We support numerous improvements to transit, bicycle and pedestrian facilities, with specific comments on the project list, and we re-submit our November 15, 2007 letter along with other details about the projects. The Active Transportation initiative of Metro is a large step in the right direction and should be strongly supported.
5. We want to make sure the performance measures address deficiencies in local areas such as SW Portland.

### Background

Our coalition's geographic location covering Southwest Portland includes:

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

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland.

- Three regional boulevards and streets (Capitol Highway, Multnomah Blvd., Scholls Ferry Road)
- Five Regional Trails, (Willamette Greenway , Red Electric, Hillsdale to Lake Oswego Pedestrian Trail and the 40 mile loop, and Terwilliger )

Our neighborhoods accommodate a significant amount of regional traffic from travelers in neighboring counties and cities heading toward downtown Portland or traveling through the region. None of the major regional arterials or regional transit system routes listed above has a complete pedestrian, bicycle or transit network. TriMet recently cut transit service to the extent that few bus routes serve southwest neighborhoods outside of weekday commuter hours.

In Southwest Portland, the rugged terrain, numerous creeks and lack of a grid system make it very expensive to retrofit roadways with the pedestrian and bicycle paths and stormwater facilities needed to meet the Plan goals. One of the major goals of "Making the Greatest Place" is to reduce reliance on motor vehicle travel and support growth in centers and corridors that can be accessed by walking, biking and transit. We believe much more investment is needed to help our coalition area achieve equity with other parts of the Portland region.

#### Regional Transportation Plan Comments

1. The current 30- day comment period for a document as large and complex as "Making the Greatest Place" is not adequate for citizen groups to adequately review the proposal and provide meaningful input. Metro's own public participation policy recommends at least a 45-day comment period and this should have been built into the project schedule. Our neighborhood associations and Board meet monthly and our newsletter deadline is the 15<sup>th</sup> of the month, so 60 days would provide more time to adequately inform our citizens about such an important plan and opportunity to comment.
2. Making the Greatest Place assumes the region's urban growth boundary will not expand, and that growth will be focused in cities, town centers and main streets or corridors within the current boundary. SWNI supports this approach, but the region needs to make improvements to the transportation infrastructure (particularly developing more multi-modal systems and active transportation corridors) and other amenities such as greenspaces to accommodate growth that is attractive and livable within the existing boundary.
3. Metro's Integrated Land Use and Transportation Vision include ten Goals and Objectives for Making the Greatest Place (Chapter 2). The main "mobility corridor" within SWNI is the I-5/99W corridor (corridor #2), which includes Barbur Blvd and feeder routes described in Metro's "Atlas of Mobility Corridors". SWNI recommends that the I-5/99W mobility corridor be designated a high priority for a Corridor Refinement Plan. Significant congestion occurs on I-5, and significant local congestion occurs on a regular basis on Barbur, Capitol Highway, Taylors Ferry Road and other intersecting streets, especially at the freeway on- and off-ramps. Traffic diverted from I-5 can paralyze Barbur, Capitol

Highway, Taylors Ferry Road, Terwilliger, Macadam and other arterials and local streets. Most of the arterials and collectors have significant sections of missing sidewalks and bike paths, making it unsafe to walk or ride bikes in the neighborhoods. centers and commercial nodes. The corridor refinement plan is especially needed to evaluate how the selection of Barbur as a near-term priority for high-capacity transit will allow Barbur to accommodate all modes of transportation (transit, bicycles, pedestrians and motor vehicles) while preserving livability in the neighborhoods and the economic vitality of the commercial businesses in the corridor. If not done right, the addition of high-capacity transit on Barbur could result in loss of auto and freight capacity, housing, businesses, greenspaces and habitat and have a negative impact on mobility and exacerbate congestion on adjacent transportation routes in neighborhoods. The project list includes #11304 (Mobility Corridor analysis and refinement planning) and several projects on Barbur/99W that will help accomplish the goals and objectives for Making the Greatest Place.

4. Metro's Regional Design and Placemaking Concept (Chapter 2) describes a grid-like system but Figure 2.10 illustrates significant gaps in the grid in SW Portland. Figures 2.15, 2.22 and 2.25 show significant gaps in the transit, bicycle, and pedestrian network, and the project list falls far short of the projects needed meet this vision. We recommend that the Regional Transportation Plan envision a grid-like system of "complete streets" that safely accommodates bicycles, pedestrians (especially those in need of accommodation) and transit as well as motor vehicles, and could include, at a minimum:
  - a. east-west routes: Patton, Hamilton, Beaverton-Hillsdale Highway, Red Electric Trail, Vermont, Multnomah Blvd., Taylors Ferry Road, Stephenson
  - b. north-south routes: Macadam, Barbur Blvd., Terwilliger Blvd., Boones Ferry Road, 30<sup>th</sup>/Dosch/35<sup>th</sup> , Capitol Highway, 45<sup>th</sup>/48<sup>th</sup> , Shattuck, 62<sup>nd</sup>, Scholls Ferry Road
5. The plan discusses transit improvements needed in the region, but over the last few years, TriMet has been disinvesting in transit service in Southwest Portland. There are only two frequent service corridors in Southwest Portland (along Barbur Blvd. and Beaverton-Hillsdale Highway), and most of the neighborhood bus routes only run during weekday commuter hours. TriMet recently eliminated weekend bus service to the Southwest Community Center, and only one bus line serves eight of our neighborhood associations south of I-5 on weekends. The only major additional transit service proposed in our coalition area is the proposed High-Capacity Transit Service in the Barbur Blvd corridor, but we need better bus service in the neighborhoods to accommodate growth in centers and corridors and reduce reliance on motor vehicles.
6. We applaud Metro for developing proposed performance measures to evaluate the effectiveness of these planning efforts, but there are many problems with the details. Living within 1/2 mile of a bus stop is a good performance measure but it should only be measured if people have ADA-compliant pedestrian facilities to enable people of all abilities to get to that bus stop safely. The presence of a bus line is a good performance measure but it should only be counted if it includes service outside of commuter hours.



Most importantly, the proposed regional goals are based on regional averages and we believe there should be some minimum target level for alternative modes for all areas of the region. In other words, SW Portland's bicycle network is not platinum status but the current measuring stick does not show this deficiency because bike path investments made in the flatter sections of the region raise the averages. Another example is that new light rail ridership raises average transit ridership even though we have seen significant cuts in bus transit service in our SW area. Develop measures that are subregional in scope to more accurately identify deficiencies and measure improvements.

7. The draft Regional Transportation Plan describes an "investment strategy" in Chapter 3 that illustrates that more than half of the projects and half of the costs are dedicated to throughways, roads and bridges, and freight, with relatively little invested in trails or bicycle and pedestrian facilities. If the region is serious about meeting objectives for reducing vehicle miles traveled or greenhouse gas emissions, then it must seriously invest in the infrastructure needed to allow people, goods and services to reach destinations without relying on motor vehicles.
8. The Active Transportation Corridor approach is a large step in the right direction. We are very pleased with Metro's recent initiative on Active Transportation Corridors and we believe this concept should be developed as a separate section of the Regional Transportation Plan to further focus on this critical need in a very logical manner. The region needs to fully integrate walking and cycling into each jurisdiction's transportation system plan as well as Metro's Regional Transportation Plan.

Investment Strategy Comments (Appendix 1):

1. The comments SWNI submitted on November 15, 2007 regarding the previous version of the Regional Transportation Plan are still valid and are attached to this letter.
2. We support the inclusion of SWNI priorities for bicycle and pedestrians improvements on Capitol Highway (projects #10189, 10272 and 10273) and the Red Electric Trail (project #10354 including a connection with the Gibbs Pedestrian Bridge) on the federal priority list.
3. The SWNI priorities for improvements to Barbur Blvd. are currently on the state list (projects #10283 and 10285) we further recommend that the Slavin Road connection between Barbur and the soon to be built Gibbs Street Pedestrian Bridge be included in the Barbur scope. We recommend that they be placed on the federal priority list. In addition, ODOT's proposal to improve several bridges on Barbur Blvd. (project #11324) is on the state list but includes improving some bridges that are proposed to be removed in the South Portland Improvements project #10235. We recommend that the retrofit of the Barbur Bridges project be separated into two projects so the projects that are urgently needed to complete the unsafe gaps in the bicycle and pedestrian facilities (those south of Naito Parkway that do not conflict with the South Portland Improvements project) are on the federal priority list.

4. We support the inclusion of SWNI priority safety intersection improvements at SW Garden Home Road/Multnomah Blvd. (project #10191) and SW Stephenson/Boones Ferry Road (project #10227) on the federal priority list. However, we recommend splitting the Stephenson/Boones Ferry Road project #10227 into two projects, one for the intersection (we recommend this be on the federal list) and one for the rest of the segment (we recommend this be on the state list), similar to the Garden Home Road project on the state list (project #11116).
5. We recently worked with the City of Portland and ODOT to develop a proposal for an Active Transportation Demonstration Grant for Barbur Blvd. and its feeder routes. We continue to advocate for funding for this project, and support including the following projects in the Regional Transportation Plan because the proposed bicycle and pedestrian facility improvements support the plan's goals for centers and corridors: SW Barbur Blvd. and SW Capitol Highway projects mentioned above, SW Taylors Ferry Road (10284), Barbur/Capitol Highway/Taylors Ferry Road/Huber and West Portland Town Center improvements (10282 and 10287), and the Slavin Road portion of the Red Electric Trail. We also recommend that the following projects that are in the City of Portland Transportation System Plan but are not currently proposed in the RTP be included in the RTP: SW Multnomah Blvd., SW Boones Ferry Road, SW Huber (including improvements on 40<sup>th</sup> connecting Huber to the existing pedestrian bridge over I-5), SW 19<sup>th</sup>, SW 26<sup>th</sup>, and SW Spring Garden.
6. We support the inclusion of the following projects on the federal list that support the RTP goals for centers and corridors: the SW Capitol Highway, Red Electric and SW Barbur Blvd. projects listed in strategy comments #2 and #3 above, SW Hamilton (#10226), Scholls Ferry (#10384), and Vermont (#11131). We also support the inclusion of other projects, such as pedestrian and bicycle improvements to SW Dosch Road, to develop the network of "complete streets" that are described under Plan Comment #4 above.
7. We recommend the Regional Transportation Plan provide a project to evaluate the risks to the transportation system associated with a seismic event or landslides that could hamper emergency response and create safety issues and develop a priority plan to address these issues. We must upgrade critical infrastructure to meet seismic standards before we have a catastrophic earthquake.
8. Finally, we thank the City of Portland for including some general funding for bike boulevards (11200 and 11191) and sidewalk infill (11193).

We recognize that we are recommending many additions to the federal "financially constrained" list. We believe that Metro can refine the large set of projects that are in the federal plan to provide the financial support needed for these and other projects in order to meet the goals and vision outlined in the Regional Transportation Plan.

Metro Council and JPACT  
Regional Transportation Plan Comments  
October 15, 2009  
Page 6

Thank you very much for considering these detailed comments, particularly as they attempt to identify projects that meet the RTP goals. We invite the City of Portland, ODOT and Metro to meet with Southwest Neighborhoods, Inc. and discuss these comments in more detail.

Sincerely,



Brian Russell  
President  
Southwest Neighborhoods, Inc.

Attached: SWNI RTP Comment Letter dated November 15, 2007

Cc: Mayor Sam Adams, Commissioner in charge of Transportation  
Nick Fish, Commissioner in charge of Parks  
Sue Keil, Director, Bureau of Transportation  
Jason Tell, ODOT Region 1  
Robert Liberty, Metro District 6  
Carlotta Collette, Metro District 2



## Southwest Neighborhoods, Inc.

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

Southwest Neighborhoods, Inc.  
7688 SW Capitol Highway  
Portland, OR 97219

November 15, 2007

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

Re: 2035 Regional Transportation Plan Federal Component

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

Our coalition's geographic area includes:

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

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

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

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland.

1. Are the proposed goals the right ones?

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

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

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

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

- b. We also recommend eliminating or redesigning the Highway 99W Project #10770 because it would add vehicle capacity and increase trips through our coalition area without enhancing access to alternative modes along the corridor. The project is inconsistent with the needs described in the RTP (page 7-46) as it adds several additional vehicle lanes without addressing growth-related problems along the corridor.
- c. Missing from the investment pool is a corridor study of Barbur Blvd/Interstate 5, and whether high-capacity transit would be appropriate for this corridor. These two studies are needed to address regional growth over the next 28 years and were included in earlier drafts of the RTP.
- d. Capitol Highway Project #10189 is a high priority for multi-modal improvements in Southwest Portland and must remain on the financially constrained list. This project urgently needs to be constructed to enable neighbors to walk to Multnomah Village and West Portland, and is also on the City of Portland Transportation System Development Charge Project List #90026.
- e. Several other Capitol Highway projects (projects #10272, 10273, 10282) in the investment pool are also high priority projects in our coalition area that complete gaps and should be added to the financially constrained list. They were in the 2004 Financially Constrained Regional Transportation Plan and meet the 2040 and RTP goals, but somehow got dropped from the list.

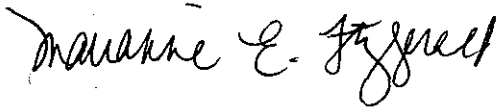
- f. The Red Electric Trail-Fanno Creek Greenway Project #10354 is a high priority multi-use trail that will provide safer east-west travel for bicyclists and pedestrians, and must remain on the financially constrained list.
- g. The Garden Home Road Project #10191 is oversized for neighborhood and regional needs. There is no need for a third lane of traffic on this neighborhood collector street, as through-traffic is handled by nearby Multnomah Boulevard, a designated Regional Boulevard, and the extra lane could result in removal of many trees that are highly valued in the community. However, Garden Home road is desperately in need of pedestrian and bicycle improvements. It is also in critical need of traffic control at the intersection of Garden Home Road, Multnomah Blvd. and 69<sup>th</sup> Avenue (as called for in Metro's 2003 Fanno Creek Greenway Action Plan, under "Gap 7" of the Implementation Measures, the City of Portland Transportation System Development Charge Project List #90033, and 2000 RTP project #1211). Garden Home Road, from 67<sup>th</sup> to 71<sup>st</sup> Avenues, and from 45<sup>th</sup> to Capitol Highway, needs sidewalks. But Garden Home Road from 45<sup>th</sup> to 67<sup>th</sup> would be better served by bicycle lanes and a pedestrian trail rather than sidewalks. We therefore recommend downsizing the project by removing the third lane of traffic, and converting some sidewalks to a single paved (e.g. permeable asphalt) pedestrian trail, while maintaining the rest of the project's proposals.
- h. The SW Stephenson Improvement Project #10227 is another high priority project in SW Portland and the intersection improvement needs to be constructed well before the projected timeline of 2026-2035. Several people have died at the intersection of SW Stephenson and Boones Ferry Road in the last year alone, and it is our understanding that this intersection will be improved in the near future (Portland TSDC Project #90062).
- i. The Hamilton Street Project #10226 is a high-priority project that is being studied for Halo Local Improvement District (LID) improvements, and is on the Portland TSDC Project List #90034. Neighbors have been advocating for safer pedestrian and bicycle access to schools, parks, and commercial centers along or near this corridor for many years.
- j. South Portland Improvements (Project #10235) are needed to improve multi-modal transportation access in South Portland and should be put on the financially constrained list. This previously, frequently promised project was in both the 2000 and 2004 RTP, advances many 2040 and RTP goals, and has some initial funding available.
- k. The Taylors Ferry Road Extension (Project #10545) should not be built if the financially constrained list does not also include improvements to the rest of Taylors Ferry Road (Project #10282, 10284) consistent with the Taylors Ferry Road Plan. Project #10545 would provide connectivity in Washington County without considering the impact of additional regional traffic in our community on an arterial that lacks shoulders, sidewalks, and bike paths.

We recognize that we are recommending several additions to the Financially Constrained Project List. To balance these, we suggest that other projects be downsized or placed in the investment pool list.

The SWNI coalition area has many critical needs to improve access to transit and enhance the pedestrian and bicycle network. We are currently participating in the City of Portland Halo LID pilot project to address some of these needs locally, and have participated in Commissioner Sam Adams' "Safe, Sound and Green Streets" project. We do not have specific comments regarding "How should future transportation dollars be raised?" but do recognize the need to raise additional dollars to address critical transportation needs, especially those that enhance alternative modes and address the RTP goals. Our comments are intended to meet RTP goals in Southwest Portland, and there are some very large projects that could be modestly downsized (such as the Streetcar, South Waterfront, or other projects within the region) that may not have as many benefits to the regional transportation system as the ones we recommend above.

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

Sincerely,

A handwritten signature in cursive script, reading "Marianne E. Fitzgerald".

Marianne Fitzgerald  
Transportation Committee Chair  
Southwest Neighborhoods, Inc.



## Comment Form

Gilmore, Steve  
(Wilsonville Chamber of  
Commerce)

(Please print)

Name (required)

Steve Gilmore

Affiliation (if any)

Wilsonville Chamber of Commerce

Address (required)

29600 SW Parkway, Wilsonville OR 97070, PO Box 3737

E-mail (optional)

Steve@wilsonvillechamber.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**





October 14, 2009

David Bragdon  
Metro Council President  
Metro Regional Center  
600 NE Grand Ave  
Portland, Oregon 97232-2736

Dear President Bragdon,

The Wilsonville Chamber of Commerce is a business association of 380 members that employ approximately 12,000 employees in the metropolitan area. The Chamber supports the inclusion of several vital freight and transit projects into the final Regional Transportation Plan project list.

On February 25, 2009 the Policy Steering Committee (PSC) for the I-5 to 99W Connector voted 6-2 to recommend to Metro that the Three Arterial Corridors Alternative be included in the Regional Transportation Plan as the most viable alternative to reduce congestion and improve access in the southwest metropolitan area. The Wilsonville Chamber fully supports this recommendation's list of projects and conditions that the PSC voted to support.

This alternative is a hybrid solution to the transportation issues facing our communities including increased road capacity, enhanced transit, and enhanced alternative transportation options including improved bicycle and pedestrian facilities. This concept distributes east-west travel among multiple corridors, and will accommodate enough capacity to address the current and future needs, as stated in Metro's RTP 2030 plan.

The Chamber also supports the funding and completion of the Barbur Blvd/99W to Sherwood/I-5 South Mobility Corridor Plan. This section of I-5 serves an important freight corridor and is the gateway to the metropolitan area from the Willamette Valley. It is vitally important that this study is completed so our communities and businesses can plan effectively to accommodate for the future with the substantial increased traffic projections on I-5.

There are four road projects that are necessary for the long-term economic vitality of Wilsonville which include 95<sup>th</sup>/Boones Ferry/Commerce Circle Intersection Improvements (Project 10852), the Kinsman Road Extension (Project 10853), Day Street Improvements (Project 11243), and finally the Barber Street Extension (Project 10153). These projects will provide long term economic stimulus by improving freight mobility, improve traffic circulation, and increasing capacity for future development in Wilsonville.

The transit system in Wilsonville (SMART) is a vital part of our overall transportation system in Wilsonville and the south Metro region. The City has included several SMART projects that will make significant improvements to our overall transportation system including adding new

commuter service to Tualatin/Sherwood (Project 11327), purchase of new replacement buses (Project 11109), and a variety of capital projects that are necessary for the continued success and growth of our transit system (Projects 11110-11112).

As a rapidly growing city with more workers than residents and that contains numerous high-wage employers in distribution and manufacturing, improving connectivity and circulation in town is important for the region's economic development and increased use of transit.

Thank you very much for your time and please feel free to contact me directly if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Gilmore", written over a horizontal line.

Steve Gilmore  
CEO

Wilsonville Chamber of Commerce

Cc:

Metro Council

Clackamas County Chair Lynn Peterson

Washington County Chair Tom Brian

Sherwood Chamber of Commerce

Tualatin Chamber of Commerce



## Comment Form

Gross, Mara (Coalition  
for a Livable Future)

(Please print)

Name (required)

Mara Gross

Affiliation (if any)

Coalition for a Livable Future

Address (required)

107 SE Washington St #239, Portland, OR 97214

E-mail (optional)

mara@cifuture.org☒ Include my e-mail in your policy and planning notification list.

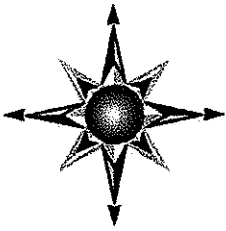
Comment topic(s) (check all that apply)

☒ RTP☒ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

attached - MGP  
RTP

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**



## COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214  
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFUTURE.ORG

October 15, 2009

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Dear President Bragdon and Metro Council:

We offer the following comments regarding Metro's *Making the Greatest Place* on behalf of the Coalition for a Livable Future, a partnership of over 100 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. For nearly 15 years CLF has worked to protect, restore and maintain healthy, equitable and sustainable communities, both human and natural, for the benefit of present and future residents of the greater Portland-Vancouver metro area. During this time we have consistently participated in Metro's long range planning processes. In the context of the *Making the Greatest Place* planning, we have served on the Reserves Steering Committee, TPAC, the RTP Workgroup, the HCT Think Tank, and TSMO Workgroup.

We support the three overarching recommendations outlined in Chief Operating Officer Michael Jordan's report released on September 15, 2009 and believe they reflect the values from Region 2040. We appreciate the hard work and thoughtful approach Metro staff brought to this effort.

While the recommendations in the COO report are laudable, we are concerned that the ability to achieve these goals is hampered by lack of accountability and local actions in contravention to the recommendations. We have seen a consistent pattern of discrepancy between Region 2040 aspirations and on-the-ground actions.

For example, Washington County is looking to create huge urban reserves, some of which include the floodplains of the Tualatin River and its tributaries. In addition, the list of projects proposed for the Regional Transportation Plan (RTP) includes many costly major road expansions that are not consistent with the RTP's goals or, for that matter, *Making the Greatest Place*.

Fundamentally, our approach to regional development has always prioritized protecting and restoring ecosystems inside and outside the urban growth boundary, preserving farmland, and building healthy, inclusive and equitable communities. If carried out using a comprehensive, accountable triple bottom line approach, we believe that our concerns can be addressed by responding to the following recommendations:

**1) Make addressing climate change an overarching principle.** The imperative of climate change is too big to limit our response to mitigation through reducing the production of greenhouse gases. The region's response to climate change must also include adaptation. Natural landscapes and the region's urban green infrastructure are essential to respond to predicted increases in winter storm events which

will result in increased stormwater inputs, to increased probability of urban/wildland fires, expansion of floodplains beyond current FEMA 100-year floodplain, and increased threat of landslides, especially in the urban landscape.

Climate change also will have major ramifications for regional (as well as global) water supply. Balance is needed, as some systems, such as Portland's, are underutilized while others are overutilized (e.g., Haag Lake Dam is being raised at great expense). Overutilization affects Total Maximum Daily Loads (TMDLs) and temperature, further exacerbating environmental issues. Fortunately, for now, there is no municipal water shortage; however, regional planning and coordination is needed in the region. Further, water providers need to begin working together (whether through requirement or incentive) and discontinue using sensitive water sources, such as the Clackamas River.

Metro's scenarios analysis completed last fall demonstrated that even under the most ambitious transit scenario, the projects that make up the Regional Transportation Plan (RTP) do not reduce global warming pollution below current levels. The actual project lists submitted for inclusion in the RTP are far behind this ambitious (but still, frankly, inadequate) transit-oriented scenario. Preliminary results from the performance evaluation show that both the federal and state priority lists are *worse* than doing nothing. This means that we will need to make up more lost ground in the next RTP update unless we make major revisions now to begin to meet the imperative of climate change.

## **2) Constrain urban reserves to a size that focuses regional development strategies on communities already in the UGB.**

Once land has been urbanized it is impossible to reverse the impacts to farm, forest and natural resource lands. Metro's Urban Growth Report indicates that under *current zoning* we have enough land to fulfill our needs for the next 50 years if we utilize existing buildable land inside the current UGB more effectively. However, it is also imperative that streams, wetlands, and upland forests be protected and that ample parks, trails and natural areas be provided inside the Urban Growth Boundary. In the past, compact urban form has been promoted at the expense of natural resource protection. A quid pro quo of growing up and not out must be enhanced. For instance, cities and counties must remove height restrictions from their building code (thus demonstrating a commitment to efficient use of land within their existing UGBs) before being allowed to expand into urban reserve areas.

Washington County is proposing 34,000 acres of urban reserves. These are so large they will irreparably damage the future of agriculture in the western part of our metro region and Northwest Oregon, and consume floodplains and other natural landscapes.

Clackamas and Washington counties are in the top 5 agriculture-producing counties in the state. Multnomah County is among the top counties in food processing, which was the only manufacturing sector in Oregon to show positive employment gain in 2008.

Furthermore, the vehicle traffic these areas would generate once urbanized is completely contrary to the goal of an urban form that reduces greenhouse gas pollution.

## **3) Support vibrant centers to simultaneously get the most out of our limited dollars while advancing equity.**

Urbanization of rural land is extraordinarily expensive. Metro and other studies show that the cost of providing sewers, water, roads, and sidewalks to accommodate a growing population on new land at the urban edge is up to *twice* as expensive as accommodating that same growth in the existing urban area, through infill, redevelopment, and making more efficient use of existing infrastructure.

Creating vibrant regional and town centers and compact neighborhoods in already developed areas has multiple benefits: it helps reduce global warming; protects farmland, parks, and natural resources; reduces wasteful spending on public infrastructure; and promotes health and equity.

Many cities are already working on developing vibrant centers by attracting more retail businesses, increasing housing, and obtaining better transit service. Projects exist throughout the region, including transit station areas in Forest Grove, the Beaverton Round, the Lents area, Tigard Triangle, and Milwaukie's downtown and future light rail stations. There are limited public and private dollars to help these areas succeed, and new areas added to the UGB will compete directly with these investments.

Focusing on centers will also advance equity if we simultaneously use tools and resources to ensure a mix of housing types and costs, including affordable units and accessible housing for people with disabilities and equitable distribution of parks, trails and natural areas. Metro's Housing Needs Analysis shows that affordable communities will be in regional and town centers. Affordability of these locations must be a top priority.

**4) Invest heavily in bicycle, walking, and transit, and expanding the bi-state regional pedestrian and bicycle trail network, rather than road building. Connect these to investments in affordable housing, parks and natural areas and ensure they benefit communities with the greatest needs.**

The project lists submitted for the RTP are full of road building projects, most of which will increase driving and greenhouse gases in the future, and lead to other negative health and community impacts that undermine regional goals. The principles promoted in the RTP appropriately call attention to the value of neighborhoods with a regular network of local roads that relieves local traffic from arterial streets and provides safe and convenient connections for bicyclists and pedestrians to public transit, schools and other local destinations. However, the proposed RTP projects seem to be directed at major road expenditures.

Prominent examples of how the proposed RTP project list falls short on many of the Making the Greatest Place goals:

- Washington County and cities are proposing over 100 road widening projects, some up to seven lanes, and over 80 new roads and road extensions.
- Over 80% of Clackamas County's budget is spent on road expansions, including over 60% for projects that widen roads to add vehicle lanes.
- 100% of Happy Valley's proposed budget is for new roads and road widening, with no funds allocated specifically to creating an integrated bicycle and pedestrian network, better functioning of the existing road system, or access to transit.

- The City of Portland and Port of Portland have proposed a new bridge to West Hayden Island, which will lead to additional global warming pollution and destroy one of the largest and most important unprotected natural areas in the region. The Portland City Council recently reaffirmed that the need for this bridge is contingent upon the outcome of the ongoing West Hayden Island Planning Process. We question why a bridge, the need for which is uncertain at this time, remains in the RTP, displacing other important projects.
- And as we have discussed extensively in other contexts, ODOT has already allocated tens of millions to plan the Columbia River Crossing, a multi-billion dollar boondoggle that will lead to many of the problems the region is working to avoid: sprawl development, increased driving, global warming pollution, and poor air quality. It will also create pressure to expand I-5 in other locations, and ODOT has already proposed both at the Rose Quarter and further south on I-5, exacerbating the negative impacts.

These expensive road projects also hinder our ability to make lower cost investments that would more effectively provide transportation choices and meet regional goals. Dozens of bike and pedestrian improvements or smaller transit access projects could be budgeted for funding in place of just one expansion.

Most road building projects should be removed from the RTP and replaced with large investments in bicycle, walking, and transit, and connect them to investments in affordable housing, parks and greenspaces. The only road projects that should remain in the RTP are ones that increase street connectivity, completeness, or efficiency, while integrating green streets measures to the greatest extent possible. These changes would support MGP outcomes for vibrant communities, safe and reliable transportation choices, leadership on climate change; and clean air and water.

In order to achieve this, Metro should create a system to encourage or require jurisdictions to remove outdated projects from lists, allowing more projects that meet regional goals to be included. Metro should build on the evaluation methods used in the MTIP to create a process in the RTP and other MGP decisions that are truly accountable to the outcomes. Furthermore, the RTP should put a premium on making connective transit more competitive with auto travel.

#### **6) Invest in green solutions to water quality, flood reduction, and support healthy ecosystems and watersheds.**

CLF member, Urban Greenspaces Institute, has submitted detailed comments regarding Climate Change and Ecosystem related issues. We support and stand behind these recommendations.

#### **7) Make affordable housing an integral component of Making the Greatest Places**

Some of the big-picture questions that arise around equity include how to avoid the future displacement of low-income and culturally diverse populations as land values continue to increase, and how to prevent the negative impacts when displacement occurs. These issues have arisen both for low-income populations in central city communities and for those living in manufactured homes.

The Coalition for a Livable Future's *Equity Atlas* substantiates that people have been priced out of Portland's urban core and settled into the outer areas of the region. Yet, transportation costs in these

areas are higher now and projected to rise in the future. Without adequate planning for affordable housing, linked to transportation, these communities could languish in increasing isolation, with growing housing and transportation cost burdens.

Metro must assert itself by demanding of jurisdictions combined planning for permanent affordable housing and equitable, affordable transportation choices, particularly in centers and corridors targeted for future development. Jurisdictions that integrate permanent affordability measures in their infill and redevelopment efforts and transportation projects that show linkage to affordable housing should be prioritized. Those projects that do not address affordability should be revised.

We do not support the claim that expanding the UGB is necessary to increase the stock of affordable housing. The Urban Growth Report documents that over 95% of the residential construction permits have gone to areas inside the original 1979 UGB. Furthermore, the Urban Growth Report found that the price of new homes in UGB growth areas has averaged \$100,000 more than inside the preexisting UGB.<sup>1</sup> Metro should require specific levels of affordability as part of the Intergovernmental Agreement establishing urban reserves.

**7) Target technical assistance and other Metro resources to support infill, redevelopment and job creation efforts that are consistent with MGP outcomes in local jurisdictions where these efforts benefit low-income and other historically disadvantaged communities.**

Metro should evaluate where concentrations of low-income and other historically disadvantaged populations are located in the region (where they exceed the region's average) and prioritize support for these jurisdictions. The Nature in the Neighborhood Grant Program is a great example of where Metro is already doing this and should be a model for how Metro allocates other resources where appropriate.

Supporting a strong and diverse workforce is a key aspect of ensuring equity in our regional planning efforts. Metro should expand its minority, women and emerging small business (MWESB) program as well as provide tools and technical assistance to local jurisdictions to support them in expanding workforce diversity. For example, Metro should require all contractors responding to Metro RFPs to explain how they will recruit and consider a diverse workforce for employment. In addition, Metro should establish measurable workforce targets for specific populations as a key element of protecting and creating good jobs for the people who live here now, and those who will come, and provide tools to help jurisdictions achieve the targets

**8) Convene key players to develop new revenue and investment strategies**

Stimulating investment to realize the Making the Greatest Place plan is a critical element of our success. We urge you to identify new opportunities for revenue sharing, possibly at a more localized scale than the entire region, and incubate the appropriate partnerships to pilot this important strategy for advancing equity while also realizing other MGP goals. Additionally, we urge you to explore new financing and investment mechanisms and strategies, including the possibility of an infrastructure initiative, to help finance full realization of MGP and the 2040 vision.

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<sup>1</sup> Median sale price of new construction was \$262,000 in areas within the UGB in 1997, and \$367,500 in Post-1997 UGB Expansion Areas. Draft Urban Growth Report (released September 15, 2009), page 112.



**9) Develop strong accountability mechanisms with consequences as well as rewards.**

Metro has struggled to ensure that its local jurisdiction partners demonstrate how the projects and plans they propose help actualize Region 2040. Possible mechanisms include performance measurement tracked through an annual audit, or use of criteria to evaluate projects, like those used in the Nature in the Neighborhoods Capital Grants Program and the Metropolitan Transportation Improvement Program. Furthermore, Metro should facilitate an agreement between jurisdiction partners to encourage adaptive management.

Metro should also strengthen accountability and adaptability by establishing key committees that align with the six Making the Greatest Places goals and the soon-to-be-established performance based outcomes. Leaders that make up MPAC, JPACT, and their associated technical advisory committees cannot be charged with policing themselves.

For example, Metro should re-establish a natural resource committee that provides advice from natural resource professionals. Formerly, the Water Resources Advisory Committee and Greenspaces Policy Advisory Committee provided such advice to Metro Council and staff. Metro should bring federal, state and private representatives with expertise in natural resource issues together to form a formal advisory committee. Similarly, Metro should establish equity, climate change, and economic vitality committees.

Metro has historically maintained a strong focus on the “place-based” elements of a creating a “sustainable and prosperous” region—primarily through a geographic and jurisdictional lens. As we have discussed throughout this document, we strongly recommend that Metro bring that same level of focus, prioritization, and capacity to issues concerning historically disadvantaged populations regardless of their location within the region—meaning that low income individuals, people with disabilities, culturally specific communities, seniors, and other groups. are considered and have equal footing as the jurisdictions within which they live.

The Coalition for a Livable Future wishes to be a full partner with Metro, local jurisdictions, and metro area residents to ensure the upcoming decisions result in a healthy, prosperous region now and in the future. We urge you to take the next big step forward toward realizing 2040 and strengthening the region’s work together to achieve this vision.

Sincerely,

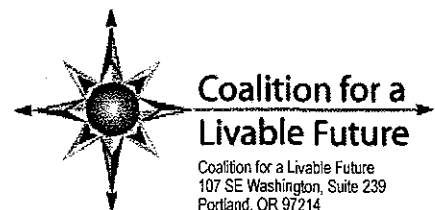
Handwritten signatures of Ron Carley and Jill Fuglister. The signature on the left is Ron Carley's, and the signature on the right is Jill Fuglister's.

Ron Carley and Jill Fuglister  
Co-Directors, Coalition for a Livable Future

Cc: Reserves Steering Committee  
JPACT  
MPAC  
greatestplace@oregonmetro.gov

# *Shift the Balance on Transportation:*

## *Coalition for a Livable Future's Analysis of the 2035 Regional Transportation Plan Update*



# Introduction

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**T**he transportation system impacts our ability to get to the places we need and want to go and travel in ways that support our health and well-being. Yet over the last 50 years, we have invested primarily in one mode of travel – the car – leading to limited choices in how we travel. This unbalanced investment strategy has negatively affected our towns, the environment, and public health, particularly in low income communities and communities of color. It has also contributed to the climate crisis, as roughly 40% of global warming pollution comes from driving.

**C**oalition for a Livable Future believes we need to shift the balance in transportation spending in order to create a healthier, more prosperous and sustainable region for everyone. Rather than focus on cars, the transportation system should instead focus on supporting people and communities. Our transportation system should benefit communities equitably to ensure that all communities have high-quality access to work, school, shopping and recreation. It should also support vibrant public spaces; address the climate crisis; support public health; and protect our farms, forests, and natural resources.

**T**o create a more balanced transportation system, we must invest heavily in transit, bike lanes, sidewalks, and trails to give people more choices in how they travel and create opportunities for healthy living and active lifestyles. Increased safety and reduced noise should be high priorities. Jobs, public spaces, parks, and affordable housing should be in proximity to each other and close to transit to ensure that people of all incomes and abilities are able to get to work, access healthy food, and reach their destinations reliably and affordably. Road planning should prioritize an interconnected system of complete streets that give people choices in how they travel rather than a system that funnels cars into oversized roadways that are bound to become congested and create toxic air hot spots.

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# 1. Executive Summary

The Regional Transportation Plan (RTP) guides how the Portland metropolitan area will invest \$14-20 Billion in transportation projects over the next 25 years. The decisions Metro and its city and county partners make through the RTP will have a major impact on how the region grows and whether it thrives.

Metro's RTP goals include addressing the climate crisis, creating opportunities for healthy and active living, ensuring people travel safely, and addressing equity and environmental justice, and protecting the environment. These goals are a positive step. However, the list of projects submitted by jurisdictions for the RTP does not appear to meet Metro's goals, and there is no system of accountability to ensure that the final list of approved projects will meet the goals.

The RTP overinvests in road expansions, leaving little funding for lower cost projects that better support the RTP goals, including bike lanes, sidewalks, trails, transit, and programs for making the transportation work more efficiently.

The current plan increases global warming pollution. The transportation system needs to address the climate crisis, as roughly 40% of global warming pollution in Oregon comes from driving. This result is unacceptable. We need an RTP that creates transportation choices for people and reduces the amount people need to drive.

Three quarters of all road funding is for expansions to the existing system for vehicles, and even without the Columbia River Crossing, whose size dwarfs all other investments, two thirds of all road funding is for expansions. *This massive road expansion plan will undermine Metro's goals because they increase global warming pollution, add traffic, encourage low-density development, increase air toxics, and discourage walking and biking.*

We must invest much more in transit, bike lanes, sidewalks and trails to give people choices in how they travel, reduce pollution and create opportunities for healthy and active living. Road investment should focus on filling in gaps in street networks so that traffic is more evenly dispersed, and completing existing streets to give people choices in how they travel.

The region should invest in projects that increase safety and dramatically reduce the number of traffic fatalities in our communities.

Jobs, public spaces, parks, and affordable housing should be near each other and close to transit, so people of all incomes and abilities would be able to get to work, access healthy food, and reach their destinations reliably and affordably.

Equity is invisible in the process. Metro should require more information on whether the projects and the system they create advance equity. Our transportation system should increase opportunities for all communities through improvements in transportation, job training and accessibility, and a greater degree of equality in our region.

The Columbia River Crossing megabridge project should not be in the RTP. The CRC is a massive freeway bridge/ interchange building effort that will increase driving, exacerbate the climate crisis, and worsen air quality in neighborhoods near I-5 and I-205. The CRC would exacerbate current bottlenecks at the junction of I-5 and I-405 and I-5 at the Rose Quarter, leading to gridlock in the heart of Portland and forcing the consideration of additional freeway expansions. The financial cost of the CRC is so high it diverts a massive amount of our limited transportation resources with huge negative impacts and without providing benefits that come close to its cost.

## 2. Policy and Practice in the Regional Transportation Plan

The overarching question asked by this report is how well the set of projects being proposed for the 2035 Regional Transportation Plan (RTP) Update moves us toward a more balanced transportation system for a healthier, greener, and more prosperous future.

The RTP guides how the Portland metropolitan area will invest an estimated \$14-20 Billion in transportation projects over the next 25 years. The decisions made Metro and the jurisdictions in the region (Clackamas, Multnomah and Washington Counties, the 26 cities in these three counties, Oregon Department of Transportation (ODOT), the Port of Portland, TriMet and SMART) will have a major impact on how the region grows and whether it thrives socially, economically, and environmentally.

Coalition for a Livable Future has been involved in Metro's 2035 RTP update since the beginning of the process, helping Metro refine the policy framework that is supposed to guide decisions about which transportation projects are built.

The goals that make up this new policy framework go a long way toward meeting Coalition for a Livable Future's vision for the region. The goals are grounded in Metro's intention to address climate change, create affordable housing near public transportation, create opportunities for healthy and active living, address equity and environmental justice, and protect the environment (see figure 1). They were also used to create performance targets that will measure how the region is succeeding.

While the goals are laudable, goals do not make up the transportation system; projects

do. Coalition for a Livable Future is concerned because the list of projects submitted by jurisdictions does not appear to match the goals, and we see little accountability to ensure that the projects that make up the regional transportation system reflect the values of the region.

This report begins to address the disconnect between policy and practice. It evaluates how effectively the proposed RTP projects support Metro's vision for a smarter, fairer, more environmentally sound transportation system.

### ***Goals of Transportation System***

as adopted by Metro

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

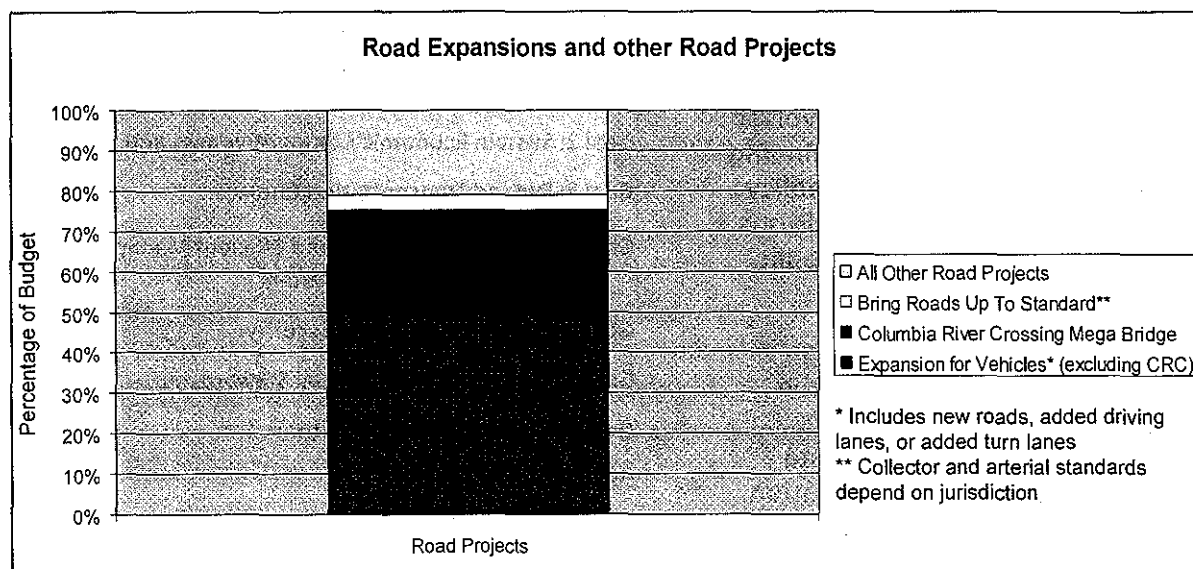
### 3. Key Findings and Recommendations

- The goals of the RTP are strong and appropriately focus on ensuring that the transportation system fosters health, equity, and the environment. However, the list of projects is poorly linked to the goals, making it impossible to tell whether individual projects reflect best efforts to achieve the goals.

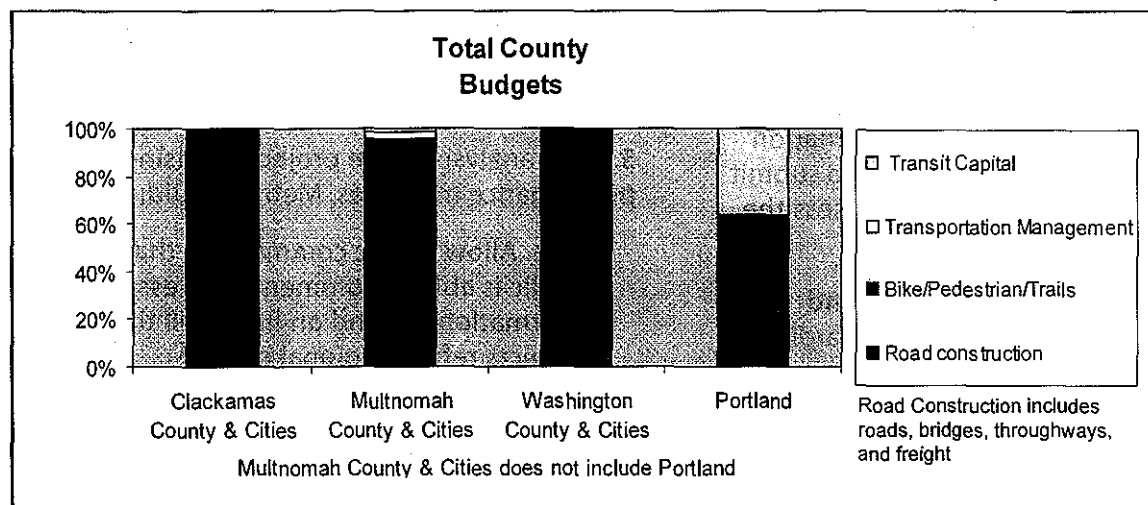
- Projects that are inconsistent with adopted regional goals remain on RTP project lists, reflecting a lack of accountability to regional goals.

- o Three quarters of all road projects expand the roadway for cars. Even without the Columbia River Crossing, whose size dwarfs all other investments, two thirds of all road projects are expansions.

- o Road expansions appear prominently on several jurisdiction project lists, even though most of these types of projects lead to additional traffic, poor land use patterns, increased air toxics, global warming pollution, and inequitable investment. Road investment should instead focus on filling in gaps in street networks so that traffic is more evenly dispersed, and completing existing streets to give people choices in how they travel. These investments also fail to address the transportation needs of underserved communities, especially individuals and families who do not own cars.

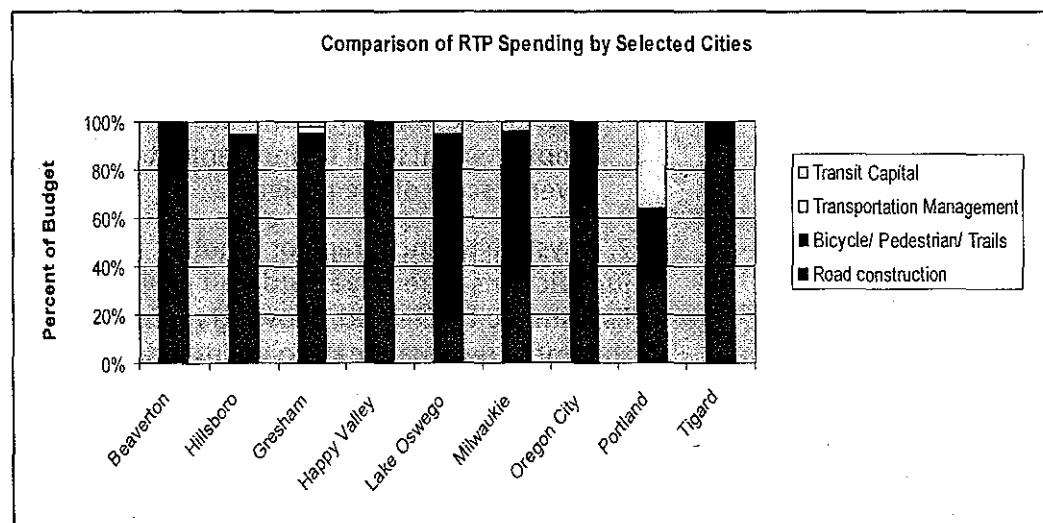


o Local plans (Local Transportation System Plans, or TSPs) have not been updated to reflect the new policy goals, and some positive changes will likely occur as new local plans are adopted. However, the disconnect between goals and projects reflects a larger issue than the time lag between the RTP update and TSP updates. Instead, we believe jurisdictions are not equally and fully supportive of choosing transportation investments that support regional goals and a multimodal transportation system. The current goals do not reflect a sea-change in values, as the region has long supported development of thriving neighborhoods and a focus on centers and corridors.



- The proposed system – that is, the overall list of projects – will not reduce global warming pollution. In 2008, Metro analyzed several scenarios to assess the relative effectiveness of different tools and investment strategies. The various scenarios compared heavy investment in transit, street connectivity, throughways, and programs and technology for managing the system to increase efficiency (including congestion pricing). While investment in transit slowed growth of greenhouse gas emissions compared to the other scenarios, none of the scenarios led to an overall decrease in global warming pollution.

- Equity is especially absent from the list of projects. It is impossible to tell whether, and to what extent, investments will benefit historically underserved and disenfranchised communities whose transportation needs are greatest. It is imperative that more money must be focused on these communities to address disparities in service so that all communities benefit from the transportation system.





## **Key Recommendations**

1. Additional information on each of the projects and how they support the RTP goals should be required for a meaningful and transparent public process and to support the designation of good projects. The information that Metro requires local jurisdictions to submit with their lists is inadequate to truly assess the projects.

Project descriptions are one line long and usually give little to no information regarding how the projects serve community and regional needs. Two particularly uninformative descriptions provide no information on project location, simply reading: "Address safety and congestion issues; miscellaneous locations."

2. Metro should evaluate projects based on RTP goals, using evaluations to prioritize funding, as was done to evaluate Regional Flexible Fund Projects in the MTIP<sup>1</sup>. While no process is imperfect, the MTIP process provides a starting point for assessment of issues including how investments support low income, seniors, and people with disabilities, impact transit ridership, address gaps in multi-modal, mixed-use areas, and reduce global warming pollution.

3. Jurisdictions should be provided sufficient time and tools to adequately assess how their lists reflect the new framework.

4. Metro has a strong history of using citizen committees to guide and inform policy decisions. While there were some opportunities for citizens to influence the RTP, the RTP begs for a more thoughtful and sustained citizen involvement process for such a complex and important resource allocation.

In particular, JPACT and possibly MPAC should convene subcommittees on equity and global warming, as these are identified as high priority goals within the RTP framework.

5. After analysis of the project list using the performance measures, Metro should:

a. Allow public comment so that the public is able to comment with essential information in hand on how well the projects reflect regional goals.

b. Allow time and tools for jurisdictions to change their project lists to address issues that arise in performance evaluations.

6. A general financial break-down should be required of projects serving more than one mode in order to determine the scope and scale of investments in different modes – bike, pedestrian, transit or auto – on any given project.

a. The community should be skeptical of projects that mention bike, pedestrian, and transit access improvements in project descriptions without more detailed information on the breakdown of project costs. The regional culture has taught jurisdictions that mentioning alternative modes in a project is likely to be viewed favorably even though the actual investment in non-auto-focused improvements will be incidental to the overall scale of the project.

7. A system to encourage or require jurisdictions to remove outdated projects from lists should be created, allowing more projects that meet regional goals to be included.

<sup>1</sup> The evaluation process is available in the Solicitation Packet for the 2010-2013 Regional Flexible Fund Projects in the Metropolitan Transportation Improvement Program (MTIP), at Metro's website under Regional Flexible Funding. [www.metro-region.org](http://www.metro-region.org).

8. We appreciate Metro's work in developing performance measures, as evaluation of the regional system will yield important information on the overall performance of the system. However, these measures should be used not only to assess the entire system, but also to assess the impact of various projects on system performance. While the performance measures may not be sensitive enough to assess finely grained areas, we hope they can be used and further refined to analyze the impact of project choices.

9. Metro has frequently demonstrated the importance of an integrated approach to land use, transportation, housing affordability, and employment strategies, and has indicated the connection between land use and transportation planning by incorporating both Urban and Rural Reserves and the RTP into the Making the Greatest Place process. However, it is not enough to merely present these efforts under the Making the Greatest Place umbrella—there needs to be a demonstrable integration of the various decisions within each of the facets of this effort. Metro should analyze how proposed transportation investments will impact land use in the UGB and in proposed Urban and Rural Reserves.

10. In order to understand the full picture of transportation investments, analyze all investments together, not just those included in the RTP. Maintenance and operations are not included in the RTP, which lead to an incomplete picture of the system. Without seeing road maintenance, it is impossible to determine whether investments equitably serve all communities. The omission of operations is particularly problematic in the case of TriMet, as operations constitute over half of TriMet's budget.

## 4. Methodology

Given the lack of detail provided by local jurisdictions about the projects they are submitting –and no information on how they relate to the region’s adopted RTP goals – it is impossible to fully assess the project list. In doing our analysis, we the project list in three ways:

1. We reviewed the most expensive projects and other projects we believed might either expand non-auto transportation choices or lead to negative impacts. We chose a subset of projects for further review rather than the entire list due to the limited information available and the resources that would be required to fully review the more than 1,000 projects submitted for the RTP.

2. We explored the level of investment in car-focused road building versus expanding transportation choice. To this end, we outlined the number of and percent of funding for road building, bicycle/pedestrian, management, and transit capital projects.

In reviewing projects, we were cognizant that many projects mention improvements to the bicycle and pedestrian network but are primarily road projects that also include minimal or legally required bicycle and pedestrian improvements. Inclusion of bicycle and pedestrian elements in descriptions may indicate merely that mentioning alternative modes in a project is likely to be viewed favorably although the actual investment may be incidental to the overall scale of the project.

3. We tapped the wisdom and expertise of people throughout the region who have in-depth knowledge about specific projects, transportation planning in our region, and their respective communities. We asked them to provide their perspective on how well the project lists support the 2035 RTP goals, and got their take on the projects they know well.

Our evaluation of projects is not exhaustive. Many projects, both excellent and concerning, were not included in our analysis, and we hope that our start will lead to further analysis.

# 5. Local Project Evaluation List

## Washington County

Total Projects – 85

Total Cost – \$1.6 Billion



- Adds 40,000 feet of sidewalks in station communities and a regional center, improving the environment for walking and decreasing the need to drive to essential destinations.
- Includes projects that improve road connectivity, making the existing road network work better without expanding it. For example, the 173rd/174th Undercrossing Improvement (\$58.6 million, Project # 10547) from Cornell Rd to Bronson Rd would create a three-lane under crossing of Highway-26 with bike lanes and sidewalks. Although this project is expensive, it improves connections that are currently cut off by the existing highways. However, Washington County does not have this project planned for construction until 2018-2025.
- Pilots an innovative active transport project, the Aloha Bike Blvd Active Transportation Project (\$16 million, #11239). Part of a Metro program to double bicycle commuting in the region in the next ten years, the trail and bike boulevard improvements would extend from the Westside Trail to Brookwood Avenue along collector and local streets throughout the Aloha area. This project is an example of how less costly pedestrian and bicycle infrastructure improvements can be integrated into the regional transportation system.



- Includes many road widening projects that conflict with regional goals. Projects that exemplify this strategy include the Scholls Ferry Rd Expansion (\$19.7 million, #10596) which would widen Scholls Ferry Rd from Hwy 217 to 121st Avenue to 7 lanes, and the Walker Rd Expansion (\$76 million, #10569 plus 3 new projects not yet assigned an ID), a road widening project to five lanes (up from 2 lanes) along Walker Road, from NW Amberglen Parkway to Highway 217 between Beaverton and Hillsboro. This 5-mile project, listed as four separate segments, costs roughly \$15.2 million per mile.
- Expands roads at or near the Urban Growth Boundary (UGB), which encourages expensive, low-density sprawl development. These road expansions work against the region's land use goals, as they encourage development on the edge of the region<sup>2</sup>, creating pressure to expand the UGB.
- Proposes increasing Urban Reserves by 34,000 acres, leading to low density sprawl development over farm land, increasing commute times, global warming pollution, and leaving less funding to maintain the infrastructure we already have.
- Budgets only 3.5% of its \$1.6 Billion budget for projects primarily focused on bike and pedestrian improvements.
- Uses potentially marginal bike and pedestrian improvements to "dress up" large-scale road building. Although seventy-eight percent of

<sup>2</sup> Litman, Todd "Generated Traffic and Induced Travel," Victoria Transport Policy Institute, 2009. <<http://www.vtpi.org/gentraf.pdf>>

its projects reference bicycle and pedestrian facility improvements, a more detailed analysis of these projects demonstrates that it ties bike and pedestrian improvements to road widening projects, which generally negatively impact biking and walking environments. (see table 1). Over three quarters of the projects mentioning bicycles and pedestrian facilities are road widening projects that will increase capacity for auto travel.

### **Washington County Projects That Include Bicycle and Pedestrian Improvements**

| <b>Project Type</b>                                                   | <b>Number</b> |
|-----------------------------------------------------------------------|---------------|
| <b>Road Widening with Bike/Ped</b>                                    |               |
| Widen to 3 Lanes                                                      | 19            |
| Widen to 4 Lanes                                                      | 1             |
| Widen to 5 Lanes                                                      | 22            |
| Widen to 7 Lanes                                                      | 1             |
| Not Specified                                                         | 2             |
| <b>Total</b>                                                          | <b>45</b>     |
| <b>Road Extension with Bike/Ped</b>                                   | <b>5</b>      |
| <b>Primarily or Exclusively Bike and/or Pedestrian Infrastructure</b> |               |
| Complete gap in bike or pedestrian connection                         | 13            |
| Improve regional trail connectivity                                   | 3             |
| <b>Total</b>                                                          | <b>16</b>     |
| <b>Total</b>                                                          | <b>66</b>     |

### **Hillsboro**

Total Projects - 86

Total Cost - \$307 million



- Submitted several projects that improve access to transit, but unfortunately, the majority of them will not begin until at least 2018-2025. Of these projects, the ones that focus on existing centers rather than development of future regional and transportation centers should be prioritized for more near-term construction.



- General approach to congestion, reliability, and safety issues relies on increased capacity for auto-travel, especially in future regional and town centers.
- Proposes a number of road expansion projects, including projects that extend to the Urban Growth Boundary (UGB). As was discussed with reference to Washington County's list, this strategy creates undesirable pressure to expand the UGB.
- The 185th Ave Expansion (\$10 million, #10835) is a half mile, 7-lane road expansion project that may undermine the success of one of its transit-oriented development projects. When considered with Washington County's 5-lane expansion project along Walker Rd, this project will have lasting land use, environmental and health impacts for the surrounding communities. Expanding these intersecting roads to 5- and 7-lanes effectively severs the surrounding communities of Tanasbourne,

Triple Creek, and Sommerset West-Elmonica South.

With Orenco Station, one of the region's most well known Transit Oriented Developments, less than three miles to the west and the Willow Creek/Southwest 18th Avenue Transit Center 1.2 miles away, a large road expansion fails to meet the needs of this area. 185th Ave. south of Walker Rd is 5-lanes, with mixed residential and employment areas. It is unlikely that this project will provide long-term congestion relief, as the existing bottleneck will likely move further south. It is also unclear how a 7 lane road could possibly serve the land use needs at the 185th Avenue town center.

- Proposes the Tualatin Valley Highway Expansion (\$42 million, #10846) project, which would widen 2.5-miles of SW Tualatin Valley Highway from SW 196th Ave to SW Brookwood Avenue. This project is one of the 50 most expensive projects in the region (42 out of 50) and costs 13.7% of Hillsboro's total project list.

Although this project does not list the number of lanes to be added, it appears to expand the road to 7-lanes. It is categorized as capacity expansion on what is currently 5-lanes, and previous iterations of the project list identified it as a 7-lane road expansion project. This new and vague project description appears to mask an expansion to 7 lanes. It is unlikely that a 7-lane road will either support the RTP goals or its purported purpose of congestion relief. While this project appears later in the 2035 time horizon (estimated construction between 2026-2035), it in effect ties up over 1/7 of Hillsboro's total RTP budget, money that could be spent on supporting much less expensive

projects that improve street connections or access to transit, or build out the bike and pedestrian system.

### **Tualatin**

Total Projects - 36 projects

Total Cost - \$472 Million



- Proposes the 124th Ave Construction (\$82.5 million, #10736), an expensive new roadway project that does not appear to support regional needs. This 5-lane road project from SW Tonquin Rd to SW Tualatin-Sherwood Rd is intended to improve freight mobility and economic development within the area. However, it appears to be an over-sized facility in an undeveloped area, with no connections to nearby communities.

### **Clackamas County**

Total Projects - 50 projects

Total Cost - \$1.1 Billion



- List appears to focus investments in projects that improve streetscapes and access to transportation choices in already-developed neighborhoods, town centers, and employment/industrial areas.
- For example, proposes the West Sunnybrook Road Extension (10019), which will provide

an alternative east/west route to Sunnyside Road within the Clackamas Regional Center and address the needs of Oregon Institute of Technology (OIT), Clackamas Community College, and the Aquatic Park, which are all located at the intersection of SE Harmony Rd and SE 82nd Drive.

Interconnected road networks relieve local traffic from arterial streets and provides safe and convenient connections for bicyclists and pedestrians to public transit, schools and other local destinations. Although we are skeptical of most road building, this project increases road connectivity in an area where current infrastructure will not meet the future site development and expansion plans at OIT.

The initial plan called for a widening of Sunnyside Rd to 5 lanes in addition to the Sunnybrook Road Extension. This expansion would have negatively impacted an already difficult pedestrian environment at the intersection of SE Sunnyside Rd and SE 82nd Drive and removed a grove of mature native Oregon white oak. Clackamas County provided an alternative to this oversized plan, improving the connections within the existing street network while also avoiding unnecessary environmental damage.



- Phases the Sunrise Corridor, a major new freeway project that has been the subject of debate and study for decades. Instead of building a limited access freeway, Clackamas County proposes several local projects that

address specific needs. Several smaller scale projects currently moving forward to address freight mobility and bottlenecks in the Clackamas Industrial Area (roughly SE 130th to I-205 between Highway 212 and SE Lawnfield Rd) are much less expensive and potentially without the negative impacts of the original plan.

While Phase I represents a marked improvement over construction of a new, limited access freeway, these projects still constitute a set of expensive road capacity expansions, and later phases include plans for a new freeway, at a total project cost of over \$1 Billion. See ODOT, page 18, for more information.



- Over 80% of Clackamas County's budget is spent on road expansions, including over 60% for projects that widen roads to add vehicle lanes. Six of the county's road widening projects do not specify the number of lanes to be added, severely limiting the ability to assess the impact of the road widening.
- Only 12 % of the total proposed projects primarily serve bicycles and pedestrians.

## Milwaukie

Total Projects - 18 projects

Total Cost - \$107 Million



- Invests heavily in bicycle and pedestrian infrastructure. Over 60% of Milwaukie's project list supports bicycle and pedestrian infrastructure, including significant investments that improve access to Milwaukie Town Center and planned light rail stations. For example, the Downtown Station Area Streetscaping (\$6.7 Million, #10100), planned for near-term development, adds lighting for pedestrian, street trees, rain gardens, and ADA ramps.
- Roadway investments focus on improving street function rather than expanding roads. Of its three road projects, the only one planned for the near term addresses gaps in the bicycle system, and of the other two, one addresses conflicts between rail and vehicle traffic and the other improves both pedestrian and vehicle flow at an intersection.

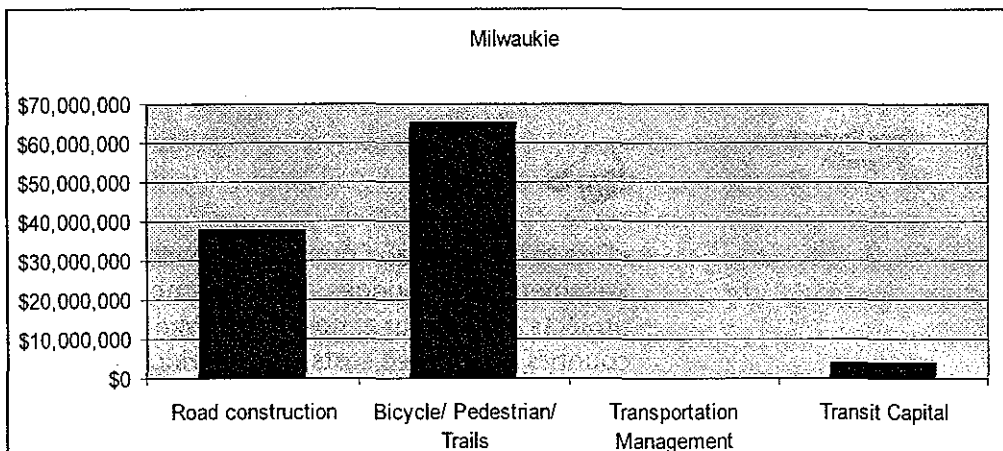
## Happy Valley

Total Projects - 11 projects

Total Cost - \$169 Million



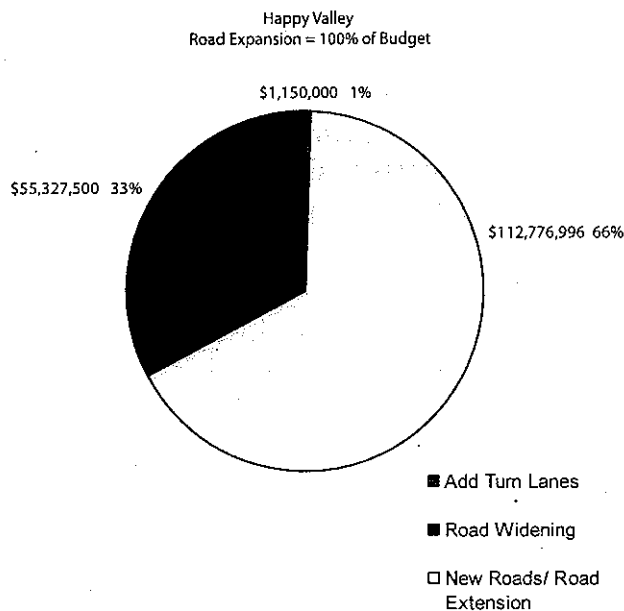
- Proposes new roads that increase connectivity within the Happy Valley Town Center. Neighborhoods with a regular network of local roads are an important component of livable communities. This street fabric is particularly important for emerging communities such as Happy Valley. However, in light of the lack of projects in Happy Valley serving multiple modes (see thumbs down, below), Happy Valley does not appear to be creating a system that supports transit or an integrated network of bicycle and pedestrian connections to these new roads.







- Uses 100% of its funds to increase road capacity for vehicles. Transit, bicycle, and pedestrian infrastructure except on road widening projects and new roads are completely absent from Happy Valley's list. To address transportation needs of all communities and reduce the need to drive to all destinations, Happy Valley should support an integrated transit, bicycle and pedestrian network.



## Multnomah County

Total Projects – 45

Total Cost - \$439 Million



- Includes a project to explicitly integrate housing, transportation, and land use investment strategies. Multnomah County's list includes a project to Locate Efficient Living strategies (\$450,000, #11293). While this is a small investment and there is limited detail in what these programs and strategies are and who will be served by them (e.g. low-income, seniors, people of color, people with disabilities), Multnomah County is the only jurisdiction that has dedicated transportation funding to this type of integrated housing, land use and transportation project.
- Includes two major trail projects: The 40 Mile Loop Trail (\$3.5 Million, #10408), slated for near-term construction, addresses the gaps in the 40-Mile Loop Trail within the Columbia Cascade River District. The Beaver Creek Trail (\$1.4 Million, #10409) project would provide multi-modal access to Mt. Hood Community College. Together these projects are a bargain, totaling just over 1% of Multnomah County's budget.



- Due to Multnomah County's responsibility for Willamette River bridges, a small number of projects account for almost half of Multnomah county's anticipated costs. These bridges provide essential connection between east and west in

our region, but the steep costs of maintaining the bridges limits the County's ability to invest in other projects.

- While a good project, the Beaver Creek Trail (\$ 1.4 million, #10409) is not slated until 2018-2025, and should be moved forward in the County's timeline. Low-cost multi-modal investments that serve underserved communities should be prioritized by Multnomah County, especially given the current lack of multi-modal infrastructure and the rising rates of poverty within East County.

## City of Portland

Total Projects - 193 projects

Total Cost - \$1.57 Billion



- Proposes many bicycle and pedestrian investments and other projects that reduce driving. One hundred of Portland's 193 projects include pedestrian and bicycle improvements; 76 are dedicated entirely to improving pedestrian and bicycle street connections and regional systems.
- Is the only jurisdiction that explicitly addresses pedestrian infrastructure improvements around elementary schools. (School Access Safety Improvements (\$500,000, #11127).
- Pedestrian and bicycle enhancements include projects supporting industrial areas. Lombard Overcrossing at Columbia Slough N. (\$9.8 Million, #10217) and Swan Island Active Transportation

and Mobility Improvements (\$9 Million, #11197) will both improve connections in industrial areas, increasing freight mobility by reducing single occupancy vehicle trips. Both projects improve pedestrian and bicycle access to industrial and employment areas are anticipated to be built in near-term.

The Lombard Overcrossing will add sidewalk and bike lanes to the recently strengthened bridge in an area that has a number of multi-modal deficiencies and gaps. The Swan Island Active Transportation project will improve access and mobility on Swan Island by constructing and improving the bike/pedestrian network in the next several years. It will be integrated into the surrounding communities via the Willamette Greenway Trail and its connecting paths (Waud Bluff Trail, Going to the River) and improve connections to public transit.



- Allocates one third of its project budget (33.9%) to streetcar, which increases transportation options and supports walkable neighborhoods by fostering concentrated development, decreasing people's need to drive. However, it primarily serves the central city, limiting dollars available for other projects in less well served communities. Portland should make street car investments in both outer and inner areas of Portland, ensuring new lines benefit historically disadvantaged communities, in particular the underserved areas of East Portland.

• Includes projects benefiting historically underserved, low-income neighborhoods in East Portland, but does not prioritize them for construction in the next several years. These projects address key pedestrian safety and access issues to regional employment and industrial areas, as well as key network gaps that address physical barriers (e.g. pedestrian highway overcrossings). See Table below.

| A selection of bike, pedestrian and transit projects in Portland east of I-205 slated for 2018 or later |                                                                                |                                                                                                                                                                                                                                           |                     |
|---------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Metro ID                                                                                                | Project                                                                        | Description                                                                                                                                                                                                                               | Cost                |
| 10223                                                                                                   | SE 122nd (at Morrison): Pedestrian Overcrossing                                | Provide an at-grade improved pedestrian crossing on SE 122nd Ave                                                                                                                                                                          | \$1,993,000         |
| 10225                                                                                                   | SE 122nd Ave. (Harold to Raymond): Powellhurst/Gilbert Pedestrian Improvements | Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Raymond Street                                                                                                                                                             | \$2,358,000         |
| 10203                                                                                                   | NE Glisan St (122nd - City Limits): Multi-modal Improvements                   | Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal                                                                                                                                        | \$3,100,241         |
| 10198                                                                                                   | NE/SE 122nd (NE Airport Way to SE Powell Blvd): ITS                            | Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle/ pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system | \$515,703           |
| 10199                                                                                                   | SE 136th Ave. (Division to Foster) Bikeway                                     | From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides                                                              | \$6,090,590         |
|                                                                                                         |                                                                                |                                                                                                                                                                                                                                           |                     |
|                                                                                                         |                                                                                | <b>Total</b>                                                                                                                                                                                                                              | <b>\$14,057,534</b> |



• Continues to include the West Hayden Island Crossing (\$99.3 Million, #10343), a new, four lane bridge to serve a huge industrial area proposed on the largest unprotected wildlife habitat in the Portland region. The Portland City Council removed all language from the East Hayden Island Plan that presumed a West Hayden Island bridge, and a City of Portland task force is presently evaluating whether development and natural resource protection on West Hayden Island are incompatible. This project should be removed from the RTP list until this work is completed and a decision has been made regarding the desirability of creating a marine industrial complex on West Hayden Island. See Port of Portland, page 16, for more information.

## Port of Portland

Total Projects – 26

Total Cost - \$373 Million



- Addresses railway noise in residential neighborhoods of the St. Johns Cathedral Park area. The Cathedral Park Quiet Zone (\$8.2 million, #10375) addresses the rail switching noise related to the Toyota operations at Terminal 4 by improving multiple public rail crossings. This terminal is adjacent to St. Johns and Cathedral Park neighborhoods, including both single and multi-family residential areas. Juxtapositions of industrial and residential land uses create a number of noise conflicts in the community. In maintaining the functionality of the industrial and employment area while also addressing the livability of these neighborhoods, this project recognizes the important relationship between transportation and land use systems.



- Proposes the Transportation Demand Management project (#10380) to reduce driving through a variety of trip-reduction programs in the airport area, but allocates no funding to support it.



- Proposes a new 4-lane bridge to West Hayden Island (\$99.3 Million, #10343), one of the largest unprotected habitats left in the metro area. The Port of Portland has not justified destroying the ecological value of West Hayden Island and expending almost \$100 Million in bridge construction costs alone to build a marine industrial facility. Protecting West Hayden Island as a natural area would create outstanding recreational opportunities to enjoy nature in North Portland, leading to one of the region's premier natural areas. See Portland, page 15, for more information.

- Proposes two very expensive projects that raise serious concerns about whether other solutions could better address regional needs: a \$92 Million grade separation at 82nd Ave and Airport Way and a \$59 Million project to construct braided ramps between the I-205 interchange and Mt. Hood interchange.

## TriMet

Total Projects – 25

Total Cost - \$ 2.85 Billion



- As the region's public transit provider, TriMet goes a long way in helping shift the balance in our transportation system. TriMet's project list

supports number of integrated transportation systems that serve regional and town centers and neighborhoods, and includes significant investments to protect the investments the region has already made.

- With the exception of the past year, ridership has increased steadily over the last 20 years, reflecting TriMet's success in expanding convenient transportation choices.

- Although not obvious on its RTP project list, TriMet has implemented multiple practices that support Disadvantaged Business Enterprises and expand opportunity for minority and women-owned firms and workers in construction contracts. TriMet's commitment to supporting a strong and diverse workforce benefits our region and is a key aspect of ensuring equity in regional planning efforts.



- Although TriMet has cut service during the recession over the past several months (see thumbs down, below), it utilized money saving strategies including an 8% expense cut to reduce the impact of the funding reduction and cuts have been small compared to other metropolitan areas.

- While light rail is an important part of our transit system – it increases transportation choices, fosters development in areas well-served by transit, and brings funds to the region – TriMet's aggressive focus on light rail leads to tradeoffs that result in diminished bus service. Maintaining and improving bus service is essential to an integrated transit network and serves many communities not served by light rail. (See also

thumbs down, below).

- It is unclear whether all new light rail alignments will lead to positive development patterns, one of the primary advantages of rail. Multiple lines built so far, including the new Green Line along I-205, have been placed next to freeways. Although it is significantly cheaper to build where right of way already exists and building next to freeways avoids many community impacts, it also leads to rail lines where development is undesirable due to poor air quality and noise.

- While TriMet serves destinations across the region, it appears to fall short of achieving high quality service to multiple destinations within the region. Expanding the focus of service to a greater extent beyond downtown Portland would help bring our transit system to a higher level.



- TriMet's policies do not support maintaining adequate operating dollars for bus service.

- o TriMet's practice of using operating dollars to support capital projects decreases the amount available for operations. Bus service is funded primarily from operating dollars, and the recent cuts on bus lines and bus service during the current budget shortfalls demonstrate the problems with inadequate bus operating funding.

- o Funding cuts affect buses more deeply than light rail. TriMet should implement a policy regarding how operating dollars, including payroll tax increases, are allocated between bus service and light rail.

- Proposes increases in park and ride capacity around the region (\$20 Million, #10988). These funds would be better used for TOD, bus stop access including shelters and sidewalks, or other strategies that minimize the need to drive. Park and Ride lots do not contribute enough to ridership to justify their cost, and TriMet has successfully fostered strong transit usage with fewer park and ride spaces than other regions.

## Oregon Department of Transportation

Total Projects – 34

Total Cost - \$ 4.54 Billion (\$1.56 Billion excluding Columbia River Crossing)



- The Sunrise Corridor plan was to build a new limited access freeway onto I-205 to attempt to address congestion and to serve industrial uses and the anticipated growth in the Damascus Town Center. Instead, the project has been phased, with a \$130 million total cost for Phase I, roughly one tenth of the total \$1.3-1.6 billion project estimate. It remains to be seen whether the road expansions in Phase I will address the congestion issues or succumb to the issues common to increased capacity. We are also very concerned about the size, impacts, and cost of later phases of this project. See Clackamas County, page 10, for more information.

- ODOT faces at least two key challenges in improving its project list:

1. ODOT does not have sufficient multi-modal funding for bicycle or pedestrian improvements on its facilities. While these

types of facilities may not be realistic strategies on major freeways, urban highways within ODOT's jurisdiction could support and benefit from a systematic integration into surrounding neighborhoods and alternative transportation systems.

2. As a result of the legislative earmarking in the Jobs and Transportation Act (2009), ODOT was required to allocate a significant portion of its budget to five "modernization" projects, leaving ODOT with more limited discretion to include road preservation and bridge projects. Not including the Columbia River Crossing, almost 9% of ODOT's RTP budget (\$139 million) are legislative earmarks. An example of one such project is the expensive interchange on US Highway 26 at Shute Rd (\$45 Million, #11178), which is not among the region's greatest needs.



- ODOT's project list reflects a continued freeway expansion approach to transportation. ODOT's approach to addressing freeway issues based on an increased capacity model is problematic. This strategy increases driving, does not support an integrated, multi-modal regional transportation system, and disregards the land use and community development impacts that highway expansions have on neighboring communities.

- Pushes the multi-billion dollar Columbia River Crossing (\$2.98 Billion for roadway, #10893) project, a massive freeway bridge/interchange rebuilding effort. This project would increase driving, exacerbate the climate crisis, and worsen air quality in neighborhoods near I-5

and I-205. The financial cost of this project is so high it diverts a massive amount of our limited transportation resources with huge negative impacts and without providing benefits that come close to its cost.

- The Columbia River Crossing would also exacerbate current bottlenecks at the junction of I-5 and I-405 and I-5 at the Rose Quarter, forcing the consideration of additional freeway expansions in the heart of Portland. In fact, ODOT has proposed \$116 million in funding for I-5 at the Rose Quarter/Lloyd District (\$86 Million for construction plus \$30 Million for right of way, #11176 and 10867), which likely involves expanding the freeway.
- ODOT has also proposed other large and expensive freeway projects, including freeway widening on OR 217 (\$37.7 Million, #11122) as well as a massive project on I-5 south of Portland (\$220 Million, #11304), which may also be a freeway expansion.
- Abdicates its responsibility for urban highways, hampering opportunities to create streets with bicycle and pedestrian facilities suitable for mixed use development along corridors, which is key to achieving land use goals. While ODOT's limited funding may make it impossible to fully address the issues on all of its facilities, its focus on expensive freeway expansions and its decision to force local jurisdictions to take them – or to leave them unaddressed – is not a responsible solution to this issue. Examples of these "orphan highways" include Highway 26 (Powell Blvd) through Portland and Gresham and McLoughlin Blvd. through Portland and areas of Clackamas County.



Date 10/15 2009

## Comment Form

Hale, Katelyn

(Please print)

Name (required)

KATELYN HALE

Affiliation (if any)

Address (required)

1305 SE MADISON ST. PORTLAND, OR. 97214

E-mail (optional)

khale@clark.edu

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

Thank you for considering my following comments! In the early 70's Francis C. Turner was the Administrator-in-Chief of the Federal Highway Administration. During his term, he wrote "no one can imagine the ordinary, everyday lives of our cities without highways... They are simply irreplaceable—because there is nothing with which to replace them." In a related publication, the Highway Users Federation stated, "Road and street improvements are needed to increase their efficiency & convenience. The backbone of total transportation is highways [because] they safeguard the precious freedom of mobility which means so much to a better life for all Americans."

As quoted in the magazine Highway Review, 1971.

The issue of mobility is crucial from a North American cultural perspective, when talking about transportation. However, I ~~don't~~ believe that expanding roads (& highways) is not the way to improve <sup>our</sup> transportation system in the Metro area, and I have some quick points to explain.

→ Mobility & Access: Transportation equity depends on not just mobility—ability to move oneself around—but also access—ones ability to be mobile. If ~~the~~ <sup>three</sup> quarters of all road projects are expansions in the RTP, those projects must ~~use~~ <sup>allocate</sup> funding and physical space for those without cars or who choose to not use them. Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.

As you can see in the countless <sup>traffic-</sup>clogged large roads throughout the world—even the largest!—~~expanding roads~~ heavy investment in the expansion of roads doesn't always result in improved mobility.



→ Space & place: There has been an impressive amount of social research put into the issue of "space" & how it becomes "place". French theorist Marc Augé defined <sup>physical</sup> place as space that is "relational, historical, & concerned with identity" (Nonplace, 77). <sup>place</sup> ~~It~~ is given meaning, whereas space isn't.

However, ~~the~~ Augé also talks about "non-place", which cannot be given meaning: it is often space that is traveled through, but not given any thought. Perfect example: an airport lounge. My perfect example: ~~an~~ highway with large walls, or huge roads meant to be traveled through, not places to arrive at. Please note the greatest place by not putting as much thought, money, & social & material investment into road expansions!

→ Climate change: I'm no scientist. BUT we know that our climate is changing, right now, and engineers, planners, & decision-makers like yourselves must take your responsibility seriously to plan our city in the best way possible.

→ Livability v. mobility: Lastly, ~~in~~ in the time of Turner & his cohort ~~the~~, livability was greatly trumped by their modern, Robert-Moses-inspired, car-centric mobility plans. We know ~~it~~ otherwise now!

Incorporate Livability into mobility, wind them together & plan wisely for our city's future.

Thank you for reading.

Sincerely,

Kartelyn Hale

805-953-9662

THINK TWICE (THRICE, EVEN!)  
ABOUT SUCH ROAD  
EXPANSION. THINK OF  
OUR FAVORITE PLACES!

I recently graduated from Lewis & Clark College, with a degree in Sociology/Anthropology & Hispanic Studies, and wrote ~~my~~ <sup>the</sup> ~~regional~~ <sup>Spanish</sup> ~~transportation~~ <sup>implications of</sup> ~~Plan I~~ <sup>Comment Book</sup> ~~on~~ <sup>of</sup> urban interstate highway projects, such as the Mt. Hood Freeway. ~~From~~ <sup>the</sup> that research I collected the previous notes.



## Comment Form

Harvey, Larry (South  
Metro Business Alliance)

(Please print)

Name (required)

LARRY HARVEY

Affiliation (if any)

SOUTH METRO BUSINESS ALLIANCE

Address (required)

8600 SW ST. HELENS DR WILSONVILLE OR

E-mail (optional)

harvey@pacwestcom.com

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

IN SUPPORT OF DRAFT RTP

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**



## Testimony of Larry Harvey on Making the Greatest Place and the Regional Transportation Plan

Good evening President Bragdon and Members of the Council. My name is Larry Harvey and I am here tonight on behalf of the South Metro Business Alliance. In the interest of time, I will not provide extensive details about the history of the South Metro Business Alliance. However, I will simply state it is an organization formed this year through the efforts of several businesses in the Tualatin, Sherwood and Wilsonville area. The focus of the organization is transportation and the concerns about the lack of progress in addressing some of those concerns in our part of the region are extremely high.

Tonight I am here to offer the support of the South Metro Business Alliance for the DRAFT Regional Transportation Plan found in your Making the Greatest Place document. The past two years of history regarding the I-5/Hwy 99 Connector Task Force is well known to you all. Perhaps it is not as well known as the past 20 years of history regarding the transportation concerns in this same area, but it is exemplary of the lack of conclusive action and the frustration that has created.

When there Policy Steering Committee was not able to achieve consensus on the Connector, the hopes that many businesses had for getting some relief from the traffic congestion in the Tualatin, Sherwood and Wilsonville communities were definitely dampened. However, the South Metro Business Alliance was then formed and hope began to come back into the lives of some of the area's business leaders, such as those who own and manage Sysco Foods, Subway of Oregon, Rasmussen Mercedes, Tonkin Nissan of Wilsonville, Milgard Windows and many more. But, our frustration has been rekindled lately as the result of some who apparently are not able to collaborate.

The fact is, solutions to the evolving and growing transportation needs in the south metro area need attention. The problems need attention from elected leaders such as the Council and the business owners from our area want to work with you and depend on you for answers. The communities in the south part of this region have outgrown the regional transportation plan that you currently have for our area, and rightly so, since it has been years since it was last amended. And now we have an opportunity to bring it up to date.

The DRAFT proposal for the Regional Transportation Plan that contained in the Greatest Place recommendations is the best plan to date. It is not a perfect plan but, at this point, no one is bringing forth a better plan. There are some concerns but there have been tremendous efforts made in the last six months to address those concerns. But no progress has been made because we seem to be stuck in a syndrome often called the "wrong rock" syndrome. Every time a new rock is brought to the table for consideration, it is still the wrong rock and we are asked to bring a different rock. At this point, quite frankly, we do not even know what the right rock would look like. So, we are now faced with a choice.

Collaboration and concessions have not worked. Further, the health and safety of our communities are at stake. It will be almost impossible to protect the jobs inside the Urban Growth Boundary in our area, as recommended by Metro's Chief Operating Officer, if we do not begin to immediately address the transportation challenges in our cities. As Michael Jordan reminded many of us just this morning, the private sector pays for nearly 75 percent of the infrastructure in our communities today. We need to be assured our money is being well spent and meeting the transportation challenges in our area is essential in providing that assurance.

From a public safety perspective, it is well known that having access to community assets is essential for protecting both lives and property. As representatives from Tualatin Valley Fire and Rescue have constantly reminded us throughout the public meetings on this topic, the ability to move emergency equipment and personnel in our community is critical. At this point, it would be impossible to move anything through the City of Tualatin quickly at 3:00 pm on any week day. The thought of needing a quick response to a local disaster in our area of the region is frightening. This problem needs to be addressed.

In closing, I will simply share with you something stated to me recently by one of our local leaders, Mayor Craig Dirksen of Tigard, who is also a member of the JPACT committee. He simply reminded me that there is a reason we govern ourselves by a majority rather than by consensus. This is one of those situations where we are asking you to simply exercise your best judgment and govern by a majority. This would be in the best interest of the economy, the citizens and the region.

✓  
**Comment Form**

(Please print)

Howell, Jim

Name (required) JIM HOWELL  
Affiliation (if any) AORTA  
Address (required) 3325 NE 45TH AVE.  
E-mail (optional) JIMHOWELL89@HOTMAIL.COM

☐ Include my e-mail in your policy and planning notification list.**Comment topic(s)** (check all that apply)

☒ RTP ☐ Growth report ☐ Urban/rural reserves ☐ Other \_\_\_\_\_

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**Comments** (use back or attach additional sheets if necessary)

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*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

Testimony on the RTP before the Metro Council by Jim Howell, Oct 15, 2009

The Regional Transportation Plan is too highway oriented and is not compatible with developing a compact livable community while limiting urban sprawl.

The first change to RTP that I recommend would be to eliminate the \$4 billion Columbia River Crossing Project from the plan. Including light rail to this mega-freeway project does not make the project green. The same scam was tried 35 years ago by the Oregon Highway Department. They tacked a transit-way to the Mt. Hood Freeway in order to try to sell it to the public.

Effective public transportation cannot be developed if it is just an adjunct to a highway project. The lions share of transportation funds should not be spent expanding the road and highway network which will induce more traffic, global warming pollution and poor land use patterns

For transit to compete with the car it must serve the whole region - the suburbs as well as the inner core. It must also provide fast long distance transportation within the UGB. Unfortunately, the High-capacity Transit System Plan will do neither effectively.

Residents of inner-city neighborhoods already have alternatives to driving - frequent transit, and world-class bicycle facilities to downtown.

Good transit has helped gentrify these neighborhoods. This has forced an out-migration of poorer people to cheaper housing in the suburbs. Locations where transit is poor or non-existent, especially at the times that it is needed the most to access jobs - weekends and nights. And these jobs are sometimes located from their homes.

The foundation of any effective urban transit system is a grid network of frequent seven day a week service over the entire region. This is not sexy and there would be no ribbon cuttings. It does however require a strong commitment to funding robust operation.

On this foundation, a rapid transit system is needed for long distance trips.

Unfortunately the proposed high-capacity system will not be rapid. The plan does not correct MAX's serious flaw - slow streetcar type operation through the central city making inter-regional trips unreasonably long. It also did not consider new commuter rail lines.

The BNSF and the UP Railroads connect downtown Portland with Vancouver and Oregon City. Amtrak's running times between these cities are much faster than would be possible on MAX, yet the improvements needed to accommodate commuter service was not considered.

If Portland is to remain a first-class livable city, it cannot continue to add highway lanes while short-changing public transit.

## Comment Form

Hurtado, Dolores

(Please print)

Name (required)

Dolores Hurtado

Affiliation (if any)

Address (required)

E-mail (optional)

dohurtad@hevanet.com☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_**Comments** (use back or attach additional sheets if necessary)

***You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.***

**To: Members of the Metro Council**

**From: Dolores Hurtado**

**October 15, 2009**

**Request for Removal of the Northern Arterial of Alternative 7 (Project 10731) from the Proposed Addition to the Metro Transportation Plan**

**The Northern Arterial (Project 10731) would increase the width of Herman Road and Tualatin Road in northern Tualatin and proceed across the WES railroad tracks and then over the Tualatin Community Park and the Tualatin River to connect with Boones Ferry Road and then with I-5 at Bridgeport.**

**This project in its present form was thrown into the mix at the last minute, with virtually no information available nor opportunities for the residents of the target area to respond. There are still no details available about the number of lanes proposed, nor where they would be sited. The price tag for the project was reduced from \$95,000,000 to \$45,900,000.**

**I am in accord with a recent comment on this project made by Councilor Carl Hosticka in response to a citizen's email: "the idea of a Northern Arterial emerged very late in the discussion.....I do not think that the impact of such an arterial on neighborhoods, parks, not to mention the construction of another bridge across the Tualatin River, has been thoroughly considered."**

**I have five major concerns about this proposal:**

- 1) In the face of the outstanding job that Metro has done in promoting the development of river greenways and park lands in the Metro area, it is inconceivable to me that you would then consider a proposal which would run a highway over the Tualatin Community Park. The park is an essential resource to the residents of central and northern Tualatin. With its trails along the Tualatin River, boat ramp, sports fields, skate park, tennis courts, and picnic shelters, it is a magnet offering serenity and refreshment to residents of all ages. A highway through its middle would bring air pollution and intrusive noise to a needed island of peace in the city.**
- 2) The proposed arterial would also threaten an entire neighborhood of northern Tualatin. The highway would cut across many critical access points on which the neighborhood depends to get in and out of the area. Because this neighborhood backs up to the Tualatin River, it depends on Tualatin Road to get in and out of the area. At present children and families can walk, bike or skate to the park and the library. This would become much more hazardous if the expanded highway were introduced into the area.**
- 3) Placing this area into the Regional Transportation Plan may well constitute a "taking" of the residences which would be in danger of being demolished by the new**



road. If, as suggested in the list of proposed projects, this roadway is not built until ten years from now, this would mean that residents in its pathway would find their property deeply diminished in value and virtually impossible to sell in the intervening years. Senior residents such as myself could be severely hampered in trying to finance future needed care or a facility.

- 4) There was undue haste in the decision to throw this option into the mix for a new connector. No open houses were held, nor mailings to the residents. In fact, almost all of the details of the project have not been identified. Most residents are totally unaware of the proposal. Metro's laudable goal of public inclusion in the planning process has been woefully ignored.

I urge you to take the time to scrutinize these issues before permitting this portion of the proposal to be included in the RTP. I hope that you will decide not to add it to the Regional Transportation Plan. I do support the proposal for early development of 124<sup>th</sup> St. as a realistic and much less damaging option for the connector.

Thank you for this opportunity to discuss the concerns of my neighbors and myself.

---

**Dolores Hurtado**  
**8685 SW Chinook St.**  
**Tualatin, OR 97062**

**dohurtad@hevanet.com**  
**503-691-2468**



**Comment Form**

Johnson, Ellen (Housing  
Land Advocates)

(Please print)

Name (required)

Ellen Johnson

Affiliation (if any)

Housing Land Advocates

Address (required)

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☒ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

**Comments** (use back or attach additional sheets if necessary)

***You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.***



October 15, 2009

Greatest Place Comments  
Planning and Development  
600 NE Grand Ave.  
Portland, OR 97232

Re: Comments Regarding "Strategies For A Prosperous and Sustainable Region"

Dear Mr. Jordan:

The Housing Land Advocates ("HLA") is an advocacy organization dedicated to using land use planning and the law to address affordable housing conditions in Oregon. As such, we take this opportunity to provide comments on Metro's current planning effort, "Making the Greatest Place" and the recommended strategies to implement it. Specifically, we have reviewed the documents pertaining to this planning effort and are concerned that affordable housing, as a regional issue and policy, is not being addressed. In addition, we have recommendations for strategies that Metro should use to address the lack of affordable housing within the region.

**A. Metro should affirmatively act to link affordable housing, land use and transportation policy.**

HLA's overarching goal with respect to Metro's planning authority is to encourage the use of its entire toolbox to establish concrete goals, and clear and objective planning standards for achieving a mix of affordable housing in a fair allocation across all regional neighborhoods. While we believe that Metro's approach to review both housing costs and transportation costs in its Housing Needs Analysis is an important step in planning for global affordability, HLA believes the analysis falls far short of providing steps to overcome the lack of supply of affordable housing in the region. In light of Metro's past attempts to address affordable housing, with little or no perceivable improvements in the availability of affordable housing in the region, HLA is ready to offer its participation in establishing working solutions.

We have five main suggestions for increasing the land available for, and, over time, supply of affordable housing in the Metro region:

1. Set concrete regional goals, objectives and performance measures. If local governments are to be inspired to undertake serious consideration of the location and



supply of affordable housing, Metro must make affordable housing a regional goal and objective.

2. Recommend changes in any local comprehensive plan to ensure that the plan conforms to the district's goals and objectives and the statewide planning goals.
3. Review comprehensive plans for compliance with Goal 10 and the administrative rules.
4. Set affordable housing standards for jurisdictions within the Metro region in order to achieve an equitable regional distribution of affordable housing as it does with town centers and transit.
5. Develop one regional policy and plan that directly links affordable housing to transportation, land use, natural resource protection and livability goals, objectives and actions. Develop performance measures that address this link.

These suggestions are based on the available statutory authority for Metro to take immediate action to plan for and increase the supply of affordable housing throughout the region. In addition, HLA strongly recommends a more hands on approach by Metro so that Metro can come into compliance with federal fair housing laws. The following is an outline of the tools currently available for Metro's use in undertaking a process to achieve the five suggestions set forth above.

Pursuant to Metro's statutory authority, ORS 268.380 identifies Metro's power to review local plans. Once Metro internally establishes that affordable housing is a goal of the agency, then pursuant to ORS 268.380(1) (b), Metro can recommend changes in any plan to ensure that the plan conforms to the district's goals and objectives and the statewide planning goals.<sup>1</sup> In addition, this broad power allows Metro to both enforce its policies on local governments and ensure that at a minimum Goal 10 compliance, in terms of planning for buildable lands, is undertaken as Metro reviews comprehensive plans.

Further, ORS 268.380(1) (d) allows Metro to facilitate the efforts of various local governments to ensure that affordable housing goals can be achieved. This achievement can be made by Metro coordinating its activities and the related activities of the cities and counties within the region with the land use planning development activities of the federal government, and other local government bodies. This statutory authority is provided because agencies like Metro are necessary to achieve society's broad goals of affordable housing by looking at the challenge from a regional level. We cannot ensure adequate supply of affordable housing without Metro's leadership in identifying the amount and location of affordable housing and which partners are necessary to achieve regional planning to address affordable housing demand.

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<sup>1</sup> Note Goal 10's needed housing definition includes government-assisted housing. Metro's authority to review plans for compliance with Goal 10 is an additional source for Metro's requirement to adhere to the federal fair housing laws. See Section B, *infra*.



Metro can and should identify affordable housing as a planning activity that has a metropolitan impact. Pursuant to ORS 268.390(2), Metro can prepare and adopt functional plans for affordable housing both because of its impact to transportation, as evidenced by Metro's inclusion of transportation costs in the Housing Needs Analysis, and by its own right for the region-wide impacts that affordable housing has on the fabric of community development. If Metro adopts an affordable housing regional framework, then under ORS 268.390(5) it can adopt implementing ordinances that require each city and county within the jurisdiction of the district to make land use decisions consistent with the regional framework plan. This statutory authority provides Metro with the control necessary to bring affordable housing to the forefront of local planning decisions.

In addition, the regional framework gives Metro the needed policy structure to ensure that local governments take notice of the affordable housing goals and ordinances of Metro when making their own land use planning decisions. ORS 268.390(5) (d) gives Metro the ability to require changes in local land use standards and procedures to remedy a local government's decision to deviate from or failure to implement the regional framework. With this remedy, Metro also has enforcement powers under ORS 368.390(7) to withhold discretionary funds from the city or county that fails to adhere to the regional framework plan for affordable housing.

This outline suggests that constructing a workable affordable housing policy is possible given Metro's toolbox. We encourage Metro to make efficient and quick use of these tools to resolve the inequities resulting from a lack of affordable housing in all neighborhoods in our region.

**B. Making the Greatest Place Recommendations failure to acknowledge the growing concentration of lower income households, results in an inequitable distribution of affordable housing opportunities within the region by race and ethnicity.**

Of significant concern to HLA is the lack of awareness of a growing concentration of poverty and ethnicity within the region. Metro's Housing Needs Analysis forecasts an increasing concentration of lower income households within the region, separate and apart from other areas which will have a substantially lower number of lower income households. This is not the result of affordable housing opportunities within the areas of increasing concentration of lower income households. It is a clear indication of the lack of affordable housing elsewhere.

Strikingly, the Housing Needs Analysis fails to consider race and ethnicity in its housing projections. Historically, policies and practices of state and local governments



have resulted in segregated residential patterns.<sup>2</sup> Neither the Urban Growth Report nor the Housing Needs Analysis state why it is appropriate to ignore past and current trends affecting the present distribution of housing opportunities when estimating future housing patterns across the region. Failure to include a discussion of who has access to the various housing opportunities across the region is a critical one and substantially undermines the credibility and effectiveness of the recommendations.

There is nothing that would indicate the factors responsible for lack of equitable housing opportunities for lower income or minority households have ceased to exist or will not impact current or future housing opportunities. For example, rising housing costs in Portland have reached levels that are not affordable to low income households, many of whom are African American, leading to the gentrification of Portland and other Metro jurisdictions. The result has been a diaspora of these lower income households and minority families out of neighborhoods that traditionally provided housing for these groups. These households have moved from the inner neighborhoods of North, Northeast and Southeast of Portland to concentrate in the outer areas of Multnomah County and elsewhere over the past decade. The City of Portland conducted a survey of its citizens in 2006 and reported the following finding:

Portlanders identifying with minority groups frequently experience inequities and injustices in their lives.

They attribute the persistent income gaps between whites and minority groups and the lack of sufficient affordable housing to the legacy of racial segregation.

And

African Americans and other groups express anger and resentment over their displacement from North and Northeast Portland neighborhoods.<sup>3</sup>

Multnomah County's 2005 Analysis of Impediments described the trend in the following manner:

Lower-income renters feel the impact disproportional. Areas of the city such as North and Northeast Portland that once experienced high vacancy rates (9.6% in 1990) have seen a decrease (4.6% in 2002) while citywide rates during this period have

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<sup>2</sup> *Initial Report of the United States of America to the United Nations Committee on the Elimination of Racial Discrimination*, at 53, delivered to the U.N. Committee on the Elimination of Racial Discrimination (Sept. 2000), available at <http://www.state.gov/documents/organization/100294.pdf>

<sup>3</sup> *Vision into Action: The Vision PDX Input Report*, available at [http://www.visionpdx.com/reading/inputsummary/social\\_issues/index](http://www.visionpdx.com/reading/inputsummary/social_issues/index).



remained stable (5.6%). Economic forces in Portland threaten the preservation of affordable rental housing that has traditionally housed the most vulnerable households in the area, the disabled, the elderly who live on a fixed income, and families with low incomes that need to live close to the places where family members work. As of 2002 one-bedroom apartments were renting for \$691-899, and it was "increasingly difficult to obtain downtown housing that is affordable to low-income households. Twenty-eight percent of renters within the central city area face a severe housing cost burden."

As housing prices continue to rise, the poverty rate in Multnomah County continues to be at 11.6%, ranking it the 24th worst in the nation among major metropolitan areas. As the City has said, "The challenge in the next decade will be to ensure that Portland is an affordable city to all of its residents." (P. 65)

A review of the Housing Needs Analysis reveals that the migration of lower income households to outer SE. Portland neighborhoods, towards Gresham and Milwaukie will continue over the next twenty years. These are places that lack good access to parks; transit; pedestrian and bicycle facilities; employment opportunities; cultural amenities; and quality K-12 programs.

The segregation of households by class and income is not a phenomenon unique to Multnomah County. Within Washington County, lower income households are concentrated within the western half of the county, specifically within Forest Grove, Cornelius and Hillsboro. Indeed, seven (7) block groups within the Hillsboro contain a poverty population ranging from 45% to 30%.<sup>4</sup> The majority of those block groups are concentrated within the city limits of Hillsboro and are predominantly populated by Hispanic households.<sup>5</sup>

The failure to address the growing concentration of poverty may be a violation of fair housing laws. It is well recognized that the lack of affordable housing burdens the very low and low income households to a greater extent than higher income households. However, it is also well known that minorities and persons with disabilities are disproportionately represented within these lower income groups. This is true on a national level as well as within our own region. For example, 62% of Hispanic households in Washington County are of extremely low, low or moderate income compared to 25% of the White population. Although Hispanics account for 14% of the county's population, at least 62% of Hispanic households experience difficulty in obtaining affordable housing compared to 29% of White households.<sup>6</sup> A review of the demographics of the neighborhoods of elementary schools led to the conclusion in that there is evidence that neighborhoods within Washington County are segregated by race

<sup>4</sup> Washington County Consolidated Plan 2005-2010, Figure 4-1 Low Mod Concentration

<sup>5</sup> Washington County Consolidated Plan 2005-2010, Figure 4-6 Ethnic Concentration

<sup>6</sup> Washington County 2004 Analysis of Impediments, p.



and income.<sup>7</sup> It was not surprising that in 2004, Washington County determined that the lack of affordable housing for lower income households was an impediment to fair housing.<sup>8</sup>

Metro is an entity that is covered by the Fair Housing Act Amendments of 1988 and Oregon's Anti-Discrimination Act (ORS 649A et seq.). Metro should analyze the impacts of all its policies to determine whether or not they will decrease or increase the development of affordable housing, and if in adopting such policies it is in compliance with state and federal anti-discrimination laws. In doing so, Metro would be acting consistently with current federal policy regarding housing, transportation and energy. On June 16, 2009, EPA joined with the U.S. Department of Housing and Urban Development (HUD) and the U. S. Department of Transportation (DOT) to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. Through a set of guiding livability principles and a partnership agreement that will guide the agencies' efforts, this partnership will coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help to address the challenges of climate change.

We firmly recommend that Metro take the affirmative steps outlined above to address the lack of affordable housing and the inequitable distribution of housing opportunities within the region. Housing, in particular its location, is the primary mechanism for accessing opportunity in our society. Housing location determines the quality of schools children attend, the quality of public services, access to employment and transportation, health risks, access to health care and public safety. Without a change in current policies or land use practices, rising housing costs will continue to dictate housing patterns throughout the region and will be the determining factor of where lower income households will and will not live.

### Conclusion

Metro cannot throw up its hands and claim to be doing the best it can to address affordable housing in the region because it lacks more tools to make positive change. Gentrification and spatial segregation by income, class and racial and ethnic groups will continue unless we collectively do something about it at the regional and local levels. Portland will not become the "greatest place" that it rightly aspires to be if it ignores fundamental social and economic trends in its planning processes.

HLA looks forward to continuing the conversation with Metro to help create a regional framework for affordable housing and to analyze broader land use mechanisms

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<sup>7</sup> Washington County 2004 Analysis of Impediments p.19

<sup>8</sup> Washington County 2004 Analysis of Impediments p.81





to implement that regional framework. Such mechanisms may include, but are not limited to, alterations in system development charges, inclusionary zoning, tax base sharing, density bonuses, and modified parking standards.

We encourage Metro to convene a conversation with community members interested in planning for and making affordable housing a reality in the region. Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Johnson", is written over a horizontal line.

Ellen Johnson  
Chair, Housing Land Advocates

cc: Michael Jordan, COO, Metro  
Mr. Gerald "Jerry" Cohen, AARP Oregon State Director  
Julie Nepveu, AARP Foundation Litigation  
Bandana Shrestha, AARP Oregon  
Margaret Neal, Portland State University  
Janet Hammer, Portland State University  
Alan Delatorre, Portland State University  
Moley Good, Fair Housing Council of Oregon



Metro

✓ RTP

Date 8/15 2009

# Comment Form

Karlock, Jim

(Please print)

Name (required)

Jim Karlock

Affiliation (if any)

Address (required)

3311 NE 35

E-mail (optional)

JKARLOCK@GMAIL.COM

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

METRO PLAN

Comments (use back or attach additional sheets if necessary)

Metro is based on a series of lies  
in reality:

- People do not want in fill
- " " " " Density
- Density is not more livable
- Transit does not save energy
- " " " " money
- " IS SLOW

See attachment for more lies your planners  
are telling you

Attached: Response to Liberty's letter

Proof of many Metro policies being wrong

AND METRO has made housing un-affordable  
& has driven low income people out!

Too bad you don't have time to listen to ordinary people

Attach supporting material to this form. Make sure your name is on all material. Leave this  
form with staff or put it in the Comment Box.

## Comments on Metro's Plan

Date: Tue, 13 Oct 2009 11:47:35 -0700

Subject: I want your testimony on our proposed 50 year regional plan

Do you have an opinion about whether farmland and forestland should be developed or conserved?

**You gave us housing double the cost of Houston. Quit creating a shortage of land.**

Do you have ideas about how we should invest your tax dollars on transportation projects?

**Energy saving, lowest cost = roads**

Are there investments governments should be making to maintain and improve existing neighborhoods, main streets and downtowns?

**Quit forcing density in our neighborhoods and main streets.**

Do you have concerns or proposals for how redevelopment occurs in your neighborhood?

**End policies that encourage it.**

Are there ways our neighborhoods and region can attract and retain jobs?

**Land for jobs**

**Quit latching on to every nutty idea that comes along such as peak oil, smart growth & global warming.**

All of these issues are relevant to Metro's proposed 40 to 50 year strategy for our region. As your Metro Councilor, I want to hear your opinions, information and ideas on our regional strategy.

**List planners lies. - My suggestion: fire all of the planners, starting at the top.**

The last opportunity for public testimony on our long-range plan is this Thursday, October 15 at 5 PM at the Metro Regional Center, 600 NE Grand Ave. in Portland. If you are not able to attend, please submit comments in writing by October 15 to Metro or email them to [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov).

I look forward to hearing from you.

Robert Liberty

## **Will Increased Density Help Transit Performance?**

One often hears that if we could just achieve higher density, transit would become competitive with the automobile and we would save money and energy. To check that supposition, I reviewed the cost and energy usage of the nations ten largest transit systems, by annual passenger-miles.

A survey (attached) of the ten largest bus systems shows that they carry passengers at a cost of 3,876 BTU and \$0.85 per passenger-mile (\$1.01 if your include annual capital expense.)

Compared to Tri-met's 3,619 BTU and \$0.93, (\$0.94 with capital) the larger agencies use more energy, save a little in operating cost but cost more if you include annual capital expense. They do show improvement over C-Tran, but similar saving might be achieved by operational changes such as cutting low usage routes where a bus carries only one or two people.

Compared to the average automobile's 3512 BTU and \$0.25, both consume more energy and cost more than driving a car. (Car's cost of \$0.25 includes expenses and right of way - See [portlandfacts.com/Roads/RoadSubsidy.htm](http://portlandfacts.com/Roads/RoadSubsidy.htm))

A similar survey (attached) of the ten light rail systems that carry the most annual passenger-miles shows that they carry passengers at a cost of 3.371 BTU and \$1.38 per passenger-mile (including capital exp.) This is equal to a car that gets 23-28 mpg (depending on passengers per car) at over 5 times the cost.

## **Conclusion**

1. Increasing density WILL NOT improve energy efficiency compared to readily available cars.
2. Increasing density WILL NOT lower costs anywhere near the low cost of a car.

Since transit appears incapable of achieving the claimed goals of lower cost and/or lower energy consumption, one must ask:

## **What is the highest & best goal of transit?**

- \* Get more people to use transit which uses more energy and costs more than driving?
- \* Spend a lot of money on a transit system in hopes of encouraging high density development which likely will only slightly improve the transit system's efficiency and WILL cause C-Tran to lose more money by attracting more riders?

**OR**

- \* **Serve the truly needy in the best way possible?**

TopBusAgencies-04.wpd

## Cost and Energy Efficiency of Top Ten Bus Cities (by Passenger-miles)

| Agency                    | City             | Pass Miles<br>(Millions) | BTU/pm<br>(Opr only)(incl. Capital) | Pass/Veh<br>(1.3/car)(1.57/car) | Cost/pm          | Auto MPG <sub>10</sub><br>Match BTU/pm |
|---------------------------|------------------|--------------------------|-------------------------------------|---------------------------------|------------------|----------------------------------------|
| MTA New York Cit          | New York, NY     | 1,812                    | 3,222                               | 17.9                            | 1.15 1.26        | 29.6 24.5                              |
| Los Angeles County        | Los Angeles, CA  | 1,491                    | 3,649                               | 17.5                            | 0.58 0.68        | 26.1 21.6                              |
| New Jersey Transit        | Newark, NJ       | 920                      | 3,446                               | 13.5                            | 0.69 0.82        | 27.7 22.9                              |
| Chicago Transit Aut       | Chicago, IL      | 762                      | 4,590                               | 11.2                            | 1.14 1.38        | 20.8 17.2                              |
| Southeastern Pennsy       | Philadelphia, PA | 476                      | 4,634                               | 11.9                            | 0.99 1.05        | 20.6 17.0                              |
| King County Depart        | Seattle, WA      | 464                      | 3,041                               | 14.8                            | 0.74 0.88        | 31.4 26.0                              |
| Miami-Dade Transit        | Miami, FL        | 428                      | 4,186                               | 12.0                            | 0.75 0.98        | 22.8 18.9                              |
| Washington Metrop         | Washington, DC   | 411                      | 5,189                               | 10.7                            | 1.17 1.33        | 18.4 15.2                              |
| Metropolitan Transi       | Houston, TX      | 398                      | 3,575                               | 13.0                            | 0.57 0.89        | 26.7 22.1                              |
| Metro Transit             | Minneapolis, MN  | 303                      | 3,223                               | 13.2                            | 0.72 0.88        | 29.6 24.5                              |
| <b>Average of Top Ten</b> |                  | <b>747</b>               | <b>3,876</b>                        | <b>13.6</b>                     | <b>0.85 1.01</b> | <b>24.6 20.4</b>                       |
| -----                     |                  |                          |                                     |                                 |                  |                                        |
| Tri-County Metro          | Portland, OR     | 223                      | 3,619                               | 9.9                             | 0.93 0.94        | 26.4 21.8                              |
| Clark County Public       | Vancouver, WA    | 26                       | 4,701                               | 6.7                             | 0.92 1.34        | 20.3 16.8                              |

### NOTES:

- Average USA car (not SUV) gets **3512 BTU/passenger-mile** (Table 2.13, TRANSPORTATION ENERGY DATA BOOK: EDITION 27–2008). Of the top ten agencies, only 3 beat the average car and then by small margins.
- Average passengers per vehicles range from 10.7 to 17.9.
- The cost per passenger-mile ranges from \$0.68 to \$1.26 (see below for method.). None come close to the cost of a car, about \$0.25 per passenger-mile.
- Cost per passenger mile is listed for operation costs only and operation+capital cost.
- Auto BTU per passenger-mile uses both the national average of 1.57 people per car and a lower number (1.3) to allow for lower passenger loads in the urban areas. Opinions differ on the appropriate urban number.
- BTU & Costs are system averages and the highly productive lines will better these numbers.

All Data from <http://ti.org/NTD07sum.xls> which combines data from the many separate files of the National Transit Database at <http://204.68.195.57/ntdprogram/data.htm> (select RY 2007 Database (Self-extracting xls))

### Data sources used by data table:

- Passenger-miles from Table 19
- BTU calculated from fuel consumption in Table 17
- Vehicle revenue miles from Table 19
- Capital Cost from Table 11
- Operating Cost from Table 12

### Calculated data:

- BTU/Passenger-mile calculated from total system BTU / total system passenger-miles
- Cost per passenger-mile calculated by: (Capital cost + Operating cost) / passenger-miles
- Auto equivalent MPG calculated based on 123,976 Btu/gallon and 1.3 or 1.57 people per car as labeled. Calculated by: BTU/Mile divided by Miles/gal then divide by people per car.
- Passengers/vehicle calculated from total system passenger-miles / total system vehicle revenue miles.

For more data see: Table 2.13, TRANSPORTATION ENERGY DATA BOOK: EDITION 27–2008

TopBusAgencies-04.wpd

## Cost and Energy Efficiency of Top Ten Light Rail Cities (by Passenger-miles)

|                           |                    | Pass Miles | BTU/         | pass/       | Cost/pm     |                 | Auto MPG to  |             |
|---------------------------|--------------------|------------|--------------|-------------|-------------|-----------------|--------------|-------------|
|                           |                    | (Millions) | pm           | Vehicle     | (Opr only)  | (Incl. Capital) | Match BTU/pm |             |
|                           |                    |            |              |             |             |                 | (1.3/car)    | (1.57/car)  |
| Los Angeles County        | Los Angeles, CA    | 291        | 3,158        | 33.5        | 0.50        | 1.38            | 30.2         | 25.0        |
| San Diego Metropoli       | San Diego, CA      | 207        | 2,065        | 26.2        | 0.27        | 0.42            | 46.2         | 38.2        |
| Tri-County Metropol       | Portland, OR       | 186        | 2,387        | 28.4        | 0.39        | 1.11            | 40           | 33.1        |
| Massachusetts Bay T       | Boston, MA         | 176        | 3,023        | 30.7        | 0.68        | 1.24            | 31.5         | 26.1        |
| Dallas Area Rapid Tr      | Dallas, TX         | 138        | 4,433        | 26.6        | 0.57        | 3.06            | 21.5         | 17.8        |
| Bi-State Developmen       | St. Louis, MO      | 137        | 2,684        | 22.2        | 0.37        | 0.90            | 35.5         | 29.4        |
| Denver Regional Tra       | Denver, CO         | 119        | 3,829        | 13.7        | 0.34        | 1.39            | 24.9         | 20.6        |
| San Francisco Munic       | San Francisco, CA  | 106        | 4,843        | 21.0        | 1.16        | 1.98            | 19.7         | 16.3        |
| Utah Transit Authori      | Salt Lake City, UT | 82         | 2,614        | 29.2        | 0.32        | 1.34            | 36.5         | 30.2        |
| Sacramento Regional       | Sacramento, CA     | 78         | 4,677        | 19.1        | 0.60        | 0.97            | 20.4         | 16.9        |
| <b>Average of Top Ten</b> |                    | <b>153</b> | <b>3,371</b> | <b>25.1</b> | <b>0.52</b> | <b>1.38</b>     | <b>28.3</b>  | <b>23.4</b> |

Notes, Data sources, and calculations data same as motor bus

- Light rail energy and costs are not directly comparable with bus numbers because, typically, buses service low usage routes which drives up their cost and energy consumption.
- Light rail lines are usually built only where there are relatively large numbers of users.
- For a valid comparison, the LRT data should be compared to data for the best bus line(s) in a given area.

### NTD Table Contents

( For the data, go to <http://204.68.195.57/ntdprogram/data.htm> (select RY 2007 Database (Self-extracting xls))

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Table 21: Passenger Stations

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Table 24: Transit Way Mileage - Non-Rail Modes

Table 25: Age Distribution of Active Vehicle Inventory

Table 26: Fares per Passenger and Recovery Ratio

Table 27: Service Supplied and Consumed Ratios

# False Promises: The Smart Growth Lies

## False Promises

- High Density will reduce traffic congestion..... Density INCREASES traffic congestion
- High Density will reduce pollution..... Density concentrates pollution where the people are
- High Density will reduce cost..... Building UP costs more for each story
- High Density will reduce your commute time..... Commute times are longer due to congestion
- High Density will give us affordable housing..... No, it costs more to build
- High Density will let you walk to the store ..... The nearby store is small and costs more

## The Reality

## False Claims

- Mass transit saves energy..... Not compared to a small car
- Mass transit reduces pollution..... Buses pollute many times more than cars
- Mass transit saves time..... Look at a transit schedule
- Mass transit saves money..... Transit costs about 3 times that of driving.
- If we copy Europe, we will switch to transit..... 82% of person-miles is by car in Europe
- Automobiles are massive subsidized..... They aren't, transit is.
- Light rail causes development..... Its the subsidies (otherwise why give subsidies)
- Light rail is safer than cars..... Light rail kills at 2-3 times the rate of cars
- A light rail line can carry as many as a 10 lane freeway..... Not compared to a single lane of buses
- False Claim: GM Destroyed the Streetcar Industry ..... Streetcars couldn't compete with cars.

## The Reality

## Planner's Beliefs

- People want high density..... Do you?
- People desire a 5 story apartment building nearby..... Do you?
- People desire a skinny house down the block..... Do you?
- Transit Oriented Developments reduce congestion..... Congestion increases by hugely increasing people.

## The Reality

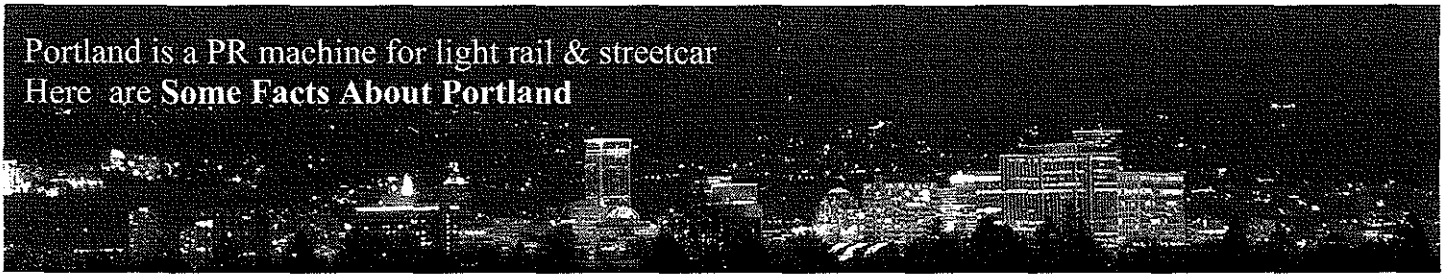
## Some Facts

- The downtown Portland economy is heavily subsidized with tax dollars from the rest of the city
- The school enrollment in the Portland School District declines while the suburban districts can hardly keep up with enrollment growth
- Over \$20 million in property taxes are abated to encourage development. (Annual figure)
- Over \$60 million in urban renewal area property taxes are kept in the urban renewal districts while the rest of the city has to pay for their basic services. (Annual figure)
- Portland is starting to subsidize housing for people who make more than the median family income.
- Portland is cutting back police due to lack of money.
- Portland is losing housing afford ability.
- Portland recently had the nation's worst increase in traffic congestion.
- Portland almost had the shortest school year in the country.
- Light rail has a death rate 2 1/2 times higher than cars.
- Streetcar costs 6 1/2 times the cost of driving
- Portland sells land to developers below its real value.
- Major employers leaving the city.
- Trimet likes to brag about their tremendous increase in ridership, but compared to population growth, they gained only 1% over the last full decade for which census data is available (1990-2000). At that rate they will have half of us out of our cars in only 500 years.
- Trimet's reported ridership numbers are actually boardings, not people, so if you transfer to get to work, you count as two boardings each way for a total of four boardings in one round trip to work and back.

Details at: [www.PortlandFacts.com](http://www.PortlandFacts.com)

FalsePromises2.ppp

Portland is a PR machine for light rail & streetcar  
Here are Some Facts About Portland



### Principle City Commute Times compared to Outside Principle City

(a comparison of the commute times for the principle city (or cities) in a UZA to outside of the principle city(ies).

the commute time for those who DIDN'T live in the principle city was a bit shorter.

| Home-to-Work Travel Time (minutes)<br>based on all 74 USA cities with population of 500,000 or more |       |       |         |
|-----------------------------------------------------------------------------------------------------|-------|-------|---------|
|                                                                                                     | Total | Auto  | Transit |
| All                                                                                                 | 25.9  | 25.2  | 48.1    |
| Principle City(ies)                                                                                 | 26.3  | 24.2  | 45.6    |
| Non-Principle City(ies)                                                                             | 25.7  | 25.6  | 52.5    |
| Modal Splits:                                                                                       |       |       |         |
| All                                                                                                 |       | 82.7% | 8.7%    |
| Principle City(ies)                                                                                 |       | 73.4% | 15.9%   |
| Non-Principle City(ies)                                                                             |       | 87.8% | 4.8%    |

- All data from American Community Survey for 2005-2007.
- The population of urbanized areas was the 74 with population over 500,000 in the latest Texas Transportation Institute report (for reporting year 2007).
- All data is on RESIDENCY – where you live, NOT where your job is, although, obviously, these are the same for a lot of people.
- Auto means drive alone, carpool, and vanpool.
- Transit is all modes, bus, train, ferry, demand-response, incline plane, cable car, monorail, everything.

#### Analysis:

Most of the time differences are not real huge, except that using transit from outside of the principle city is 15% more time-consuming. Interestingly, the total travel time is shorter for the “suburbs,” even though both the auto and the transit travel times are shorter for the principle cities. The modes not covered above mix it up a bit, the main reason is the mix – transit is considerably slower than auto, and there is a lot more transit in the principle cities than in the “suburbs,” so that why you get that result.

The UZA where the outside folk had the biggest advantage was NYC, where the “inside” travel time was 127% of the outside, 37.6 minutes to 29.4 – and the reason why in the NYC travel time was so big – the biggest – beating out Lancaster-Palmdale, at 35.4 – was its nation’s highest transit modal split, 53.7%.

The UZA where the insides had the biggest advantage was Honolulu, 22.0 minutes to 29.4.

The “winner” of the longest commute award goes to the 9,362 residents of the Poughkeepsie-Newburg UZA who take transit to work, averaging 75.9 minutes – for the round-trip, that’s over two-and-one-half hours each day. For the 7,297 who DON’T live in either of these two fine cities proper, it is 85.4 minutes, each way – within ten minutes of an every three-hour round-trip commute.

The shortest commute was the residents of the city of Rochester who drove to work – 16.5 minutes.

Feel free to use it as long as you give credit to Tom Rubin

For the complete data set & more, see **PortlandFacts.com**



## False Promises: Copying Europe Will Reduce Driving/Increase Transit Usage

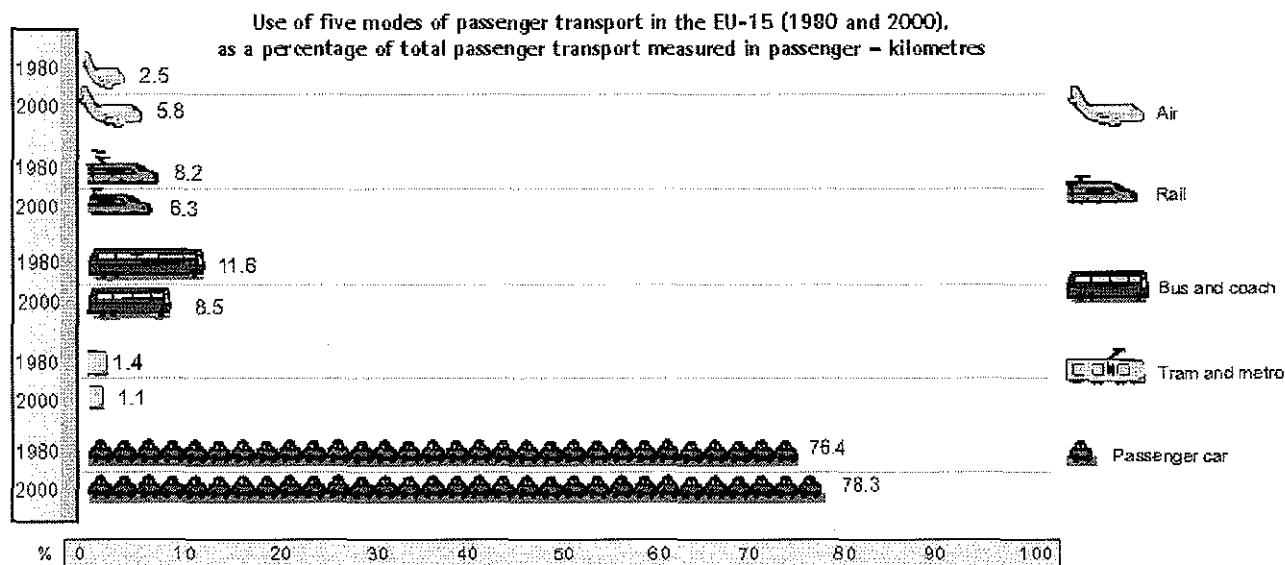
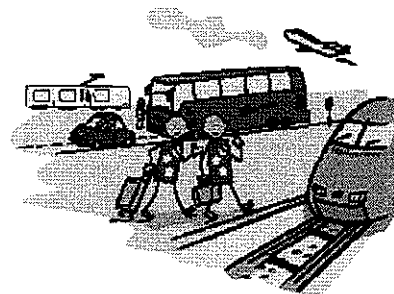
Planners have noticed that Europeans drive less than Americans and then decided that we should do things like the Europeans do. However they failed to realize that Americans are richer than Europeans and that as Europeans incomes catch up, their driving would increase. The chart below is from the European Union and shows that driving and flying are increasing and transit usage ("Rail", "Bus and coach" and "Tram and Metro") is decreasing, **just like in the USA**:

From below: Air = +132% Passenger Car = +2.5% Rail = -23% Bus&Coach = -27% Tram & Metro = -21.4%

### Chart from the European Union Shows Transit Decrease and Automobile Increase:

Air transport has also increased rapidly over the last two decades, creating congestion at Europe's airports. To tackle this problem, the EU is working towards a unified European system of air traffic control (the 'Single European Sky').

To ease congestion on the roads, the EU is encouraging transport firms to get as much freight as possible onto trains, barges and ships. It is also backing local authorities in their efforts to promote and improve public transport, especially in Europe's crowded cities.



Source: European Commission.

[Download full document from the EU](#)   [Download same document from this web site](#)

**False Claim: Mass transit saves money****Cost of Trimet Transit vs Cars & Taxis**

| <b>Mode</b>                             | <b>COST/Pass.-Mi.</b> | <b>Source of Number and calculation outline - Click for details</b> |
|-----------------------------------------|-----------------------|---------------------------------------------------------------------|
| Bus                                     | <b>\$0.835</b>        | Calc. from Trimet data: Bus system cost / bus passenger-miles       |
| Rail                                    | <b>\$0.434</b>        | Calc. from Trimet data: Rail system cost / rail passenger-miles     |
| Combined                                | <b>\$0.67</b>         | Calc. from Trimet data: all system cost / all passenger-miles       |
| Rail, with construction                 | <b>\$1.11</b>         | Calculated from Trimet data and applying amortization               |
| <b>Lowest cost BUS line in Portland</b> | <b>\$0.34</b>         | (Line 33-McLoughlin) Public Information Request                     |

**Cost of Cars**

|                                                   |                              |                                                       |
|---------------------------------------------------|------------------------------|-------------------------------------------------------|
| Car (actual cost using national data)             | <b>\$0.331</b><br>(veh.-mi.) | Calc. by national spending / national vehicle-miles   |
| Car (actual cost using national data)             | <b>\$0.202</b>               | Calc. by national spending / national passenger-miles |
| Car (using national data - adjusted for Portland) | <b>\$0.254</b>               | Calc. by nat'l spend / nat'l pass-miles x 1.634/1.3   |
| Car (AAA estimate)                                | <b>\$0.522</b><br>(veh.-mi.) | From AAA                                              |
| Car (AAA derived)                                 | <b>\$0.319</b>               | AAA cost (above) / pass per vehicle. See note below   |

**Cost of Portland Streetcar**

|                    |                          |                                                               |
|--------------------|--------------------------|---------------------------------------------------------------|
| Portland streetcar | <b>\$1.25</b> (per ride) | Calc. from PortlandStreetcar.org: total cost / total trips    |
| Portland streetcar | <b>\$1.67</b>            | above \$1.25 / 3/4 mile average trip length per Charlie Hales |

**Cost of Taxi Fare in portland**

|                                                          |               |                                                                      |
|----------------------------------------------------------|---------------|----------------------------------------------------------------------|
| Taxi fare - <b>per mile portion only</b>                 | <b>\$2.10</b> | Cost quote from local cab co. Additional cost is \$2.50 to board     |
| Taxi fare with 1.6 people - <b>per mile portion only</b> | <b>\$1.31</b> | Cost quote from local cab co. Additional cost is \$1 per extra pass. |

**Notes:**

The Trimet costs and Car (BEA) costs are based of REAL costs and REAL miles, unlike AAA which is theoretical. Light rail has massive construction costs which are ignored in the above (and ignored by Trimet's busmaxstat.pdf) except as noted

The cost of roads is mostly included in the cost of driving due to taxes and fees being included.

Line 69 is the sum of lines 70-77 and includes most (all?) driving related expenses.

National average passengers per vehicle is 1.59, calculated by dividing national passenger-miles by national vehicle-miles

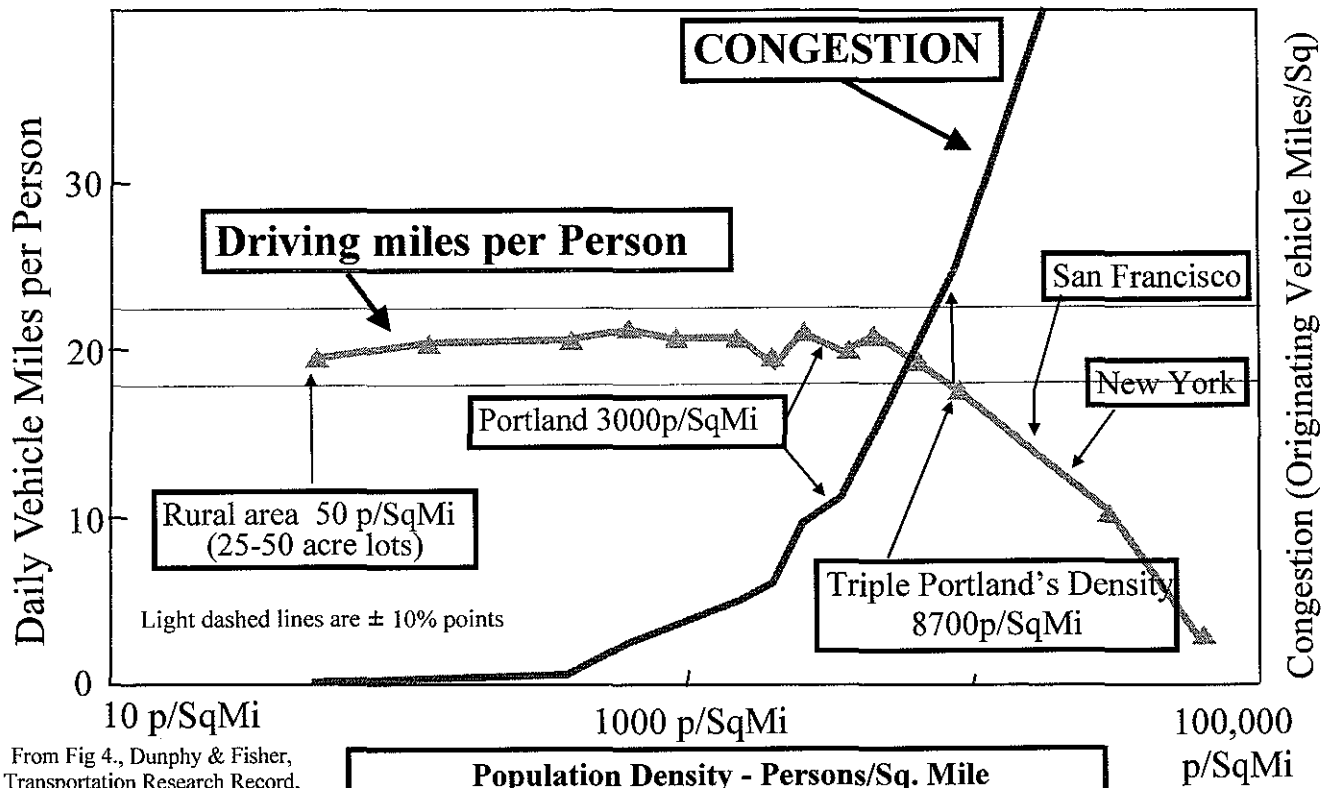
**Click for more details**

**PDF of this Page**

**www.DebunkingPortland.com**

# Density Increases Congestion

Driving DOES NOT Decrease Until You Triple Portland's Density



The green line is vehicle miles per person. --- It is almost unchanged by increased density until you get to densities triple that of Portland. To cut driving in half you have to surpass New York City's average density.

The red line is congestion -- It increases dramatically with density.

Since driving per person stays about the same, congestion goes up with density:  
**more people = more cars = more congestion.**

TABLE 4 Average Daily Travel in the United States, by Mode and Density, 1990

|         | VEHICLE TRAVEL * |       | PERSON DAILY TRAVEL |       |       |       |       |       |           |       |       |       |       |       | SUM OF PERSON |       |
|---------|------------------|-------|---------------------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|---------------|-------|
|         | TRIPS            | MILES | PERSONAL VEH/BUS    |       | RAIL  |       | TAXI  |       | WALK/BIKE |       | OTHER |       | TRIPS | MILES |               |       |
| DENSITY | TRIPS            | MILES | TRIPS               | MILES | TRIPS | MILES | TRIPS | MILES | TRIPS     | MILES | TRIPS | MILES | TRIPS | MILES | TRIPS         | MILES |
| 50      | 2.42             | 21.13 | 3.35                | 30.09 | 0.02  | 0.17  | 0     | 0.02  | 0         | 0.02  | 0.24  | 0.15  | 0.16  | 1.13  | 3.77          | 31.58 |
| 125     | 2.53             | 20.73 | 3.5                 | 28.97 | 0.02  | 0.12  | 0     | 0.01  | 0.01      | 0.03  | 0.24  | 0.16  | 0.13  | 0.66  | 3.9           | 29.95 |
| 375     | 2.57             | 20.4  | 3.53                | 28.15 | 0.02  | 0.11  | 0     | 0.01  | 0         | 0.02  | 0.29  | 0.24  | 0.12  | 0.8   | 3.96          | 29.33 |
| 825     | 2.64             | 20.99 | 3.52                | 27.78 | 0.03  | 0.28  | 0     | 0.07  | 0         | 0.01  | 0.21  | 0.21  | 0.12  | 0.65  | 3.88          | 29    |
| 875     | 2.57             | 18.35 | 3.44                | 24.91 | 0.05  | 0.36  | 0.01  | 0.2   | 0.01      | 0     | 0.25  | 0.18  | 0.13  | 0.6   | 3.9           | 26.25 |
| 1500    | 2.57             | 18.63 | 3.48                | 25.07 | 0.03  | 0.23  | 0.01  | 0.23  | 0         | 0.01  | 0.23  | 0.2   | 0.11  | 0.43  | 3.86          | 26.17 |
| 2000    | 2.37             | 16.01 | 3.28                | 22.63 | 0.04  | 0.17  | 0.04  | 0.27  | 0.03      | 0.03  | 0.33  | 0.33  | 0.06  | 0.34  | 3.8           | 23.77 |
| 2500    | 2.62             | 19.04 | 3.46                | 22.27 | 0.06  | 0.31  | 0.01  | 0.19  | 0         | 0.01  | 0.28  | 0.23  | 0.11  | 0.44  | 3.92          | 23.45 |
| 3500    | 2.47             | 16.89 | 3.34                | 22.69 | 0.06  | 0.36  | 0.02  | 0.36  | 0.01      | 0.01  | 0.29  | 0.24  | 0.09  | 0.45  | 3.81          | 24.11 |
| 4500    | 2.6              | 17.24 | 3.51                | 23.91 | 0.05  | 0.3   | 0.01  | 0.11  | 0         | 0.01  | 0.3   | 0.22  | 0.08  | 0.22  | 3.95          | 24.77 |
| 6250    | 2.39             | 16.28 | 3.29                | 23.38 | 0.09  | 0.44  | 0.02  | 0.22  | 0.01      | 0.03  | 0.36  | 0.29  | 0.06  | 0.2   | 3.83          | 24.56 |
| 8750    | 2.18             | 14.15 | 2.92                | 19.05 | 0.11  | 0.44  | 0.05  | 0.61  | 0.02      | 0.05  | 0.45  | 0.27  | 0.07  | 0.17  | 3.62          | 20.58 |
| 30000   | 1.28             | 8.73  | 1.8                 | 12.28 | 0.29  | 1.78  | 0.21  | 1.99  | 0.03      | 0.13  | 0.95  | 0.64  | 0.04  | 0.2   | 3.42          | 17.02 |
| 60000   | 0.34             | 2.31  | 0.59                | 4.48  | 0.42  | 1.75  | 0.61  | 4.74  | 0.16      | 0.32  | 1.55  | 1.01  | 0.07  | 0.25  | 3.4           | 12.55 |
| ALL     | 2.42             | 18.44 | 3.31                | 26.46 | 0.06  | 0.34  | 0.02  | 0.28  | 0.01      | 0.03  | 0.32  | 0.24  | 0.11  | 0.59  | 3.83          | 26.94 |

\* ONLY POV DRIVER TRIPS INCLUDED

Dunphy & Fisher's chart from Transportation Research Record, No. 1552

More at: [www.PortlandFacts.com](http://www.PortlandFacts.com)

Density&Congestion\_Chart\_New.ppt

## Comment Form

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

Jeff Kleinman, Esq. CAC  
Farmland Preservation (Sherwood)  
1207 SW 6<sup>th</sup> 97204  
KleinmanJL@aol.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

---

**Comments** (use back or attach additional sheets if necessary)

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***You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.***

JEFFREY L. KLEINMAN  
ATTORNEY AT LAW  
THE AMBASSADOR  
1207 S.W. SIXTH AVENUE  
PORTLAND, OREGON 97204

TELEPHONE (503) 248-0808  
FAX (503) 228-4529

October 15, 2009

**Via Hand Delivery**

Metro Council President and Councilors  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232

**Re:   Regional Transportation Plan  
      I-5/99W Connector Project**

Dear Council President and Councilors:

I represent the Farmland Preservation Community Action Committee (FPCAC), consisting of individuals in and around Sherwood who have been organized since 2004 in opposition to a proposed southerly alignment of the I-5/99W Connector through agricultural lands south and east of Sherwood. Representatives of FPCAC have previously testified regarding their major concerns about the surprising appearance of this alignment in the Draft Regional Transportation Plan (DRTP) published September 15, 2009. They have also submitted a petition from over 300 members opposing that alignment, which has been designated as "Alternative 7" in the DRTP.

On behalf of FPCAC, I would like to reiterate the following points:

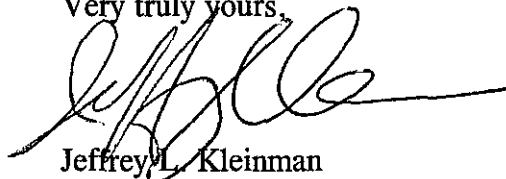
- Although the underlying interagency agreement required that recommendations of an alternative for the I-5/99W connector be unanimous, the Project Steering Committee voted 6-2 to recommend Alternative 7 to Metro for inclusion in the RTP. Alternative 7 is a hybrid alternative based on what was originally Alternative 3. It calls for improvement of existing streets plus construction of a new arterial, but not a freeway, on the southern alignment. Alternative 7 is described in Exhibit 1 to this letter and includes (1) Northern Arterial Project Elements in the areas of Tualatin Road/Lower Boones Ferry Road, SW Herman Road, and SW Bradbury Court; (2) Central Arterial Project Elements along Tualatin-Sherwood and Roy Rogers Road; and the southern arterial. Other elements include a regional trail system, bike lanes, sidewalks, bus stops, a commuter rail extension to Sherwood, and auxiliary lanes on I-5 between I-205 and the Elligsen Interchange.

Metro Council President and Councilors  
October 15, 2009  
page 2

- Nonetheless, the DRTP (including in particular Figure 2.10) calls for a parkway along the southern alignment, contrary to Alternative 7, and excludes the other improvements which are essential components of Alternative 7. The result is that the DRTP essentially incorporates *Alternative 6* rather than Alternative 7. Not only was Alternative 6 not recommended by the Project Steering Committee, but it was expressly opposed by 40 percent of all oral testifiers as to the various alternatives, and was rated last among all alternatives in the total count of public input received by the Project Steering Committee.
- As a result, the alternative presented in the DRTP is not properly part of the DRTP, and should be rejected. In order to assure it is not ultimately adopted as part of the Regional Transportation Plan, four specific projects identified in the draft RTP must be deleted. These are identified in Exhibit 2, attached hereto.

Thank you for your consideration of these points.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jeffrey L. Kleinman', with a long horizontal flourish extending to the right.

Jeffrey L. Kleinman

JLK:cme  
Enclosure  
cc: client

**Table 1. Alternative 7 Project Elements with Planning-Level Cost Estimates**

| Road                                      | Location and General Description of Action                                                                                                                                                                   | Conceptual Costs in \$ millions (2008 dollars) |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <b>Northern Arterial Project Elements</b> |                                                                                                                                                                                                              |                                                |
| Tualatin Road/Lower Boones Ferry Road     | Extend Tualatin Rd. as 5-lane arterial east across the Tualatin River from Herman Rd. to Lower Boones Ferry Rd. (LBFR). Widen LBFR to 5 lanes from extension to 72nd Ave.                                    | \$95                                           |
| SW Herman Road                            | Construct 3-lane extension of Herman Rd. between Tualatin Rd. and OR 99W                                                                                                                                     | \$30                                           |
| SW Bradbury Court                         | Construct new east-west connection across I-5 to 72nd Ave. on Bradbury Ct. alignment                                                                                                                         | \$20                                           |
| <b>Central Arterial Project Elements</b>  |                                                                                                                                                                                                              |                                                |
| Tualatin-Sherwood and Roy Rogers Road     | • Widen Tualatin-Sherwood Rd. (TSR) to 5 lanes from OR 99W to SW 124th Ave.                                                                                                                                  | \$25                                           |
|                                           | • Widen Roy Rogers Rd. between Borchers Rd. and OR 99W to 5-lanes                                                                                                                                            | \$5                                            |
| Tualatin-Sherwood Road                    | Widen TSR to 5 lanes from SW 124th Ave. to Teton Ave.                                                                                                                                                        | \$20                                           |
| <b>Southern Arterial</b>                  |                                                                                                                                                                                                              |                                                |
| Southern Arterial/Interstate 5 interface  | Complete either a tight split diamond N. Wilsonville Interchange or a new I-5 over-crossing with 2-lane road connecting southern arterial to Elligsen Rd. east of I-5 and associated connection improvements | \$50                                           |
| Boones Ferry Road                         | • Widen Boones Ferry Rd. to 5-lanes between new southern arterial and Day Rd.                                                                                                                                | \$5                                            |
| Southern Arterial                         | • Purchase ROW for 5-lane arterial (OR 99W to I-5)                                                                                                                                                           | \$100                                          |
|                                           | • Construct a new 2-3 lane arterial (OR 99W to I-5)                                                                                                                                                          | \$120                                          |
|                                           | • Widen arterial to 5-lanes (OR 99W to I-5)                                                                                                                                                                  | \$70                                           |
|                                           | • Improve Commerce Circle/95th Ave. and Boones Ferry Rd. intersection                                                                                                                                        | \$5                                            |
| <b>Other Alternative 7 Elements</b>       |                                                                                                                                                                                                              |                                                |
| TSM / TDM                                 | Regional Trail System, Bike Lanes, Sidewalks & Bus Stops                                                                                                                                                     | \$30                                           |
| Commuter Rail                             | Commuter rail extension to Sherwood                                                                                                                                                                          | \$40                                           |
| Interstate 5                              | Add auxiliary lanes to I-5 between I-205 and Elligsen Interchange (assumes Norwood over-crossing replacement)                                                                                                | \$30                                           |
| SW 124th Avenue                           | • Purchase ROW for 5-lane arterial (TSR to southern arterial)                                                                                                                                                | \$5                                            |
|                                           | • Extend 124th Avenue as a 2-3 lane roadway between TSR and Tonquin Road                                                                                                                                     | \$45                                           |
|                                           | • Widen and extend 124th Avenue as a 4-5 lane roadway between TSR and the southern arterial                                                                                                                  | \$20                                           |
| <b>Total Costs</b>                        |                                                                                                                                                                                                              | <b>\$715</b>                                   |

**EXHIBIT**

## Proposed I-599W Connector Southern Arterial Projects List

Draft 2035 RTP, 9/15/2009

Page 1

| Metro<br>Project ID | Nominating<br>Agency | Facility Owner<br>/ Operator | Project/Program Name                                   | Project Start<br>Location | Project End<br>Location | Local Functional<br>Classification | Project Purpose                                          | Description                                                                                                                 | Cost to<br>Date | Estimated Cost<br>(\$2007) | Time Period | Federal FC<br>Project | 2040 Land Use   | Major Corridor or<br>Community Rating | Primary<br>Mode | Secondary<br>Mode(s) |
|---------------------|----------------------|------------------------------|--------------------------------------------------------|---------------------------|-------------------------|------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------|-------------|-----------------------|-----------------|---------------------------------------|-----------------|----------------------|
| 11342               | Washington<br>Co.    | ODOT                         | I-599W Connector<br>Southern Arterial-I-5<br>Interface | Hwy. 99W@I-5              |                         | Arterial                           | Improve access to and from the Southern Arterial and I-5 | Connect the Southern Arterial to<br>I-5 or other surface arterials in<br>the vicinity of the N. Wilsonville<br>interchange. |                 | \$50,000,000               | 2026-2035   |                       | 2040 Corridor   | MC                                    | Throughway      |                      |
| 10898               | Washington Co.       |                              | I-599W Southern Arterial<br>ROW                        | Hwy. 99W                  | I-5                     | Arterial                           | Provide congestion relief.                               | Purchase ROW                                                                                                                |                 | \$90,000,000               | 2018-2017   | X                     | Industrial area | CB                                    | Road/Bridge     | Freight              |
| 11339               | Washington<br>Co.    |                              | I-599W Southern Arterial<br>Improvements               | Hwy. 99W                  | 124th Ave.<br>Extension | Arterial                           | Provide congestion relief.                               | Construct 20 lane arterial with<br>bike lanes and sidewalks                                                                 |                 | \$130,000,000              | 2018-2025   |                       | Industrial area | MC                                    | Road/Bridge     |                      |
| 11340               | Washington<br>Co.    |                              | I-599W Southern Arterial<br>Improvements               | Hwy. 99W                  | I-5                     | Arterial                           | Provide congestion relief.                               | Widen road to 5 lanes and<br>extend to I-5                                                                                  |                 | \$60,000,000               | 2028-2035   |                       | Industrial area | MC                                    | Road/Bridge     |                      |

EXHIBIT

2





## Comment Form

Korn, Nellie

(Please print)

Name (required) NELLIE KORN

Affiliation (if any) \_\_\_\_\_

Address (required) 4140 SE 37<sup>th</sup> AVE #16

E-mail (optional) XATHRAS2000@YA.HOO.COM

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP ☐ Growth report ☒ Urban/rural reserves ☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

REDUCE SCOPE OF CRC - WITH PEAK OIL, BY THE TIME THE PROPOSED MAJORITY IS BUILT FUEL COST + AVAILABILITY WILL HAVE VASTLY REDUCED DRIVABLE (AND NO, THERE IS NO COMBINATION OF ALT. FUELS THAT WILL SUPPORT THE CURRENT CAR CULTURE) WHILE THE CURRENT BRIDGES NEED EARTHQUAKE RETROFITS, THE MAJOR ISSUE WITH BRIDGE LIFTS CAN BE BETTER ADDRESSED ~~WITH~~ BY REPLACING THE RAILROAD BRIDGE SO THAT NEITHER THE 'CURVE OR LIFT ON THE I-5 BRIDGE. RAILROAD CAPACITY WILL BE VITAL AS DIESEL COSTS FORCE TRUCKS OFF THE ROAD.

URBAN/RURAL RESERVES - MORE OUTREACH TO AFFECTED PROPERTIES IS NEEDED. I HAVE FRIENDS WITH 18 ACRES BETWEEN BEEF BEND AND THE TUALATIN RIVER AND TODAY IS THE FIRST THEYVE HEARD OF THE PROPOSAL TO MAKE THIS AREA URBAN RESERVE.

2) ~~THE~~ PRESERVATION OF VIABLE FARMLAND MUST BE PRIORITIZED OVER ALL OTHER USES. WE MUST BUILD OUR LOCAL FOOD SUPPLY. WE CANNOT AFFORD TO MAINTAIN IMPORT DEPENDENT FOOD SUPPLIES.

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.

I AM CONCERNED THAT THE POPULATION INCREASE NUMBERS USED FOR YOUR PROJECTIONS ARE BASED ON THE ASSUMPTION THAT THE NEXT 50 YRS WILL LOOK MUCH LIKE THE LAST 50 YRS. BETWEEN THE EFFECTS OF PEAK OIL, CLIMATE CHANGE AND ONGOING ECONOMIC COLLAPSE DUE TO THE MASSIVELY EXCESSIVE DEBT LOAD OF THE US GOVERNMENT, THIS REGION MAY SEE ~~AN~~ MORE POPULATION GROWTH <sup>THAN PROJECTED</sup> OF LOWER INCOMES AS WE RECEIVE CLIMATE REFUGEES FROM THE DESERT SOUTHWEST.

RTD OVERALL → TOO MUCH INVESTMENT IN AUTO/TRUCK FREIGHT FACILITIES AND NOWHERE NEAR ENOUGH IN PED/BIKE/RAIL.

ONE SIMPLE RULE TO PRESERVE LAND FOR EMPLOYMENT, HOMES, ETC:  
NO NEW SURFACE PARKING. IF YOU WANT TO PARK LOTS OF CARS, PUT THEM UNDER OR ON TOP OF BUILDINGS, OR BUILD PARKING STRUCTURES. YES, THESE ALTERNATIVES ARE ALL MUCH MORE EXPENSIVE THAN PAVING AND STRIPING. ~~CONSTRUCTING PARKING AREAS~~ THE EXPENSE SHOULD HELP DISCOURAGE ~~CONSTRUCTING~~ CONSTRUCTION OF PARKING AND ~~THE~~ AUTO DEPENDENT DEVELOPMENT

IN ADDITION TO EXTERIOR DESIGN STANDARDS FOR INFILL, WE NEED INTERIOR DESIGN STANDARDS FOR MULTIFAMILY REQUIRING NOISE PROOFING AND PREVENTING AIRFLOW BETWEEN UNITS. IF PEOPLE HAD FAITH THAT THEY WOULDN'T HAVE TO LISTEN TO THE NEIGHBORS MUSIC OR CHILDREN AND WILL NOT HAVE TO BREATHE THEIR SMOKE, THEY WILL BE MORE WILLING TO CONSIDER APARTMENTS AND CONDOS RATHER THAN BELIEVING THEY ~~MUST~~ MUST HAVE A SINGLE FAMILY HOME

To Whom It May Concern,

Our family owns a large piece of land that will soon be developed. My husband and I still live on Tualatin-Sherwood Road.

We have known for a long time that the roads in the Sherwood area, especially Tualatin-Sherwood Road, are not large enough to carry the amount of traffic they do now.

Friends have always talked about how hard it is to get from Tualatin to Sherwood at certain times of the day over this road. When the road was widened years ago we told the steering committee that it needed to be widened to 4 lanes from Tualatin to Sherwood. Several years later it has played out to be a nightmare of stops and starts.

I must say that there have been small improvements. We do not have any trouble getting in and out of our driveways. I am not sure why, there are lots of factors; the economy, timing of signals, other routes being taken.

We do feel it is imperative that the connector be built. All of the businesses in Sherwood, and our new development, will benefit from the increased ease of travel in our area. Already, just the short 124th connector has made a big difference here, but not in Tualatin where it takes way too much time to pass through the core area.

Please do not delay in making the much needed decision to build the connector. The choice has been put off too long now. Traffic will only increase in years to come.

Clarence and Pam Langer  
15585 SW Tualatin-Sherwood Road  
Sherwood, Oregon 97140



## Comment Form

Lehmann, Pete (Sun Microsystems, Inc.)

(Please print)

Name (required)

Pete Lehmann

Affiliation (if any)

Sun Microsystems

Address (required)

14707 NW Kyle Pl Portland

E-mail (optional)

Peter.Lehmann@Sun.com☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP☐ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

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**Comments** (use back or attach additional sheets if necessary)

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*

October 15, 2009



Metro,

My comments are directed at the Regional Freight Plan. I'm the Site Director at Sun Microsystems in Hillsboro. Sun is a \$11.5B company that creates network computer infrastructure, and the Hillsboro site is the last remaining internal manufacturing location. A slight majority of Sun's revenue goes to North/South America and the remainder is abroad. The Hillsboro plant mirrors that distribution and 100% of the product is shipped outside of Oregon. One of Sun's options is to outsource these Oregon jobs to contract manufacturing companies in low cost geographies. That hasn't happened, but one of the biggest challenges to remain in Portland is freight transportation. Specifically, the two problems for Portland's ability to support an exporting company are 1) lack of international flights that support large freight and 2) our location on the west coast, since many large customers are East-coast based. We can't help the second problem, but we can work on the first.

The goals in the Freight Plan are supportive of Sun's goals: fund and sustain investment in our multimodal system and create first-rate networks. The product will produce outcomes such as reduced delay, better travel time reliability, and lower costs. Sun support the specific focus areas of reducing core bottlenecks, including the I-5, I-405, and US26 areas. These locations have a direct impact on the goals identified by the Freight Plan and the ability of businesses to remain competitive.

Portland is one of twelve US cities with direct international flights. That is a huge advantage for the business community. What is missing from Portland is the freight capacity to move goods internationally. For example, since Sun's computer equipment is often over 66" tall, we must ship to international locations via "main deck." Main deck is the place where tall freight is secured on freighters; passengers sit in this space on commercial airplanes. 100% of Sun's International main deck shipments truck to LAX or SEATAC airport before taking off. The business impact is increased shipment costs and lost time. Taking 25% longer to move product to the end customer and to invoice that customer has a negative impact on a firm's cash flow. PDX does not provide main deck international service, so the Port loses several million of revenue from Sun's business alone, plus countless other firms with similar situations. Investing in that capability would bring additional revenue, jobs, and, most importantly, keep Oregon companies competitive.

A few key facts on shipping 1200 kg over 66" tall, using various cities:

Cost to ship Houston to AMS = 30% less than PDX

Cost to ship Chicago to AMS = 50% less than PDX

Time to ship Houston to AMS = 1 day faster than PDX

Time to ship Chicago to AMS = 1 day faster than PDX

The Port subsidizes several carriers with international passenger routes. The Port needs to do the same for freight. Find five to ten companies in the same situation as Sun, size the freight load, and then offer that business to a freight carrier. The Port may need to subsidize initially, but the long run should result in self-sustaining flow of goods.

You may be skeptical. What is in it for the Port, Metro, and the citizens of Oregon? Answer: jobs, jobs and more jobs. Consider the situation with Sun. We have a distribution center in California. Our contract manufacturers ship goods to that location to be consolidated before shipment to the end customer. Sun's Hillsboro location also uses a warehouse, so Sun evaluated moving the distribution center to Portland. The location next to the Hillsboro factory made sense, and Oregon has a lower cost of labor than California. The problem was lack of main deck freight capacity out of PDX (zero capacity). A Portland distribution center would still be trucking 40% of the shipments to SEATAC or LAX, and that tacks on an additional 100% cost. If the distribution center would have moved to Portland, hundreds of jobs would likely have moved with it. It's possible that Sun's contract manufacturers would have also relocated near Sun's distribution site. Sun would have added dozens of jobs to support the distribution center. That core of people may have snowballed into thousands of tax payers and voters.

About the Freight Plan, I've read chapter 10, From Goals to Implementation. Sun agrees with continuing the Task Force relating to freight and goods movement. The business community needs to have a voice, as the Freight plan is meant to serve their needs. Good recommendation. The Freight plan includes data collection and reporting - yes! Develop a set of business oriented performance goals and start tracking data. Goal F is the most critical to successfully supporting companies shipping product - strategic investment in transportation. The areas of focus that appeared most beneficial were the addressing the core throughway system bottlenecks: I-5, I-5/I-405 loop, US26 and I-5 South to Wilsonville. For Sun Microsystems, shipping international freight through PDX would be a huge advantage. Ultimately, Metro should to steer more of the budget to transportation. The region needs jobs to sustain a high quality of life, and jobs won't survive without transportation infrastructure. Capital projects will need funding to make a noticeable difference.

Sun's bottom line message is expanding and improving the freight network will keep jobs in Oregon and bring new jobs into the area. Freight is a competitive weapon and Portland's geographical disadvantage makes our freight infrastructure extremely important.

Best Regards,  
Pete Lehmann  
Sun Microsystems  
Director of Site Operations  
Hillsboro, OR



## Comment Form

Mays, Keith  
(City of Sherwood)

(Please print)

Name (required) Keith Mays

Affiliation (if any) Mayor of Sherwood

Address (required) 23237 SW Pine St.

E-mail (optional) \_\_\_\_\_

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP ☐ Growth report ☐ Urban/rural reserves ☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

*You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.*



*Home of the Under the River National Wildlife Refuge*

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

## City of Sherwood Presentation to Metro Council October 15, 2009

Dear Council members,

Mayor  
Keith Mays

Councilors  
Dave Heironimus  
Dave Grant  
Linda Henderson  
Lee Weislogel  
Robyn Folsom  
Del Clark

City Manager  
Jim Patterson

Sherwood is a city that is housing rich and jobs poor. We export most of our jobs to neighboring communities and Central City. So while we have a wonderful City we are experiencing challenges to making this a "great community" which is the desired regional outcome. The components of a "great community" include:

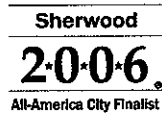
- Vibrant Communities
- Economic prosperity
- Safe and Reliable Transportation
- Leadership on Climate Change
- Clean air and Water
- Equity



2009 Top Ten Selection



2007 18<sup>th</sup> Best Place to Live



Sherwood has carefully considered these components and has worked hard with our regional partners to meet those outcomes. We have proposed in the Regional Transportation Plan (RTP) and the Reserves process what we believe meets the components and will create a "great community" in Sherwood and the surrounding cities. These were thoughtful decisions made by Sherwood based on economic needs of our community. We did not ask for more than was necessary to make this a "great community" and we carefully considered resource lands first.

The main components to achieving a great community in Sherwood are a complete transportation system and additional job creating lands. We also recognize the need to add additional residential areas to support the growing region as well and that is also proposed.

### Transportation:

In order to address a complete transportation system a long process to study a Connector between I-5 and 99W was completed. The answer to that study, as well as all of the studies in the area for the past 20 years, is that a connection is necessary to solve the existing and future transportation issues in this area.

So the question is not if it is necessary but how it will be accomplished.

A great deal of effort was put into coming up with a preferred alternative that is substantially shown in the Draft RTP. Comments from all parties were considered and included in the preferred alternative. The preferred alternative (Alternative 7) is a system of arterial roadways that work together to allow the objectives of the RTP to be met. This system was not designed and cannot function adequately without all of the arterial connections in place. Specifically, the Committees looked at the ramifications of excluding the southern connection between Highway 99W and



124th and determined that this connection is absolutely necessary in order to meet the goals of the study.

In fact all of the alternatives studied showed that excluding a connection south of Sherwood had severe impacts on the economic viability of Sherwood's Town Center and the mobility on Highway 99W and Tualatin-Sherwood Road.

Sherwood supports the preferred alternative and believes that the alternative is a system of networked transportation arterials that must be kept as a complete package or it will fail to meet the goals of the Regional Transportation Plan. We realize that there is additional work and studies that are necessary to complete this network and we look forward to being a part of that effort.

As Metro has noted Sherwood also recognizes that the Transportation System and the Land Use processes especially in this area tied together.

#### **Land Use:**

The arterial from Highway 99W to 124<sup>th</sup> is surrounded by exception land. We considered these lands first and believe they should be included in the Urban Reserve.

We carefully analyzed these resource lands and the recommended transportation alternatives and have proposed Urban Reserves that include job creating lands adjacent to the transportation system that will make Sherwood a "great community". We have also been careful to identify an amount of land to be added to the reserves that meets our projected long term needs in order to ensure as much Rural Reserve areas could be designated as possible.

Currently there are times of the day when Sherwood is cut off from the rest of the regional transportation system due to the inability to act on the prior recommendations to create a connection between I-5 and 99W. That problem will continue to grow each year that there is inaction on this important connection. We strongly support the complete system of arterials as shown in the Draft Regional Transportation Plan to begin to solve the long overdue problem in this area. We believe failure to do so will ultimately create a far less than "great community" and would not meet the Goals of the Regional Transportation Plan or the Greatest Places.

There is not enough time to give adequate testimony to this important process so I have a letter that I would like to give to you in regards to the Draft RTP. Sherwood will also be following up in the near future with additional comments regarding the Reserves Process.

We have also included a letter from former Mayor Mark O. Cottle.

Thank you for your time and consideration.



## Comment Form

Nasset, Sharon

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

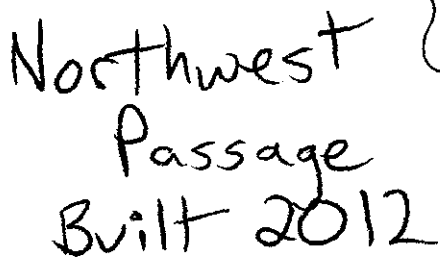
☒ RTP☒ Growth report☒ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

*CPC +*

*land use*

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**





Metro

KTP -  
OKR

Date 10/15/05

No. 27

### Comment Form

Newcomb, Kathy

(Please print)

Name (required)

Kathy Newcomb

Affiliation (if any)

OKR

Address (required)

17515 Cheyenne Way

E-mail (optional)

lucelater OK

☐ Include my e-mail in your policy and planning notification list.

97062

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☒ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

October 15, 2009

To the Metro Land Use and Transportation Hearing

From: Bob and Kathy Newcomb, 17515 SW Cheyenne Way, Tualatin OR 97062  
503-692-5227 after 10 a.m., please.

## 1. TRANSPORTATION CONCERN – **Project #10731**

Our primary concern is to request that you eliminate the following (Project #10731) from Alternative 7 altogether:

**Originally, the Northern Arterial – now known as:**

**Tualatin Rd/Lower Boones Ferry Road, Project #10731.**

1. There has been no Citizen Involvement as required by the Statewide Planning Goals – specifically Goal 1.

This transportation plan has been the worst example of NO Citizen Involvement provided to us – the citizens of Tualatin, by the City of Tualatin -- that we have seen in many years of involvement in public affairs in the state of Oregon.

There have been no public hearings for this new version of the I-5 to 99W Connector by our city. No diagrams or explanations of this Project #10731 have been provided to the affected residents. There has been no explanation in our city's monthly newsletter – even though our mayor and a few of our city council members have approved the project in work sessions. Our thanks to Councilor Jay Harris who protested adding even more traffic, regional traffic, to the City of Tualatin. No mailings explaining the project have been sent to the many residents of Tualatin who live north of Tualatin Road or to city residents in general.

In April 2009, after the Mayor emailed one resident that he and the city council did not support the Northern Arterial, the name of the project was changed by the City of Tualatin between April and July. No information was provided about the change or reasons or details for the change, even after repeated email and phone requests by some of us in July, 2009. This is negative citizen involvement.

2. The primary complaint by Tualatin residents for several years has been excessive traffic on our **few through streets**. **New regional traffic** would be an enormous burden.

This transportation project would bring additional, **regional** traffic to already heavily burdened streets. The Northern Arterial or Project #10731 would add about 3000 more vehicles going west at the evening rush hour.

Our North Tualatin neighborhood has no other exit than Tualatin Road to the outside area – such as grocery stores, jobs, buses, city and business facilities, or parks. Project #10731 would make it far more difficult to find a way out of our neighborhood. This is mostly true for the entire section of North Tualatin. (Small exception for part of North Tualatin: Hazelbrook Road to 99W.)

Our streets are based on old-time farm-to-market streets, not grid-style streets. We therefore have very few through streets, and these are already over-burdened.

3. There has been no consideration of the impact of an arterial road in the form of a bridge arching over the Tualatin River, the Tualatin Community Park and the freight trains and WES.

The section of Tualatin Community Park north of the existing railroad trestle has many uses that would be destroyed or negatively impacted by an arterial bridge with a volume of approximately 3000 more vehicles (including freight trucks, etc.) going west during the evening rush hour alone. (Not even our Tualatin Park Advisory Committee had an opportunity to comment on the Northern Arterial.)

There is a very popular "Rustic Shelter" that would be in the way of the arterial bridge, and almost certainly would be demolished. There have been soccer playing fields until some recent construction occurred, still in process; new uses are again planned for the fields after completion of construction. There are three popular trails through the area for walkers, people with strollers, joggers and bicyclists. These trails extend through the area to the new Tualatin River pedestrian bridge. The noise and air pollution would be the reverse of the clean air, etc., in the park. Nor has there been any report about the environmental impact of an arterial bridge over the Tualatin River.

\*\*\*\*\*

## **2. LAND USE CONCERN: RURAL AREAS GENERALLY, AND RURAL AREAS IN THE STAFFORD TRIANGLE**

**RURAL AREAS GENERALLY:** In general, we are strongly opposed to expanding the Urban Reserves and support the existing farmlands as they are, without further encroachment. The primary reason is that we must preserve agriculture; without it, how will we survive? This is especially true of Washington County's enormously excessive demands for increasing Urban Reserves.

We would support increased county taxes, if necessary, to buy up farmland to resell as farmland-in-perpetuity. And as far as industry goes, we would support using county funds to buy blighted areas, clean them up, and sell them, shovel-ready for industrial or commercial use, if needed.

### **SPECIAL NOTE regarding CLIMATE CHANGE IMPACT ON OREGON'S WINE INDUSTRY.**

We're not sure if this is widely known. However it appears, under climate change, that due to increased temperatures in California, much of the California wine industry will move north to Oregon. Oregon's pinot noir industry may have to move north to Washington state or to the Oregon coast for a cooler climate under climate change.

Therefore, such hillsides as those in the Stafford Triangle (where some wine grapes are grown) may become more valuable for wine growing in the future. Please consider preserving the Stafford Triangle for the future as additional profitable wine-growing land.

Werger, Matthew  
(Northstar Chemical)

Northstar Chemical, Inc.  
14200 S.W. Tualatin-Sherwood Rd.  
Sherwood, Oregon 97140  
Tel: (503) 625-3770  
Fax: (503) 625-1478

October 15, 2009

METRO  
Portland, OR

LETTER IN SUPPORT OF THE I-5 TO 99W CONNECTOR PROJECT: Alternative 7

Dear METRO Council Members;

I am writing this letter in support of the I-5 to 99W connector project: Alternative 7.

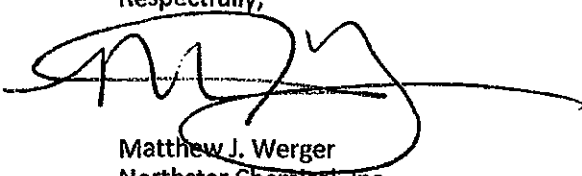
As a resident and business operator in the area, I am very concerned with the regions traffic congestion that continues to worsen. Residential and commercial building has occurred in the area at a tremendous pace and the continuation of this trend is very evident. Due to this growth the number of vehicles traveling between 99W and I-5 creates lengthy delays, hazardous conditions and growing costs.

As the manager of a distribution company located in Sherwood, we have 12 delivery trucks and 21 employees, so traffic between Sherwood and I-5 is very important to our business. In 1996, the commute time for our delivery trucks between 99W and I-5 was 5-8 minutes with approximately 5 traffic lights. And in 2009, our commute can take up to 40 minutes and approximately 13 traffic lights exist. Yet in that time and with the growth that has occurred, nothing of great significance has been done to expand the roadway system to alleviate traffic. The extra amount of time needed for this commute is a quantitative cost to my company, as well as our vendors, and to area residents.

Something has to change in our traffic flow between 99W and I-5; the area is only going to grow and the traffic is going to worsen. I appreciate the work that has been put into studying this project but at this point construction needs to take place to improve the viability and livability for residence and commerce in this area. In addition, this project would be a good stimulus for jobs and economic recovery of our State.

Thank you for your consideration of Alternative 7.

Respectfully,



Matthew J. Werger  
Northstar Chemical, Inc  
General Manager



Date 10/15/ 2009

## Comment Form

Osborn, David (Stop the CRC Coalition)

(Please print)

Name (required)

DAVID OSBORN

Affiliation (if any)

Stop the CRC Coalition

Address (required)

2207 SE 37th Ave, Portland, OR 97212

E-mail (optional)

osborn.david.a@gmail.com

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

The Regional Transportation Plan needs important changes - in particular regarding the Columbia River Crossing (CRC). The CRC should not be in the RTP. It damages the livability of our communities we have worked so hard to create by encouraging sprawling development. It fuels the climate crisis by encouraging automobile based transportation. Alternative transportation solutions - light rail, high speed rail, bus only lanes, bike + pedestrian facilities - should be the top priority. Lastly, the CRC is extraordinarily expensive + builds infrastructure for the 1950s not the 21st century.

These points apply more generally to the RTP. We need people-centered transportation policy that favors livability over individual mobility. We need policy that focuses on alternate transportation - not roads - and which addresses the climate crisis. In our grassroots work we have heard these points echoed by hundreds of people throughout the region both generally + in regards to the CRC.

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.





Date 10-15 2009

## Comment Form

Parker, Terry

(Please print)

Name (required)

TERRY PARKER

Affiliation (if any)

Address (required)

P.O. Box 13503 PDX 97213

E-mail (optional)

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Comments (use back or attach additional sheets if necessary)

BICYCLE LICENSE & REGISTRATION FEES  
NEED TO BE PART OF THE FUNDING  
DISCUSSION - NOT ASKING THE QUESTION  
FALSIFIES THE DATA. BICYCLES SHOULD  
BE LICENSED TO LEGITIMATELY USE  
PUBLIC RIGHT-OF-WAY

INCREASING TRANSIT FARES ALSO  
NEEDS TO BE PART OF THE FUNDING  
DISCUSSION - NOT ASKING THE QUESTION  
FALSIFIES THE DATA + ANSWERS.  
TRANSIT PASSENGERS NEED TO  
BE DIRECTLY CONTRIBUTING  
SIGNIFICANTLY MORE THAN 25%  
OF THE OPERATING COSTS OF PROVIDING  
THE SERVICE - THIS NEEDS TO TAKE  
PLACE THROUGH THE FARE BOX

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.



## Comment Form

Parker, Terry

(Please print)

Name (required)

TERRY PARKER

Affiliation (if any)

OVER-TAXED TAXPAYER

Address (required)

P O BOX 13503

E-mail (optional)

CUSTOMERSERVICE@hormail.com☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☐ RTP☒ Growth report☐ Urban/rural reserves☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

ATTACHED

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

Subject: Testimony to Metro on "Making the Greatest Place".

One of Metro's proposed regional strategies is the principal of "repairing, maintaining and getting the most out of what we've already built before we build new things". Applied to transportation infrastructure: not only is producing the steel rails for streetcars, digging up existing city streets to put them in, and gumming up those streets for taxpaying motorists with obstructions like curb extensions less than eco friendly, but it is replacing what is already in place and therefore excessive consumption. Additionally, the up front costs for streetcars continue to be unrecoverable through the fare box making the whole streetcar concept anything but financially self-sustainable. The unsustainable trajectory of local taxpayer funded subsidies going to outdated hobby rail playthings that only generate even more taxpayer subsidies to be accrued by flush well-heeled developers needs to be reversed. Any notion of building a financially unsustainable and unaffordable web of snail rail streetcars needs to be scrapped. Metro needs to demand a less costly, more efficient replacement; a modern electric trolley bus system plan that in its most basic form, only requires overhead wires be installed over the existing streets that are already built..

Sustainability starts with financial self-sustainability - including NOT subsidizing a project from other resources or a source of revenue outside of what the project itself generates. Multi-modal transport systems require policies that directly tax all mode users instead of fleecing motorists. Bicyclists must no longer be treated like elitists with special privileges and immunities that allows them to continue acting like spoiled little children whom expect mommy and daddy – in this case the taxpayers – to pay for the specialized infrastructure they clamor for and use. Instead of continuing to support the persona of bicyclists as one of irresponsible freeloading deadbeats; the transportation tax stool needs a bicyclist equity leg to stand on its own. Bicyclists need to be licensed thereby directly paying for the construction and maintenance of the bicycle infrastructure in the public right-of-ways they claim as their own.

Another one of Metro's proposed regional strategies is the principal of "ensuring there are enough good jobs for the people who are here now and for those to come". Currently the so-called new or green economy is eliminating more private sector jobs than it is replacing. Moreover, the majority of those replacement jobs require huge taxpayer financed subsidies. For the economy to remain healthy and vibrant, this trend also needs to be reversed. Jobs need to be created in the private as opposed to more jobs that are taxpayer funded or subsidized.

Finally, crowding in and warehousing more people like sardines in dense tenement style heat island development is a downgrade in the quality of life. Forcing such a public policy direction is a political mindset leading to socialism, a direct contradiction to the liberties and principals this country was founded upon. Having an additional child in a family has twenty times the carbon footprint of a person driving an efficient car. The elephant in the room is population growth. Ultimately, sustainability of the planet requires leveling off population growth rather than attempting to accommodate it. Instead of throwing taxpayer dollars at implementing social engineering policies that aim to dictate and control the transport, housing and lifestyle choices of the people; Metro should be engaging a cross section of the entire regional populace in the citizen process rather than the just the eco choir, and look at a bigger picture that would aspire to flat lining regional population growth.

From: preservefarms@aol.com

To: david.bragdon@oregonmetro.gov; kathryn.harrington@oregonmetro.gov;  
rod.park@oregonmetro.gov; carlotta.collette@oregonmetro.gov; robert.liberty@oregonmetro.gov;  
rex.burkholder@oregonmetro.gov; carl.hosticka@oregonmetro.gov; metrocouncil@oregonmetro.gov;  
feedback@oregonmetro.gov

Sent: Wed, Oct 21, 2009 3:03 pm

Subject: Please Read Entire E-mail! Carl Hosticka Lobbying for Connector - Calling on People to Testify  
before Metro Council

Dear Metro Councilors,

My name is Dan Ruediger, and I am the President of Citizens for Farmland Preservation, a 501(c)3 made up of Sherwood, Tualatin and Wilsonville residents and farmers in unincorporated Sherwood, Tualatin and Wilsonville. Our group turned in over 3,800 signatures of people against the southern arterial of the I5-99W connector project which is proposed to be placed OUTSIDE the Urban Growth Boundary. I appeared before you on Tuesday and Thursday night of the public testimony last week to represent our members. Our land use attorney, Jeff Kleinman also appeared before you on Thursday night. I won't repeat his or my testimony, but I will ask you to *recall* our testimony and strongly consider this e-mail regarding the inclusion of UR-9 area in Clackamas County as Urban Reserves and the inclusion of the Southern Arterial of the I5-99W Connector Project.

Bottom line, we expressed major concerns that the public has had about the "public process" led by Washington county and it's consultants on this project over the last four to five years. I represented THOUSANDS of people when expressing our view that Washington County has not been forthright or earnest with the project's public process. You as Metro Councilors should know that according to the data taken from all three open houses, and the feedback through out the last 4-5 years of this process, that the majority of the public does not want a southern arterial.

Washington County wants a southern arterial outside the UGB and Washington County has lobbied their cities and chambers to support them. But we believe these cities and chambers have been lulled into a false sense of security regarding what Alternative 7 will do for the region. Alternative 7 hasn't been publically vetted. Alternative 7 has not been studied nearly to the degree that it should be. It was rushed through so that it could make it to the RTP. Since the Inter Governmental Agreement (IGA) of the PSC for the I5-99W connector has been violated, Washington County has represented that Alt. 7 is a "compromise" when no such compromise has taken place. Wilsonville and Clackamas County has voted against Alt. 7. So how can Alt. 7 go in the RTP - when there isn't agreement by the all of the impacted cities and counties? Is this the way the process was supposed to work? We think not.

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- That she believes Clackamas County should take the recommendation of Washington County by suggesting to the Core-Four to include UR-9 in Urban Reserves as it is likely needed to build the southern arterial.
- That she believes a primary use of the southern arterial will be as a commuters highway used by Yamhill County residents.
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The attached e-mails below also state that Wilsonville organized the "public trashing of the project." You should know, that although we agree with the city of Wilsonville and their position that the RTP should not include the I5-99W connector project as Alt. 7 has NOT been publically vetted nor studied adequately, we are an independent voice. Our member's have been deeply involved in this process for over 5 years - developing our own opinions, independent of any city or organization. Just as the public (open houses) showed for the original 6 alternatives, there are thousands of citizens in this area that are clearly involved that didn't support Alt. 6 and don't support Alt. 7. Wilsonville, for different reasons of their own, happens to be in congruence with our organization.

The attached e-mail below also shows the activity and position of Councilor Hosticka reagrding this project. We ask that all Metro Councilors read this email and come to your own conclusion. After a quick note to Coucilor Hosticka, please start reading the attachments from the bottom.

Your time and consideration on this are greatly appreciated. The I5-99W Connector project will be hundreds of millions of dollars. We have to get it right this time.

Sincerely,

Dan Ruediger, President  
Citizens for Farmland Preservation (CFFP)  
(503)449-0575



## Comment Form



Swaren, Ron

(Please print)

Name (required)

Ron Swaren

Affiliation (if any)

Address (required)

1543 SE Umatilla St

E-mail (optional)

rswaren2002@yahoo.com

☐ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other

Columbia River Crossing

Comments (use back or attach additional sheets if necessary)

Please don't waste our money!!

①. There is no need to replace the I-5 Bridges. They are not damaged, we are not in a high earthquake zone, they carry ~~300~~ <sup>300,000</sup> lanes of commuters — bringing in needed revenue to the state of Oregon.

②. Build a Third Interstate Bridge downstream near the BNSF Bridge. This will connect SW Washington to Job Growth in Washington County. Put bike paths on it and express bus service. This will relieve enough traffic from I-5 that flow will return to normal.

③. Use double-decker buses (like London and Hong Kong) for suburban express routes. Instead of capital-intensive MAX systems.

Save our Money!!

Attach supporting material to this form. Make sure your name is on all material. Leave this form with staff or put it in the Comment Box.



## Comment Form

Trumper, James  
(Washington Cnty CPO-1)

(Please print)

Name (required)

James Trumper

Affiliation (if any)

CPO-1 (Washington County)

Address (required)

11125 NW Kathlamet Drive, Portland OR 97229

E-mail (optional)

james@trumper.us

☒ Include my e-mail in your policy and planning notification list.

Comment topic(s) (check all that apply)

☒ RTP

☐ Growth report

☐ Urban/rural reserves

☐ Other \_\_\_\_\_

Comments (use back or attach additional sheets if necessary)

please see attached.

**You have two minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.**

October 15, 2009

To: Metro Council

From: Washington County CPO-1 Connecting Neighborhoods Sub-committee

Re: Greatest Place Public Comment on Transportation Priorities for 2035 RTP

Connecting Neighborhoods is a sub-committee of Washington County CPO-1. We identify and seek to improve (and/or eliminate barriers to) paths, trails and other means for people to travel through the neighborhoods and commercial areas of CPO-1 without cars.

We work with citizens, landowners, and public agencies to coordinate efforts to achieve these goals. For safe and healthy communities, we need access to transit options (bus stops and light rail), safe pedestrian and bicycle travel facilities, and trails for recreational walking and cycling. A high-functioning system of pedestrian and bicycle facilities cuts congestion and greenhouse gases and improves the health of our people and the livability of neighborhoods and communities.

We recommend that the 2035 RTP should include planning and funding for non-vehicular improvements on minor collectors, major collectors and arterial roads within the urban growth boundary that would not otherwise qualify for sidewalks or other non-vehicular amenities as part of Washington County MSTIP or other development projects.

Example roads of this classification within CPO-1 that would qualify for non-vehicular improvements include, but are not limited to:

- Leahy Road
- West Union Road
- Thomson Road
- McDaniel Road
- 111<sup>th</sup> Avenue
- 113<sup>th</sup> Avenue
- 119<sup>th</sup> Avenue
- 143<sup>rd</sup> Avenue
- McDaniel Road
- Parts of Cornell Road

Currently many of these roads are extremely dangerous for non-vehicular travel and especially for pedestrian travel. In many cases, pedestrians are forced to walk in the roadway due to ditches and other hazards. This situation prevents people from walking between neighborhoods and to parks, prevents children from walking to school, prevents people from accessing Tri-Met bus stops and commercial areas. The net result is increased vehicular traffic and isolation of neighborhoods.

This problem has been caused by the lack of improvements to critical infrastructure to support the significant development that has occurred within the urban growth boundary over the last 20 years. In order for our region to become the "greatest place", this situation *must* be resolved.

Washington County does not currently allow partial development to make these improvements. The County takes an "all or nothing" approach – i.e. the entire road must be developed to current standards and the County does not have and will not have the funding to bring these collector and arterial roads up to current standard. Unless addressed, this problem will remain for years to come.



Therefore, in addition to our request for planning and funding for these improvements, we urge that Metro work with Washington County (as well as Multnomah and Clackamas Counties) do define and adopt standards that would allow interim solutions to be put in place (asphalt paths, sidewalks, etc.)

We are in the process of developing a petition to Washington County to address this issue in the next round of MSTIP planning. However, because funds will be limited and current planning rules require the “all or nothing” approach, we are seeking Metro’s assistance to provide planning guidelines and additional funding.

Finally, we recommend this issue be resolved before the UGB is expanded.

Thanks for your consideration,

On behalf of the CPO-1 Connecting Neighborhoods sub-committee

Enid Griffin (Chair) - eegriffin40@gmail.com;

Virginia Bruce - vrb@teamweb.com

James Trumper – james@trumper.us

**From:** preservefarms@aol.com [mailto:preservefarms@aol.com]

**Sent:** Wednesday, October 21, 2009 7:30 PM

**To:** Pat Emmerson

**Subject:** Fwd: Please Read Entire E-mail! Carl Hosticka Lobbying for Connector - Calling on People to Testify before Metro Council

Pat,

The letter below captures our position. Please use this for the written record of our public testimony.

Thank you very much for your follow-up and concern of getting this in. Your work is appreciated.

Best,

Dan Ruediger, President  
Citizens for Farmland Preservation

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

From: preservefarms@aol.com

To: david.bragdon@oregonmetro.gov; kathryn.harrington@oregonmetro.gov;  
rod.park@oregonmetro.gov; carlotta.collette@oregonmetro.gov; robert.liberty@oregonmetro.gov;  
rex.burkholder@oregonmetro.gov; carl.hosticka@oregonmetro.gov; metrocouncil@oregonmetro.gov;  
feedback@oregonmetro.gov

Sent: Wed, Oct 21, 2009 3:03 pm

Subject: Please Read Entire E-mail! Carl Hosticka Lobbying for Connector - Calling on People to Testify before Metro Council

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Sincerely,

Dan Ruediger, President  
Citizens for Farmland Preservation (CFFP)  
(503)449-0575



## The League of Women Voters of Portland

310 SW 4th Avenue, Suite 520  
Portland, OR 97204

(503) 228-1675  
info@lwvpdx.org

October 15, 2009

Greatest Place Comments  
Planning and Development  
600 NE Grand Ave  
Portland, OR 97232

To Whom It May Concern:

The League of Women Voters appreciates the opportunity to comment on Chief Operating Officer Michael Jordan's September 15 report, "Making the Greatest Place: Strategies for a sustainable and prosperous region." The League has a long history of supporting comprehensive land use planning with robust citizen participation, conservation of farm and forestland, and development of complete compact communities with access to transportation, parks and open spaces, affordable housing and jobs. Our comments are in keeping with that long commitment.

The report reflects great awareness of and learning from the region's experience with the 2040 Growth Concept adopted by the Council in 1995. It continues to acknowledge the necessary but difficult balance between land use and natural resource planning and the importance of human needs as we collectively attempt to guide and support growth in the region. The League wholeheartedly supports the report's recommended categories for action: make the most of what we have, protect our urban growth boundary, and walk our talk.

The League's comments today are organized around three major areas of interest:

- responding to the challenges of global climate change and limited resources,
- conserving and protecting our natural resource base and farm and forestlands into the future, and
- strengthening robust citizen involvement in the Metro process, especially with Metro's local government partners.

These areas of interest are intended to frame, not limit, the League's public policy interest in the report.

### **1. The challenges of global climate change and limited resources demand that the region invest in what we have and maintain the established Urban Growth Boundary.**

Action on global climate change is a priority for the League of Women Voters of the United States. The compact urban form and integration of land use and transportation envisioned in the report reflect League goals nationwide. We support continuing investment in the Regional Center and Town Center development framework expressed in the 2040 Concept Plan and the "Strategies for a sustainable and prosperous region." This framework enhances ready access for everyone to housing, schools, jobs, shopping, and open space and recreation. Equity of opportunity is a foundation principle underlying this development framework and is a principle the League supports; it should guide the investment of limited resources. When considering investments the League urges Metro to always take another look

at areas around transit centers and light rail stations such as Lents and Gateway where there is the greatest potential for development.

The League has long supported efforts to diversify the region's housing stock, both housing type and housing cost. Housing available to the full range of income levels throughout the region will make convenient access to transportation, jobs, natural spaces, and services available to all. We urge Metro to consult public and non-profit housing agencies when developing its public investment strategy so as to carefully assess the impact of its strategies on existing housing stock and future needs, especially for affordable housing.

**2. Conservation of our natural areas, habitat, and farm and forestland are critical to the preservation of a life sustaining natural environment and the human needs for food, water and open space.**

The League believes that a minimum number of acres should be designated as urban reserves with special attention to areas that will complete and enhance existing communities. We urge stronger protection of floodplains and river corridors within the existing growth boundary and support efforts to develop a more effective regional protection program.

The League supports the concept of rural reserves and protection of the region's agricultural economy for the inherent value of open space, the preservation of the state's second largest grossing industry sector (see September 26, 2009, Oregonian "In My Opinion" column by Dave Vanasche and Larry Duyck), and as a key element of the region's sustainability infrastructure. Metro should further develop and strengthen dialogue with the agricultural community including industry organizations and agencies that support the industry. We believe dialogue can contribute significantly to protecting a critical state industry threatened by investment and workforce pressures as well as the consequences of urbanization.

**3. Sustaining and strengthening Metro's citizen participation infrastructure are critical to the success of Metro's role in the region, especially its local government partnerships.**

Metro has established a system of well functioning intergovernmental structures. The League urges Metro to continue to develop and strengthen these partnerships to coordinate regional and local planning goals. We also recognize that implementation of Metro's planning goals properly rests to a large extent on local zoning and development codes. We support investment by Metro in local capacity building to assure a strong local voice in Metro's program.

The League urges Metro to incorporate the findings of local visioning processes within the Metro planning process. Unique communities are the strength of "the greatest place."

While supporting strong intergovernmental structures, the League also supports a robust Metro outreach program to a broad diversity of citizens throughout the region, representing a range of socioeconomic sectors, geographic areas, and occupations.

The League also supports strengthening communication between Metro and the citizen advisory groups, natural resource agencies and planning agencies that support and inform its work.

In conclusion, the League supports good governance, wise use of resources—fiscal as well as physical, a stable economy, social policies that promote healthy communities and natural resource policies that promote clean air and water, energy efficiency and protection of significant natural areas.

Yours truly,

A handwritten signature in dark ink, reading "Elizabeth J. Pratt". The signature is fluid and cursive, with a long horizontal stroke at the end.

Elizabeth Pratt  
President



# City of Tualatin

[www.ci.tualatin.or.us](http://www.ci.tualatin.or.us)

October 14, 2009

Mr. Michael Jordan  
Chief Operating Officer  
600 NE Grand Avenue  
Portland, OR 97232

RE: "MAKING THE GREATEST PLACE" RECOMMENDATIONS

Dear Mr. Jordan and interested parties:

On Wednesday, September 30, 2009, Tualatin's City Council met in a work session to discuss your recommendations for "Making the Greatest Place". We appreciate the opportunity to review and comment on the reports released on September 15, 2009. We provided our comments below categorized by sections of the report. We are also aware that there will be other opportunities to comment through MPAC, JPACT and the Metro Council as further review occurs on your recommendations.

The *Strategies for a sustainable and prosperous region* included the quote below that exemplifies the spirit of Local Aspirations and the exercise the region went through last winter. That is the opportunity for local jurisdictions to provide choices to current and future residents by creating great communities in the region. Our Council believes that the Local Aspirations we and other cities worked to develop should guide the region's decision making in terms of growth and investments.

"Some people want to live in the suburbs and feel strongly that their quality of life, their American dream, is a house and a yard and a fence. Others want to live in a vital city where they're a regular at the coffee shop down the street. It's not that one is better than the other, but it is a fact that within this region, you can choose either, and that's what we're trying to achieve- not that everyone chooses the same, but that people can find what they want."

-Ethan Seltzer, Director, Toulon School of Urban Studies and Planning, Portland State University (Metro, *Overview September 15, 2009 COO Report- Strategies for a sustainable and prosperous region*. p11, September 15, 2009)

## Performance Measures

While we acknowledge the need to track the region's progress toward achieving the six desired outcomes, we are concerned with the process used for establishing that

tracking mechanism. The Performance Measures report does not contain enough information about how the performance targets will be developed. There should be more opportunities to participate in the development besides MPAC and JPACT. Additionally, the report does not clearly articulate the consequences of these measures on local jurisdictions. For example there is no discussion of what type of data collection and reporting could be required. Finally, Metro should provide some clarification of the policies and processes that could be required to achieve the indicator targets. Our concern is that without involvement from local jurisdictions in establishing the targets, policies and processes we will not be able to ensure these targets align with our Local Aspirations.

#### Urban Growth Report

The residential section of the UGR uses a 33% refill rate for expected capacity and 7% refill rate for potential capacity. The expected housing capacity refill rate is higher than the average from 1997 to 2006 of 15.6% to 34.2% and may not be a reasonable expectation. The additional 7% assumed for potential growth relies on policy changes and investments. These investments are presumably those identified in the *Investing in Great Places matrix, September 15, 2009* but neither of these reports identifies the source of potential funding for investments. It is unreasonable to identify a potential capacity refill rate that relies on an unknown source of funding. Finally, where is refill at a 40% rate expected to occur? Where is the analysis and mapping showing where the refill will occur? This information is critical in determining capacity and the implications on the urban and rural reserve process and how it fits into Tualatin's Local Aspirations.

Protecting existing single-family neighborhoods is mentioned as an investment priority in the *Strategies for a sustainable and prosperous region* and in the UGR. These reports indicate this can be accomplished by focusing growth in cities and town centers and main streets within the current urban growth boundary and encouraging growth in centers and corridors to minimize impacts on existing neighborhoods. Tualatin's Local Aspirations are similarly focused in that we intend to protect the character of our existing single family neighborhoods and commercial and industrial areas while focusing redevelopment and any requisite policy changes and investments within our Town Center. Consequently, any refill rate higher than a historic average should only apply to centers and corridors.

In the employment section and the technical appendices there were several mentions of multi-story facilities for employment uses. We object to the assumption that industrial uses such as manufacturing, warehouse and distribution, and tech flex will locate in multi-story buildings as part of a future trend.

#### Regional Transportation Plan

We appreciate your efforts to update the RTP and other regional plans. Balancing the needs to move people and freight, protect neighborhood livability, protect the environment, and support the growth in the region's economy is a very complex and difficult task.



In reviewing the RTP it feels like we are not reviewing a plan but looking at a series of good ideas and some vague actions that may implement them. For example:

- Without modeling results it is not known if the projects in the draft RTP will achieve the goals of the plan.
- Without new performance standards how do we know how close we are coming to meeting them.
- The schedule does not appear to allow any time for iterations or discussion about the performance of the plan and projects versus the impacts on neighborhood, versus the cost to implement, versus the impacts on the economy versus changing the goals of the plan.
- It seems like there should be time built in to allow for this analysis to occur and if needed change the goals, measures, and projects to better achieve what we are trying to do.

Moving ahead to stay on schedule does not seem to be as important as taking the time to complete this project in a manner that will allow us all to work toward its implementation and making this region a Great Place.

As you know Tualatin is very concerned about the implementations of the recommendations from the I-5 to 99W Corridor study. We were very disappointed in the final efforts of the project. To have listened to and agreed with the concerns and issues raised by Wilsonville and Clackamas County over the final recommendations on the project, and all the participants AGREED with their issues and recommendations, and then to have them vote against their own recommendations was disheartening. That said we are very appreciative of the effort of Andy Cotugno to put together a plan to implement the recommendations of the I-5 to 99W Corridor Study. Mr. Cotugno's plan addresses Tualatin's concerns and we feel provides a logical well thought out series of events to address the transportation issues between I-5 and 99W in our area.

The I-5 to 99W Policy Steering Committee recommendations are included in the RTP appendix and shown in the work plan as something that needs to be resolved in the next few months. Our main concern has been and continues to be traffic in the Tualatin Town Center. We expect to deal with the traffic generated in Tualatin. Our concern is the thru traffic. To address this we are asking for your help and commitment on three key projects and concepts.

1. Widening Tualatin Sherwood Road. Project 10568:  
Widening Tualatin Sherwood Road between Hwy 99W and Teton needs to be postponed until after 124<sup>th</sup> is connected between Tualatin Sherwood Road and Tonquin Road. We feel 124<sup>th</sup> will provide an outlet for the industrial traffic to access I-5 at Stafford Road in an all industrial route and not through the Tualatin Town Center. Widening without 124<sup>th</sup> will only bring more traffic to the Tualatin Town Center.
2. Extending Tualatin Road through the Community Park, across the Tualatin River and on to the Bridgeport Village Area. Project 10731:

We agree some improvement here is necessary to provide alternate routes to having all the east west traffic passing through the Tualatin Town Center. Widening Tualatin Road and the extension to the Bridgeport Village area to 4-5 lanes instead of the 2-3 lanes currently planned, and connecting to 99W on the west end in Sherwood is not in keeping with the scale of our vision. The proposal to evaluate and correctly scale these improvements that Andy had proposed addresses our concerns.

The appendix and project 10731 do not appear to be consistent. We urge you to resolve this inconsistency in favor of the language proposed by Andy Cotugno this summer.

3. Extending 124<sup>th</sup> from Tualatin Sherwood Road south to Tonquin and on to I-5 at exit 286. Project 10736.

This is a high priority for Tualatin and Wilsonville. This extension will provide access to an approximate 1,000 acres of industrial land. Tualatin is finishing the planning for the portion of the area north of Tonquin Road. The area between Tualatin and Wilsonville still needs some planning work. We are working with Wilsonville to accomplish this.

We look forward to participating in the discussions about the performance standards of the transportation system and how all components of the "Making the Greatest Place" work together and address all of the goals of the plans. We request you delay the final decisions so we can all be sure we are making the best choices, not just the choices that meet the schedule.

#### Aspirations and Investments

The *Investing in Great Places matrix* identified five common themes that emerged from Local Aspirations. Based on the matrix and the narrative it is clear that financial investments will be required to implement any policy changes that accomplish Local Aspirations. Tualatin's concern is where those sources of funding are going to come from. The report identifies developing an investment strategy as the next step in taking Local Aspirations to a strategy. While elements of such a strategy were identified targeted sources of possible funding were not identified.

We intend to submit information about the 99W Corridor in Tualatin. That corridor has been identified for future consideration of High Capacity Transit, and we will identify additional investments that could support or be supported by HCT in the 99W Corridor.

#### Urban and Rural Reserves

Specifically, we are concerned with the recommendation for the Stafford Triangle portion of the Stafford Basin. We do not agree with the recommendation to expand urban reserves beyond Clackamas County's recommendation. Further, we submitted correspondence to Clackamas County and to the Regional Steering Committee and the Core 4 stating our recommendation that this area be designated a rural reserve with the exception of the 840 acres located in Washington County within the Stafford Basin. This area is bound by I-5 on the west, I-205 on the north, 65<sup>th</sup> Avenue on the east and

Frobase Road on the south. To summarize our concerns previously stated providing urban level services to this area would be cost prohibitive to the City of Tualatin, there are questions of governance that need to be resolved, and urban level development could impact the quality of life in our existing neighborhoods. The City Council's top priority is to maintain quality of life in Tualatin by maintaining the character of existing residential neighborhoods and continuing that character in new neighborhoods as the City grows. This priority guided our Local Aspirations and emerged from Tualatin's *Community Vision and Strategic Action Plan: Tualatin Tomorrow*. Designating urban reserves identified by Clackamas County and expanding the area according to Metro's recommendation would not adhere to our Local Aspirations or our community's desire to preserve our quality of life.

The cities of Lake Oswego and West Linn have also stated their opposition to the Stafford Basin as an urban reserve in their Local Aspirations.

Additionally, in the technical appendix to this report an assumed density of 15 dwelling units per acre was used to calculate the residential acreage range for urban reserves. Our concern with this assumed density is that we are not clear as to where this density applies. Is it only assumed for urban reserve land or has this density been applied to other land in calculating capacities? Through our Local Aspirations we have stated our intention to continue the existing residential neighborhood character in any new areas. An assumed density of 15 dwelling units per acre does not conform to our aspirations.

Regarding your recommendation for Urban Reserve land in the South Sherwood/ West Wilsonville area, we agree with your recommendations. Your assessment of land between the cities of Tualatin and Sherwood is correct in that urban reserve land will provide the opportunity to extend 124<sup>th</sup> Avenue to a future east west arterial road and make use of future public and private infrastructure investments. We also agree with the analysis that if the area is deemed suitable for urban reserves then all of the land should be designated urban without creating an island of rural reserve land. We continue to object to Clackamas County's recommendation for a small portion of this area to be a designated a rural reserve. Additionally, we support the City of Sherwood's aspirations for urban reserves in this area to support their long term jobs and housing needs.

Again, thank you for the opportunity to comment on these recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lou Ogden', with a stylized, flowing script.

Lou Ogden  
Mayor



# WASHINGTON COUNTY OREGON

October 15, 2009

To: Kim Ellis, Principal Transportation Planner  
Back, Andy (Washington County)

From: Andy Back, Principal Planner

Subject: **Washington County Planning Staff Comments on the September 15, 2009 Public Review Draft of the Regional Transportation Plan.**

Thank you for the opportunity to review this preliminary draft of the Regional Transportation Plan. Metro staff has obviously put considerable work into the development of this document. We hope you receive the feedback you're hoping for, and that you find our comments in this letter and the attached table useful. Along, with our specific comments that are attached, we'd like to begin by offering some general comments.

First, a recurring issue in our review and discussions of the draft plan was the need for more specific descriptions of linkages and relationships, primarily between targets, objectives, goals and outcomes. We think that more plainly defining these relationships would clarify the RTP's policy direction, would improve understanding of those managing or implementing the RTP, and would better ground discussions as we proceed with plan development, to everyone's benefit. In our view, the primary areas needing this type of attention are as follows:

1. Chapter 2 identifies six desired RTP outcomes, three decision-making objectives, and ten goals with 34 supporting objectives. These are to be realized in part by achieving a series of performance targets, interim mobility standards, and interim modal targets.

Our sense is that this framework will work only if and when the relationships between the elements identified above are fully and broadly understood. We don't think these relationships have been defined or described in the detail necessary to engender sufficient understanding among those involved in plan development. We are concerned that the clarity of policy direction provided by the RTP will suffer considerably unless these linkages are made, and we would be concerned about the potential for confusion in the monitoring and management of the plan over time, given the number of parties involved.

2. The Chapter 2 sections addressing Performance targets (pg 13), Interim Regional Mobility Policy (pp. 14 and 15) and Interim Regional Modal targets (pg. 16) warrant some specific discussion. As Metro staff points out, more work is needed to refine these elements. Understanding that, we believe the document would benefit from further discussion of the need for the work and what it will entail. The discussion should point out the "placeholder" nature of the targets and standards identified here. It should make clear that performance targets should be ambitious but achievable. By

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definition, this requires that analyses be complete and the results discussed before reasonable, realistic targets can be established.

Some of the performance targets in table 2.3 seem wildly optimistic to us. As we know from experience during previous RTP development -- particularly as it focused on proposed TPR VMT per capita reduction target -- these ungrounded targets can get legs of their own. If we as regional and local governments and service providers are to be held to these targets and standards, we should understand them to be aggressive but achievable, not as challenges that were established more or less arbitrarily and with no sense of whether they can be met. As we stated above, how these targets link to RTP outcomes, decision making objectives and transportation goals and objectives also should be evident.

With regard to the interim mobility standards on page 15 specifically, we would be concerned if the "feasibility" of meeting these standards is based upon a system that is developed within financial constraints, rather than a system to which financial limits are applied after system analysis is complete. We need to know what we're not buying, as well as what we are buying.

3. Chapter 2, page 20 -- 2.4: The plan retains the same sort of "barbell" definition of the regional system and regional responsibilities as previous plans: that is, the region has responsibilities to both implement and manage the top end of the transportation system and at the very local part of the system necessary to support development of 2040 land use types. The question of how the region expects to carry out these responsibilities should be addressed more completely in the plan. We understand that the lack of consensus on this issue perhaps makes some ambiguity inevitable, but we also believe that the quality of future discussions related to system improvement will improve in relation to the clarity of policy direction provided here.

Second, we are concerned about the Project Development element (Section 5.4.3) of the Mobility Corridor Strategy outlined in Chapter 5: Implementation. The second paragraph on page 16 of Chapter 5 states that "Once corridors have established mode, function, general location, and identified potential solutions (typically through the corridor refinement plan) project development is needed to clearly define a set of projects". This sentence is extremely troubling. First off, "mode, function, and general location" apply to projects in mobility corridors. We certainly can organize projects by mobility corridor and seek to define whether a project is "needed" within the context of a mobility corridor, but once the project is in the plan, it is ready to move into project development. The TPR is very clear (OAR 660-012-0050) that during project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function or general location. Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. It seems like the draft RTP may be proposing a new requirement for developing phasing plans for projects in a mobility corridor and using the TPR's "project development" as the rationale. We recommend that the draft RTP completely eliminate any reference to a Metro role or process for locally funded projects where need, mode, function and general location have

already been identified. We may have misinterpreted the intent of the words "...the region must also determine what planning activities are required in the mobility corridors where refinement plans have already been completed..." For locally funded projects in Washington County, we believe no planning activities, beyond traditional project development, are needed. We would welcome the opportunity to discuss this issue with Metro staff so we can clarify the intent. That said, we will firmly oppose any additional regional planning process for implementing locally funded projects that are identified in the plan.

Again, we'd like to thank you for the opportunity to review the public review draft of the plan. We look forward to our continuing participation in RTP development.

Don't hesitate to contact us if you have questions or need additional information about issues raised in this letter or the attached table of specific comments.

Attachment

## Washington County comments - October 15, 2009

| #  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Source                  | Washington County Recommendation                                                                     |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------------------------------------|
| 1  | We have concern that the maps need further detailed review. Until the RTP is fully developed it is hard to comment on the specifics of the maps. However, we have noticed that there are still discrepancies between these maps and adopted acknowledged transportation system plans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff |                                                                                                      |
| 2  | Regarding the sections of the RTP that are not currently included (much of chapter 4 and 5, and any chapters beyond 5). We are assuming that jurisdiction staff will have ample review time. We also think that JPACT and others ought to consider the wisdom and value of an interim adoption step, without these sections being complete. We just see significant changes after December.                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff |                                                                                                      |
| 3  | Figure 1.30 Census Urbanized area is not a designation that most members of the public are used to working with. The AQMA does not show the Vancouver side, the AQMA is a single area that includes the Washington side of the region - the line down the Columbia River is misleading. Employment is shown in the legend but not on the map. Industry is shown in the legend but not on the map. Urban growth boundary is shown in the legend but not on the map. The County Boundaries are not coded the same in the legend as on the map. Several Neighbor Cities are missing from the map (Gaston, Banks, North Plains, Newburg). The urbanized area boundary discussed on page 8, is not shown on figure 1.30. The entire Federal UAB including Vancouver ought to be shown. What about the | Washington County Staff | revise Figure 1.3                                                                                    |
| 4  | Chapter 1 page 10: more discipline in describing transportation's role in addressing climate change, perhaps some generalized direction from HB 3543, perhaps some overview of scenario outcomes referenced in blue box on page 11, perhaps discussion of how that role will be determined. It's not very useful to go into this without somehow providing a response framework. Second paragraph seems inconsequential in the scheme of things.                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff | revise climate change overview discussion                                                            |
| 5  | Table 1.2 is very confusing, as the order of the goods being compared changes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | revise Table 1.2                                                                                     |
| 6  | Table 1.3 is not consistent with Figure 1.5, text describing the differences is warranted. The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | revise Table 1.3                                                                                     |
| 7  | Table 1.4 is confusing, The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff | revise Table 1.4                                                                                     |
| 8  | Figure 1.5 text on page 16 says "450 million tons" but figure adds up to 296.3 million tons, where are the other 153.7 million tons? If Oregon statewide Water shipments weigh 12.3 million tons (table 1.3), how can the Portland Metro area Barge + Ocean commodities weigh 43.5 million tons (figure 1.5)?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | check data and revise figure 1.5                                                                     |
| 9  | Data on pass-through traffic hasn't been presented, yet the text on p. 17 states that it's a "significant trend"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff | Present data demonstrating that it's a significant trend.                                            |
| 10 | Chapter 1, Page 19 Last sentence of first paragraph says that congestion affects rail traffic.... is this roadway congestion or rail congestion? If roadway congestion, where and how is vehicle congestion affecting the trains? If other congestion, please clarify.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | clarification needed                                                                                 |
| 11 | Chapter 1, Page 19 The "Industrial sanctuaries" term indicates a specific type of industrial land, the text might be referring to all types of industrial lands rather than a limited set of sanctuaries but it is not clear.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | clarification needed                                                                                 |
| 12 | Table 1.5, typo on Washington County population % increase                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Washington County Staff | correction needed                                                                                    |
| 13 | Table 1.6 - Decreasing household size and increasing number of households are also important from transportation standpoint along with population growth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Show in table or mention these trends in text                                                        |
| 14 | Figure 1.6 - How Dollars/gallon equivalent for Other taxes and Vehicle Sales was calculated is unclear.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | Add footnote explanation.                                                                            |
| 15 | Chapter 1, page 23, sentence below "Federal and State transportation sources are not..." doesn't make sense. "Funding lowest since the 1960's" .. yet, "... since 1965 government spending ...has declined from 39 cents to 25 cents ...." A graphic showing federal and state spending over time would be helpful and interesting here.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | add graphic; address inconsistency in text                                                           |
| 16 | Chapter 1, Page 24, sentence below figure 1.6, change "material costs." to "material costs, environmental regulations, and land costs."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | rising material costs are not as much as rising environmental and land costs                         |
| 17 | Chapter 1, Page 25-27, is it appropriate to complete an analysis of regional bridge maintenance in this chapter of the RTP?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | Add short description of the bridge maintenance issue, and move the numbers to a technical appendix. |

| #  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Source                  | Washington County Recommendation                                                                                                                                             |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 18 | Section 1.5 pp. 23-29: Sections address: 1) fed and state transportation resources not keeping up; growing streets and thoroughways maintenance backlogs; 3) aging bridges; 4) some investments made; 5) transit demand outpacing funding; and 6) moving forward to adequately fund transportation needs. Where's the section on congestion and congestion relief? the need is referenced in the last ("moving forward...") section, but there's no discussion of this significant challenge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff | Provide a subsection that describes capacity problems and identifies need congestion relief in this section.                                                                 |
| 19 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                                                                                                                                                                              |
| 20 | Where's the "ample evidence" that transportation and community design are critical to human health (p. 30)? Seems like human health is much more affected by heredity and diet than by transportation. As in other identified issue areas ( e.g., environmental, demographic, climate change) the public health discussion seems overly generalized and haphazard, with transportation linkages that seem either very vague or of debatable consequence. It would be better to refine these sections to specifically define both the linkages, types of problems and types of transportation strategies to be used or developed to address them.                                                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | Show or cite the "ample evidence" or simply state that it's one factor rather than a "critical factor"./Revise this and other issue areas to refine transportation linkages. |
| 21 | Fig. 1.8 - Looks like Multnomah Co. accidents include Portland accidents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Washington County Staff | Check data source                                                                                                                                                            |
| 22 | What about listing increased enforcement and faster incident clearance times as actions to improve safety (p.35)?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff |                                                                                                                                                                              |
| 23 | No discussion of hazmat routing (e.g., Cornelius Pass Rd.) under security and emergency management                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Washington County Staff | Add hazmat discussion and map of hazmat routes                                                                                                                               |
| 24 | Figure 1.10, the location of the traffic counts is not clear. Are these actual traffic counts, or are these estimated traffic volumes? Most of the Counts are on the periphery of the region (except Columbia river bridges), not sure how indicative this is of traffic growth within the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Washington County Staff | revise figure to clarify locations, and add text describing methodology - consider moving this to a generalized description with complete data in a technical appendix       |
| 25 | Fig. 1.10 - Year 2002 counts seem outdated. Isn't there anything more current?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Washington County Staff | Update counts                                                                                                                                                                |
| 26 | Reliability is a result not a cause of congestion. Accidents, construction etc. are causes of congestion as is the lack of adequate roadway capacity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | State that lack of capacity is the leading cause of congestion, as shown in Fig. 1.11, and don't try to make it more palatable by saying it's predictable or reliable.       |
| 27 | What are "non-recurring incidents" when they happen 34 times a month? When do they become part of "reliable" congestion that system users need to plan for? The distinction between bottleneck and non-recurring causes of congestion is fine in theory ... and gains can certainly be made by reducing or speeding up dealing with the non-recurring type described here. But what is the impact on individual trip planning? If you have to catch a plane, the distinction between bottleneck (reliable congestion) and a car crash (unreliable congestion) is irrelevant. You have to plan for worst case, which at some point in car crash frequency (probably below 1000 per month) requires unreliable congestion to be factored in.                                                                                                                                                                                                                                                                                                                | Washington County Staff | Avoid the implication that so-called non-recurring incidents don't factor into system users perception of system reliability.                                                |
| 28 | Chapter 1, Page 40, Please add a statement about other highly congested segments in the region which are well known, but that are not monitored by this metric.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | revise text                                                                                                                                                                  |
| 29 | Fig. 1.12 - In this RTP, should we care about bottlenecks outside the Portland region?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | Discuss and map the most significant bottlenecks in the Portland region.                                                                                                     |
| 30 | Chapter 1; Page 43: Third paragraph mentions scenario analyses that "... support a growing body of research that suggest adding road capacity alone is not a sustainable solution to congestion. Rather a coordinated strategy that links land use and transportation decisions ....etc." This suggests we're moving into cutting edge planning here, when this integrated approach has been used for decades. A reasonable inference here is that the capacity we've been providing during the recent past has been ill conceived ... provided only because we didn't go far enough in searching for the "sustainable" solution. A counterpoint here should be that not providing capacity sufficient to serve adopted land use schemes, including 2040 land use types, will cause problems of its own ... that it's a balance. The section goes on to state that the "region must pinpoint the most critical locations to mitigate roadway congestion and delay ..." for freight. "Pinpoint" suggests finding a few problem areas, when there are many. | Washington County Staff | Revise to reflect a more balanced and comprehensive view of the challenge.                                                                                                   |
| 31 | Fig. 1.13 - The Wash. Co. ITS Plan (2005) has planned TSM improvements on other regional roads such as Cornell, Scholls Ferry, Tualatin-Sherwood, and 185th Rd? Why aren't they shown on map? Don't see any dotted lines on map to represent proposed projects as referenced in legend                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | Add Wash. Co. TSM projects and delete dotted line reference in legend.                                                                                                       |
| 32 | Figure 1.14 legend says "freeways and arterials" only freeways are displayed on the map                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | change the legend                                                                                                                                                            |
| 33 | Fig. 1.15 - Where are the other urban areas with similar populations on this figure?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | Add data for other cities or delete comparison                                                                                                                               |



| #  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Source                  | Washington County Recommendation                                                                                                    |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| 34 | Chapter 1, Page 47 first paragraph: last 2 sentences. Please remove the word "only". This data is cause for concern, the Portland region commute times grew 30% more than the national average (6 minutes compared to 4 minutes) using the data referenced. (The language itself is confusing. Can be read it as comparing a delta of six minutes with a delta of "22 to 26 minutes," which makes for a heck of a long commute nationally. A graphic would be nice here.)  | Washington County Staff | add a sentence pointing out that the commute time in Portland area grew more than the national average; at least revise to clarify. |
| 35 | Chapter 1, Page 47 second paragraph last sentence seems like an unsubstantiated conclusion.                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff | remove or change sentence                                                                                                           |
| 36 | Table 2.7 - Showing only %s may not demonstrate an improved jobs/housing balance. Mult. Co.'s large population may lead to a different conclusion when looking at actual numbers.                                                                                                                                                                                                                                                                                          | Washington County Staff | Show actual numbers as well as %s.                                                                                                  |
| 37 | Chapter 1, Page 48 Second Bike paragraph, last sentence, how do bikes provide a venue suitable for large events? This is unclear                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | remove or change sentence                                                                                                           |
| 38 | Is this an increase from 78 to 256 lane miles or center line miles (p. 48)?                                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff | Specify unit of measure                                                                                                             |
| 39 | What was the actual "significant increase" in bicycle traffic across the city in 2006?                                                                                                                                                                                                                                                                                                                                                                                     | Washington County Staff | Provide more data                                                                                                                   |
| 40 | Fuel savings should be included as reason for cycling along with improved infra structure and health benefits. (Still wonder about the net health benefits of cycling after a long commute on heavily used arterial roadways. Is there any info anywhere on this?)                                                                                                                                                                                                         | Washington County Staff | Add fuel savings to biking incentives.                                                                                              |
| 41 | No data is provided or referenced to prove that bicycle ridership has increased throughout the region, and please provide the crash data to support claim that "bicycle safety has improved with increased ridership" (p. 49)                                                                                                                                                                                                                                              | Washington County Staff | Show support data or re-phrase discussion                                                                                           |
| 42 | Fig. 1.17 - Show sections of system with committed funding (e.g. Westside Trail north of Scheupback Park), especially those funded with latest THPRD bond measure.                                                                                                                                                                                                                                                                                                         | Washington County Staff |                                                                                                                                     |
| 43 | Fig. 1.18 - Lots of redundancy with fig. 1.17. Any way to combine these?                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff |                                                                                                                                     |
| 44 | Figure 1.19 Remove Black strip (printing error?)                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | revise figure                                                                                                                       |
| 45 | It would be beneficial to provide the data showing that people are walking more, since when and where (P. 53)?                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff |                                                                                                                                     |
| 46 | Does 66% complete mean sidewalks on both sides of street or does one side of street qualify as being complete? Seems to me that sidewalk on one side of collector, neighborhood or local street goes long ways to being a complete facility, especially when providing access to transit (p. 53).                                                                                                                                                                          | Washington County Staff | Clarify definition of "complete"                                                                                                    |
| 47 | In addition to % transit ridership increase also provide number of riders increased (p.54)                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff |                                                                                                                                     |
| 48 | LIFT ridership has averaged 7.1% of total ridership or 7.1% growth over last 5 years (p. 55)?                                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff |                                                                                                                                     |
| 49 | Chapter 2 pages 2 and 3: The relationship between the six outcomes and the three objectives is a bit tenuous in this discussion. Would like a clearer description of the relationship here.                                                                                                                                                                                                                                                                                | Washington County Staff | Clarify relationship between outcomes planning framework and decision making objectives here                                        |
| 50 | Table 2.2 - Not much difference in strategies here. What's the point?                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | Summarize differences between strategies more succinctly.                                                                           |
| 51 | Chapter 2, 2.3 page 7 -- Add two words to the fourth italicized RTP vision statement item so it reads: "The system <u>addresses and manages</u> ..."                                                                                                                                                                                                                                                                                                                       | Washington County Staff | Add words as mentioned                                                                                                              |
| 52 | Chapter 2 page 8. As we've mentioned before, there's no outcome/goal that directly addresses mobility as a non-economic, quality of life benefit. It all comes under objectives for Goal 2: Sustain Economic Competitiveness and Prosperity. Is that what we want? Implied maybe in "economic prosperity" and hinted at in "safe and reliable transportation" but neither of these specifically state that it's important. We have "mobility corridors" for goodness sake! | Washington County Staff | Define mobility as a quality of life benefit in Goal 2 statement and as objective under Goals 1, 3 and 4.                           |
| 53 | Chapter 2, Page 8, Objective 2.3 -- Suggest that "Maintain sufficient total person-trip...." be changed to "Provide sufficient ". Reason: - "Maintain" implies we don't want to increase....                                                                                                                                                                                                                                                                               | Washington County Staff |                                                                                                                                     |
| 54 | Chapter 2, Page 9, Objective 3.2 -- Reduce vehicle miles traveled per capita. Comment: this seems more like a performance target...                                                                                                                                                                                                                                                                                                                                        | Washington County Staff |                                                                                                                                     |
| 55 | Chapter 2, page 10, Objective 6.2 -- It seems here that the goal of "clean air" is to have "views". Maybe this should be under human health and rewritten to talk about the goal of clean air being health related.                                                                                                                                                                                                                                                        | Washington County Staff |                                                                                                                                     |
| 56 | Chapter 2, page 11, objective 7.2 -- Include air quality among pollution impacts                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | Add air quality                                                                                                                     |
| 57 | Chapter 2, Page 11, Objective 7.2 -- Change word "Minimize" to "Reduce". Reason: Minimize means to make as small as possible. We believe the intent is to make as small as practicable                                                                                                                                                                                                                                                                                     | Washington County Staff |                                                                                                                                     |
| 58 | Chapter 2, page 11, objective 8.1 -- Environmental justice should reflect benefits and impacts in relation to needs .... The formula should be (project benefits + impacts)/need. The denominator is important here.                                                                                                                                                                                                                                                       | Washington County Staff | Define Env. Justice in terms that are relative to "need"                                                                            |

| #  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Source                  | Washington County Recommendation                                                                                                                                                     |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 59 | Chapter 2, page 12 Goal 10 -- Input opportunities and representation in a coordinated decision making process don't add up to accountability as it is usually defined. Transparency might begin to, but it's only in the goal statement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Rewrite objectives to ensure accountability, or rewrite goal statement to reflect what the objectives say.                                                                           |
| 60 | It seems like the performance targets should all have about the same probability of being achieved. Some seem almost achievable, others seem unachievable, probably worth reviewing after modeling is complete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Washington County Staff |                                                                                                                                                                                      |
| 61 | Table 2.3 - Shouldn't the safety performance target be to reduce future crash rates rather than numbers of crashes? It will be difficult to reduce the number of crashes with a growing population. Active Transportation target is to triple number or share of trips? Affordability - With all the changes in lifestyles and technology that could happen by the year 2035, is reducing the cost of housing and transportation by 25% realistic or appropriate?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff |                                                                                                                                                                                      |
| 62 | Table 2.3 -- It does say here that more work is needed to refine targets, but there's a comment worth making here anyway. To generalize on the point above, these performance targets should be set to be ambitious in relation to what we think we can achieve. More analysis is necessary to make that determination. Some of these are pie in the sky, and as we know through our experience with the TPR per capita reduction in VMT, these do tend to get legs of their own. It may be fine to have our feet held to the fire, but it should be against an aggressive but achievable target. This section should describe the objectives of the additional work that needs to be done as being identifying something aggressive but attainable and at least hinting at the type of strategies necessary to accomplishing it. And stating how these link to RTP goals and objectives, not just the equity, environment and economy decision making triangle. | Washington County Staff | State that these are interim targets established by JPACT without much supporting analysis; Clarify process for developing aggressively attainable performance targets in Table 2.3. |
| 63 | Chapter 2, Page 13 Affordability -- this one needs to be clarified. Is the 25 percent reduction in real terms? Or, is it as a percent of the household budget? Or?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Washington County Staff |                                                                                                                                                                                      |
| 64 | Chapter 2, Page 13, Access to daily needs -- why isn't walking mentioned? Do we currently have baseline data for low-income, minority, senior and disabled populations regarding alternative mode use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff |                                                                                                                                                                                      |
| 65 | Chapter 2 page 14-- Re: "the RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements." We believe the state requirements are about "serving state, regional and local needs." Metro can choose how to meet the needs by focusing on planned land uses, but the language as written implies focusing on planned land uses is a state requirement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff |                                                                                                                                                                                      |
| 66 | Chapter 2 page 14 -- The set of targets should not be used in the determination of feasibility described in the blue box on page 14. A refined set of achievable targets should be. Also here, what is the role of funding availability, or not having the resources to complete projects necessary to achieve thresholds in Table 2.4, in determining "infeasibility." Clarity should be added to what's involved in making the infeasibility finding necessary for an alternative set of standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Washington County Staff | Don't use Table 2.3 targets as a measure of infeasibility until revised; Expand discussion of how a determination of "infeasibility" is made.                                        |
| 67 | Chapter 2 page 14 -- re: the footnote -- are you sure this is the right reference? We thought Metro was arguing that 0060 doesn't apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff |                                                                                                                                                                                      |
| 68 | Chapter 2 page 15 -- We realize the standards are interim. That said we wonder if the word "operating" should get as much emphasis as it does here. It seems in a plan the standards are more about triggering need for a future year. It's important to have operating standards, but they may be different than what is in the table of the plan...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Washington County Staff |                                                                                                                                                                                      |
| 69 | Chapter 2 page 16 -- Washington County has other Area of Special Concerns on the regional system that are part of our adopted and acknowledged TSP, and were found to be consistent with the RTP in place at the time. For example, parts of Murray, Farmington and Cornell Road. Does it make sense to add them here?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff |                                                                                                                                                                                      |
| 70 | Chapter 2, page 20 -- 2.4: There should be a clearer rationale for including both 1) major facilities serving region and 2) all facilities serving 2040 land uses in the Regional System Definition. There should be a clearer understanding of relative priorities between these two, and, later, in the investment section, a clearer sense of how regional resources should be divided between the two categories. This has been and will continue to be a point of confusion until some relationships are more specifically defined.                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Clarify relative roles and priorities between the major facilities element of the regional system and the "all facilities supporting 2040 land uses" part of the regional system.    |
| 71 | Chapter 2, page 22 -- Community building concept -- Here's an example of the previous point: How do we justify spending proceeds from a regionwide revenue source on facilities or improvements with a very geographically specific benefit? How do we achieve equity working in this mode and still ensure efficient and productive investment? How do we prioritize elements of this "barbell" regional system that has lots of responsibility at the top end on major facilities and lots of responsibilities at the bottom end providing 2040 land use support. This point of confusion will not go away until the relationship between these two elements and a strategy for addressing them in a logical fashion is more clearly defined.                                                                                                                                                                                                                  | Washington County Staff | Need more logic, clarity and detail in Definition of Regional System.                                                                                                                |

| #  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Source                  | Washington County Recommendation                                                                                                                                                                                             |
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| 72 | Figure 2.7 and Note: The Mobility Corridor system analysis referenced here should be demand sensitive by mode and should seek to implement different elements in accordance with the "need" defined by this demand. While it's fine to be aspirational in this regard, an approach that builds out facilities to support different modes without benefit of a demand analysis would not meet the efficient use of resources tests.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Washington County Staff | Clarify that demonstrated modal demand, existing or potential, should be a principle consideration in phasing or building out corridor facilities.                                                                           |
| 73 | Chapter 2, page 23 – bottom of the page – We suggest you don't use the term "general location" in referencing Figure 2.8. This is a term of art elsewhere in the TPR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Washington County Staff |                                                                                                                                                                                                                              |
| 74 | Chapter 2, page 24, Figure 2.8 – What do the dotted lines, and asterisk, mean around corridor # 24?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Washington County Staff |                                                                                                                                                                                                                              |
| 75 | Figure 2.10 What do the pink dots mean?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | revise figure                                                                                                                                                                                                                |
| 76 | Figure 2.10 additional review of figure is needed. For example is TV Highway really intended to be a regional street? Isn't that the purpose of the corridor study?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Washington County Staff |                                                                                                                                                                                                                              |
| 77 | Fig. 2.10 - Where are Regional Blvd. designations on Cornell/Orengo, Farmington/Murray, Allen/Murray and Bethany area? They are in the Wash. Co. TSP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | Review Wash. Co. TSP for designations                                                                                                                                                                                        |
| 78 | Table 2.6 - We support a continued emphasis on illustrative. Project development should continue to allow context sensitive project design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Washington County Staff |                                                                                                                                                                                                                              |
| 79 | Chapter 2, page 29 – Re: design for stormwater management and natural resource protection. Washington County recently had an experience where DSL's ability to "trump" a local land use decision to cross a habitat area lead to the County amending our TSP to remove a crossing. In some cases, crossings make sense, in other cases they don't. Regardless, we believe the decision should be made as part of comprehensive planning and not by a single focused state agency. We would like to work with Metro to see if there is a way to develop a regional approach to this issue.                                                                                                                                                                                                                                                                                                 | Washington County Staff |                                                                                                                                                                                                                              |
| 80 | Chapter 2 page 30, second paragraph. First Sentence: "This inherited network design has proven to be an adequate match for accommodating the changing travel demands of our growing region." We don't believe this is true for Washington County. Our hub and spoke design in Washington County poses a significant challenge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Washington County Staff | Revise or clarify referenced statement.                                                                                                                                                                                      |
| 81 | Chapter 2, page 30, Last Sentence in third paragraph: "Rather than relying principally on levels of congestion ... the concept calls for implementing a well-connected network design that is tailored to fit local geography, respect existing communities and future development and protect the natural environment." This is too simplistic and, again, suggests this RTP is taking us into new, more enlightened territory in our approach to dealing both with congestion and network connectivity. Congestion and a well designed network are not mutually exclusive, and in cases where shortcomings of both capacity or network design are evident, the solutions are not easy to see or achieve. Certainly something -- either the "local geography, ... existing communities, future development ... or the natural environment" will be compromised no matter how we proceed. | Washington County Staff | Bring a sense of reality to this statement.                                                                                                                                                                                  |
| 82 | Figure 2.11 -- Concept note: "The RTP policy places a new emphasis on ensuring that arterial networks are fully developed as the region grows, providing both local circulation and preserving highway capacity for regional and statewide travel." Please clarify how this relates to the rest of plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Washington County Staff | Explain implications of this statement for resource allocation.                                                                                                                                                              |
| 83 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                                                                                                                                                                                                                              |
| 84 | The RTP should demonstrate, or reference previous data, rather than "presume" that accommodating all motor vehicle traffic during peak hour is not practical and desirable (Chap. 2, p. 31). In some cases it is, in some cases it isn't.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff |                                                                                                                                                                                                                              |
| 85 | Fig. 2.20 - Southern Arterial, 124th Extension, TV Hwy., Hwy. 47 Bypass and part of Martin/Cornelius-Schefflin have been removed from previously adopted Regional Freight Network map. Why?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Washington County Staff |                                                                                                                                                                                                                              |
| 86 | Nowhere is it mentioned that bicycling should be targeted to commuting corridors to help relieve peak hour traffic congestion (Chap. 2, p. 59) Page 59, First sentence of second paragraph: What is meant by stand-alone facilities in this sentence ... that bike, ped, transit projects "cannot achieve their full potential if they are treated as stand alone facilities..."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | Modify 1. Build an interconnected network of bicycle facilities that provides seamless travel to <i>desirable destinations and within congested commuter travel corridors</i> ; Clarify meaning of "stand alone facilities." |
| 87 | "More work is needed to gain public support for this tool" (i.e., value pricing). This statement implies that value pricing will become acceptable with more work, but this is not necessarily true. It may simply be unacceptable to the public and more work won't bring acceptance (Chap. 2, p. 74)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | Change statement to read "Value (congestion) pricing does not have widespread political or public support in the Portland region at this time."                                                                              |
| 88 | "Today the federal government is investing less in infrastructure than ever before" (Chap. 3, p. 1) - Do we have data to back this up? What infrastructure? Investing proportionally less in transportation? Since what date? 1990? 1960? 1920?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | Tie any such statement to a measurable, specifically defined type of infrastructure over a prescribed time period                                                                                                            |

| #   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Source                  | Washington County Recommendation                                                                                                                                                                |
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| 89  | Chapter 3 page 2: The two paragraphs in 3.2 note that "the fundamental state requirement for the RTP is to develop a plan that is adequate to serve planned land uses." And goes on to say that "the region must have a financing strategy that supports implementation of the plan." And goes on to say that since the revenues identified to comply with federal requirements do not provide financial capacity to meet the state identified in the Plan, the Region it is necessary to identify "more sources of revenue for the RTP to satisfy state requirements." As we have argued, this means that the State requires a system adequate to serve travel needs. It does not mean we should limit our definition of need due to financial constraint. | Washington County Staff | Clarify TPR requirements and need for RTP to adequately serve travel needs.                                                                                                                     |
| 90  | Chapter 3 page 7- Figure 3.2 is useful and interesting. We believe it would also be useful and interesting to show how Tri-Met taxes and fees stack up against other Metro areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff |                                                                                                                                                                                                 |
| 91  | Chapter 3, Page 9, What is the difference between "transportation SDC levied on new development", and "Traffic Impact Fees on commercial properties", and "developer contributions"?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Washington County Staff | delete second and fourth bullets                                                                                                                                                                |
| 92  | Chapter 3, Page 9, remove "on assessed properties" for a variety of reasons (redundancy, legal implications, validity of the statement)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Washington County Staff | modify text                                                                                                                                                                                     |
| 93  | Property taxes (Chap. 3, p. 9) - MSTIP (as assumed in the financially constrained) is part of General Fund and no longer requires a public vote                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff | Delete "which are approved by popular election"                                                                                                                                                 |
| 94  | Chapter 3 page 9 – Development-Based Sources – What are "Traffic impact fees (TIFs) on commercial properties."? Also, in this section, it would be worth pointing out "in kind improvements by developers" – while these aren't technically a source of revenue, a significant amount of the system gets constructed based on conditions of development.                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff |                                                                                                                                                                                                 |
| 95  | Page 10 Add Hillsboro to the list of Cities that have adopted street utilities fees.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Washington County Staff | modify text                                                                                                                                                                                     |
| 96  | Wash. Co. URMD is \$0.25/\$1000 not \$0.50/\$1000 as stated (Chap. 3, p. 10)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff | modify text                                                                                                                                                                                     |
| 97  | Figure 3.3 through 3.14 the actual numbers, in addition to the percents provided, would be useful.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | modify Figures                                                                                                                                                                                  |
| 98  | Figure 3.3 through 3.14 For all these tables the roads and bridges have been given a different "mode". While the intent of the project may be automobile, these improvements normally contain significant expenditures towards bike-lanes, sidewalks, and even transit improvements. In many cases, the percent costs of the projects that supports alternative modes is often greater than 50%. This results in a significant understatement of the investment in the non-auto modes. Maybe call the category "multi-modal roads and bridges".                                                                                                                                                                                                             | Washington County Staff | modify figures , and/or add text describing the modal break down as incomplete                                                                                                                  |
| 99  | "Project lists were created using the six desired outcomes for a successful region and the JPACT-endorsed draft performance targets" (Chap. 3, p. 14). In our case, project selection was more based upon local needs, priorities and funding targets rather than outcomes and performance targets.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Substitute the following: "Project lists were created from needs identified in existing local plans or plans that are currently being updated."                                                 |
| 100 | Chapter 3, Section 3.4 and 3.5 -- Figures 3.4-3.14 --- Clarify in all of these pie charts what distinguishes projects of different types from each other. What causes Throughways to not be in Roads/Bridges? Are some Bike/Ped in Roads/Bridges (e.g., bikelanes) and some not (off-street)? How about Freight? Seems to us that most of this would be in Roads/Bridges in some fashion.                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Clarify categories in pie charts 3.4-3.14                                                                                                                                                       |
| 101 | Chapter 3, Section 3.4 and 3.5 -- pages 14-25: Seems that the allocation of resources to categories identified in these figures provides fertile ground for discussions of priority. How much to different modes, how much in Community Building ... to Mobility Corridors, etc. These should provide a good starting point for discussion, or a good basis to loop back to the list and reconsider allocations on the basis of these categories ... for federal and state rtps.                                                                                                                                                                                                                                                                            | Washington County Staff | Evaluate priorities based on resource allocation outcomes identified in Figures 3.4-3.14                                                                                                        |
| 102 | "In addition, projects to be emphasized were those that met one or more of the following refinement criteria" (Chap. 3, p. 15). As stated in the previous comment, in our case, projects were selected based upon locally identified needs and priorities, not outcomes or refinement criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff | Substitute the following: "Projects included on the list were considered by local jurisdictions to be high priority projects that typically addressed one or more of the following objectives." |
| 103 | Chapter 3, Page 15 "Less than twenty percent of the projects focus on the bicycle and pedestrian system." We are not sure this is a true statement. In figure 3.4, Bike/Ped is 18%, Regional Trail is another 7%, plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode.                                                                                                                                                                                                                                                                                                                                                      | Washington County Staff | revise text                                                                                                                                                                                     |
| 104 | Fig. 3.4-3.8 - If lack of funding is such a critical issue then why don't these charts also look at modal percentages based on cost? It might help reinforce the point that most of the financial need is for motor vehicle related categories                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff | Also include charts showing percentages based upon costs                                                                                                                                        |

| #   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Source                  | Washington County Recommendation                                                                                                                                                |
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| 105 | Fig. 3-4, 3-5, 3-7 and 3-8 - These categorizations by mode are somewhat artificial and discount the importance of the motor vehicle mode. For example, Roads/Bridges, Freight, TSMO and to some extent Throughways all relate to the motor vehicle mode. When looked at together, this shows a more dramatic preponderance of motor vehicle needs.                                                                                                          | Washington County Staff | Include a summary chart showing the real road related category or at least mention in the text that the overwhelming need is motor vehicle related                              |
| 106 | Chapter 3, Page 16 Numbers in Figure 3.5 do not match the numbers in the paragraph describing it.                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | revise text or figure for consistency                                                                                                                                           |
| 107 | "Road and bridge projects in this category focused on completing new street connections in... No arterial or highway capacity projects were included in this category" (Chap. 3, p. 19). We would bet that many of these street connections were intended to augment capacity on nearby highways and arterials, so why not say that they are also providing road capacity benefits?                                                                         | Washington County Staff | "No arterial or highway capacity projects were included in this category, although there is a extra capacity component in many (or some) of the new street connection projects. |
| 108 | Table 3.3 - Washington Co./Cities Modernization Funding Pool was \$3,995.41million not \$4,126.82 million                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Check total                                                                                                                                                                     |
| 109 | Fig. 3.10 - Show percentages based upon costs as well as number of projects                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff |                                                                                                                                                                                 |
| 110 | Chapter 3, Page 22: "Twenty percent of the projects focus on the bicycle and pedestrian system," We are not sure this is a true statement. In figure 3.0 Bike/ped is 20%, regional train is another 5% plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode.                                                                 | Washington County Staff | revise text                                                                                                                                                                     |
| 111 | Fig. 3.15 - Revenue forecasts exceed costs beginning in 2030. What's the significance of this and is it worth mentioning?                                                                                                                                                                                                                                                                                                                                   | Washington County Staff |                                                                                                                                                                                 |
| 112 | Fig. 3.16 - Given the lack of data on OM&P from local jurisdictions discussed on page 27 how valid is this chart?                                                                                                                                                                                                                                                                                                                                           | Washington County Staff |                                                                                                                                                                                 |
| 113 | Chapter 3, Page 30: First paragraph last sentence "State and local government purchasing power has steadily declined." While we do not disagree whatsoever, this statement has not been supported previously in chapter 3. Suggest adding a section that clearly describes how much purchasing power has declined, and how much it is expected to continue to decline by 2035.                                                                              | Washington County Staff | Modify chapter to support conclusion, or modify conclusion to information supported by the chapter.                                                                             |
| 114 | Chapter 3, Page 30: Second paragraph last sentence: as far as we know, all traffic impact fees in the region function as system development charges.                                                                                                                                                                                                                                                                                                        | Washington County Staff | delete reference to traffic impact fees                                                                                                                                         |
| 115 | Chapter 3, Page 30: Third paragraph "Diminished available resources". We're not sure the resources are diminished, rather their purchasing power has diminished.                                                                                                                                                                                                                                                                                            | Washington County Staff | A minor but important detail. Modify statement.                                                                                                                                 |
| 116 | 3.6 Moving Forward to Fund our Region's Priorities - This section sings the same old gloom and doom song of not having enough money without fully acknowledging the \$300 million to be raised through HB2001 or the doubling of Wash. Co. TIF fees. While everybody could still use additional funding, these are encouraging signs that should be mentioned.                                                                                              | Washington County Staff |                                                                                                                                                                                 |
| 117 | Chapter 4 is okay as a start, but it is very hard to comment on until we know how this information will play out in practice.                                                                                                                                                                                                                                                                                                                               | Washington County Staff |                                                                                                                                                                                 |
| 118 | How Far do we Go Toward Achieving our Vision - Does this mean "how far have we gone toward achieving our vision" or "how far should we go toward achieving our vision"?                                                                                                                                                                                                                                                                                     | Washington County Staff |                                                                                                                                                                                 |
| 119 | Chapter 4 page 1, introductory statement. The statement that the RTP lays out "... projects programs and policies intended to achieve the region's vision ...." maybe premature even in draft. It instead reflects local government inputs based upon 2020 plans, for the most part. We hope the RTP will ultimately reflect a set of projects that achieves the regions vision, but there's a lot more that likely needs including before that's the case. | Washington County Staff | Probably unnecessary statement that emphasizes we have a lot to do.                                                                                                             |
| 120 | Chapter 4: Page 4, recommend evaluating VHD on the entire system, not just the freight system.                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff | modify system evaluation measure - same comment was made at performance measure workgroup                                                                                       |
| 121 | Chapter 4: Table 4.2. Recommend adding VHD. Consider removing either VMT or average trip length, as these are reporting similar information.                                                                                                                                                                                                                                                                                                                | Washington County Staff | modify system evaluation measure - same comment was made at performance measure workgroup                                                                                       |
| 122 | Chapter 4: Table 4.2. Recommend adding a description of how these will be measured to the chapter.                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff | modify chapter to support Table 4.2                                                                                                                                             |
| 123 | Table 4.2 -- add percent of motor vehicle lane miles completed.                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff |                                                                                                                                                                                 |
| 124 | Chapter 4: Page 6, recommend evaluating VHD on the entire system, not just the freight system.                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff | modify system evaluation measure - same comment was made at performance measure workgroup                                                                                       |
| 125 | Table 4.1 - Aren't these performance indicators a combination of existing year and forecast year data? If so, performance of safety/security and accountability can be measured without trying to forecast them.                                                                                                                                                                                                                                            | Washington County Staff | Add bullets, as appropriate, under safety/security and accountability columns                                                                                                   |
| 126 | 2. Total delay and cost of delay on the regional freight network - Add note to table describing delay and cost assumptions used to calculate results.                                                                                                                                                                                                                                                                                                       | Washington County Staff |                                                                                                                                                                                 |

| #   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Source                  | Washington County Recommendation                                                                                                                                                                              |
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| 127 | 3. Motor Vehicle and transit travel time between key origin-destinations - The important thing here is the change in travel times, which is not calculated.                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Add columns of change in minutes and % change and reorder O-D pairs to show greatest % change pairs first.                                                                                                    |
| 128 | Chapter 4, page 7 - It seems that ultimately the "key origin-destinations" should correspond with the Mobility corridors. One O-D pair per corridor?                                                                                                                                                                                                                                                                                                                                                                          | Washington County Staff |                                                                                                                                                                                                               |
| 129 | Chapter 4, page 7 - It is interesting to see that in several cases the mid-day travel time in 2035 is worse than the 2 hour peak travel time in 2005. As the performance evaluations evolve, perhaps this becomes an important factor. The problem with travel times is there isn't a determination of what is acceptable/unacceptable as it stands now.                                                                                                                                                                      | Washington County Staff |                                                                                                                                                                                                               |
| 130 | Chapter 4: Page 9, Central City to Vancouver should not be n/a.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Washington County Staff | add appropriate data                                                                                                                                                                                          |
| 131 | Chapter 4: Page 11, clarify the number being reported. Is this an all day or peak period number? Does it include trips to/within/from the location or some subset of those?                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | add clarifying text                                                                                                                                                                                           |
| 132 | Chapter 4, page 13 -- Number 9 -- Tons of transportation related air pollutants drops significantly in all categories; Number 10 -- tons of green house gas goes up significantly. Some explanation needed?                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Need clarification                                                                                                                                                                                            |
| 133 | "This RTP is moving away from a single measure of success..." (Chap. 5, p. 1) - When did the RTP ever rely upon a single measure of success? The existing RTP has pages and pages of goals and objectives. This statement is an exaggeration.                                                                                                                                                                                                                                                                                 | Washington County Staff | Delete or modify statement                                                                                                                                                                                    |
| 134 | Chapter 5: Page 3, fourth paragraph refers to an "investment matrix" twice. This is first time the term is used in the plan (not in the finance chapter whatsoever). This term is confusing and unclear as to the meaning or where the matrix can be found.                                                                                                                                                                                                                                                                   | Washington County Staff | either add the "investment matrix" to the plan (or a reference to the correct figure), or remove the reference to it                                                                                          |
| 135 | Chapter 5, page 4/5: Figure 5.1 shows mobility corridor #2 being from Central City to Tualatin. Table 5.1 shows mobility corridor #2 as "Portland Central City to Tigard"                                                                                                                                                                                                                                                                                                                                                     | Washington County Staff | Pick one and stick with it                                                                                                                                                                                    |
| 136 | Fig. 5-1 Mobility Corridors in the Portland Metropolitan Region - In our view, this schematic is not very informative because it gives no indication as to which roads are contained within the corridors. Furthermore, the reference to Portland metropolitan region in the figure title is misleading because some of the corridors (e.g., Forest Grove to North Plains) are outside the Portland metropolitan area.                                                                                                        | Washington County Staff | Indicate corridors with amorphous shaped symbol on map that includes major highways and some arterial roads.                                                                                                  |
| 137 | Chapter 5, pages 6 and 7 - We are very, very, very concerned about the notion of entering in MOU's or IGA's for projects that are identified in the RTP that are ready for Project Development. We see absolutely no value in this task, especially for projects that require no federal funding. If a mobility corridor does not need a corridor refinement plan, then all of the projects in the corridor should be "good to go" and can proceed into project development at the discretion of the facility owner/operator. | Washington County Staff |                                                                                                                                                                                                               |
| 138 | Figure 5.2 is very confusing. It does not show the steps to complete the mobility corridor strategy. It seems to show how project development might proceed, but not a complete project development framework.                                                                                                                                                                                                                                                                                                                | Washington County Staff | Suggest limiting the graphic to how the mobility corridor strategy will be developed.                                                                                                                         |
| 139 | Chapter 5: Needs a section to describe the generalized steps each mobility corridor strategy development process would take.                                                                                                                                                                                                                                                                                                                                                                                                  | Washington County Staff |                                                                                                                                                                                                               |
| 140 | Table 5.2 show the status of each mobility corridor - which step the corridor is at in the development of the mobility corridor strategy (some corridors might be complete)                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | provide more detail on the current status of each corridor                                                                                                                                                    |
| 141 | Table 5.2 - Corridor #20 Tigard to Sherwood seems to be missing from this list                                                                                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff |                                                                                                                                                                                                               |
| 142 | Chapter 5: What is the status of the corridors not recommended for future refinement plans?                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff |                                                                                                                                                                                                               |
| 143 | 5.4.1 Documentation of mobility corridor strategy in RTP - This seems to heap a bunch of new regional prerequisites that could hamper local jurisdiction's abilities to make improvements on their regional roads. The details of this need to be discussed further before we buy into anything. How does it affect roads that have already been funded but have not yet begun project development?                                                                                                                           | Washington County Staff |                                                                                                                                                                                                               |
| 144 | "The goal of the CMP is to develop a systematic approach...through the use of demand reduction and operational management strategies" (Chap. 5, p. 17) - According to US DOT, a CMP is not limited to demand and operational management strategies, and can include capacity expansion.                                                                                                                                                                                                                                       | Washington County Staff | Substitute the following: The goal of the CMP is to develop a systematic approach that provides for the safe....through the use of demand reduction, operational and targeted capacity expansion strategies." |
| 145 | Chapter 5, page 9, blue box: if the language is being updated then further review of pages 9-16 is premature.                                                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff | Allow jurisdictional review of section 5.4 once it is complete                                                                                                                                                |

| #           | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Source                  | Washington County Recommendation                                                                            |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------|
| 146         | Chapter 5, page 16 – The second paragraph states that "Once corridors have established mode, function, general location, and identified potential solutions (typically through the corridor refinement plan) project development is needed to clearly define a set of projects". This sentence is extremely troubling. First off, "mode, function, and general location" apply to <b>projects</b> in mobility corridors. We certainly can organize projects by mobility corridor and seek to define whether a project is "needed" within the context of a mobility corridor, but once the project is in the plan, it is read to move into project development. The TPR is very clear (OAR 660-012-0050) that during project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function or general location. Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. It seems like the draft RTP may be proposing a new requirement for developing phasing plans for projects in a mobility corridor and using the TPR's "project development" as the rationale.<br>continued | Washington County Staff |                                                                                                             |
| 147         | Chapter 5, page 16 – ...continued We recommend that the draft RTP completely eliminate any reference to a Metro role or process for locally funded projects where need, mode, function and general location have already been identified. We may have misinterpreted the intent of the words "...the region must also determine what planning activities are required in the mobility corridors where refinement plans have already been completed..." For locally funded projects in Washington County, we believe no planning activities, beyond traditional project development, are needed. We would welcome the opportunity to discuss this issue with Metro staff so we can clarify the intent. That said, we will firmly oppose any additional regional planning process for implementing locally funded projects that are identified in the plan.                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff |                                                                                                             |
| 148         | Chapter 5, page 17, second to last paragraph, last sentence, strike: " <del>Where more motor-vehicle capacity is appropriate</del> " and " <del>and get the most value from the investment</del> "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | strike these words as confusing.                                                                            |
| 149         | Section 5.6.1, first paragraph, first sentence: change "chapter 3" to "section 2.2"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | correction needed                                                                                           |
| 150         | Chapter 5, page 18, second to last paragraph, change "chapter 5" to "chapter 3" and change "chapter 6" to "appendix 1"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Washington County Staff | correction needed                                                                                           |
| 151         | Section 5.6.3, page 19, change all "benchmarks shall" to "benchmarks may"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff | If the plan is adopted with "shall", than a failure to do could result in issues, "may" is much safer term. |
| 152         | "This draft plan does not address several issues,..." The word "several" implies only a few issues remain unaddressed by the plan, however, there are many issues that remain unaddressed (Chap. 5, p. 20).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Washington County Staff | Substitute the following: "This draft plan does not address a number of issues..."                          |
| <b>ID #</b> | <b>DRAFT INVESTMENT STRATEGY COMMENTS (these comments should be superceded by any comments received from the jurisdiction that nominated the project)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                         |                                                                                                             |
| 10555       | Project has been completed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Washington County Staff | Delete project                                                                                              |
| 10569       | No cost shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Insert \$17,611,000                                                                                         |
| 10579       | Incorrect project limits (119th Ave. doesn't exist)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Replace 119th with 117th                                                                                    |
| 10598       | Incorrect time period                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff | Replace with 2008-2017                                                                                      |
| 10610       | Regional Center land use is incorrect                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Washington County Staff | Replace with Town Center                                                                                    |
| 10613       | 119th Ave. doesn't exist                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Washington County Staff | Replace with 117th                                                                                          |
| 11093       | No cost shown, but project is already funded with \$650,000 in ARRA funds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Washington County Staff | Show cost?                                                                                                  |
| 11233       | No cost shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Insert \$13,576,000                                                                                         |
| 11234       | No cost shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Insert \$19,096,000                                                                                         |
| 11235       | No cost shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Washington County Staff | Insert \$25,673,000                                                                                         |
| 10575       | West Union to Cornelius Pass Improvements, Cornelius Pass to 185th, Arterial, Provide congestion relief, Widen from 2 to 5 lanes with bike lanes and sidewalks, \$26,192,000, 2026-2035, Neighborhood not shown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Washington County Staff | Insert project as described with no federal priority                                                        |
| 10594       | Greenburg Rd. Improvements, Gomartin Ln. to Washington Square Dr., Arterial, Provide congestion relief, Widen to five lanes with bike lanes and sidewalks, \$15,547,000, 2026-2035, Regional Center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Washington County Staff | Insert project as described with no federal priority                                                        |
| 10598       | 2018-2017 time period is incorrect                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Washington County Staff | Replace with 2008-2017                                                                                      |

| #     | Comment                                                                                                                                                                                       | Source                  | Washington County Recommendation                                                                                              |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| 10687 | Sherwood, Sherwood, South Loop Rd., 99W to 99W, Local, Provide congestion relief, Construction of 2 lane frontage road, \$3,410,000, 2018-2025, Employment area not shown                     | Washington County Staff | Insert project as described with no federal priority                                                                          |
| 10697 | Sherwood, Sherwood, 2040 Corridor Pedestrian Improvements, Completes gap in pedestrian system, Sherwood Blvd., Edy Rd., Oregon St. pedestrian upgrades, \$3,026,000, 2018-2025, 2040 corridor | Washington County Staff | Insert project as described with no federal priority                                                                          |
| 10734 | No cost provided by Tualatin or shown on sheet                                                                                                                                                | Washington County Staff | Obtain and show cost?                                                                                                         |
| 10728 | Cost of \$78,000 is less than \$1 million minimum                                                                                                                                             | Washington County Staff | Bundle with other projects to reach minimum cost threshold?                                                                   |
| 10711 | Cost of \$307,000 is less than \$1 million minimum                                                                                                                                            | Washington County Staff | Bundle with other projects to reach minimum cost threshold?                                                                   |
| 10777 | Project is the same as #10795                                                                                                                                                                 | Washington County Staff | Delete project                                                                                                                |
| 10780 | Project was submitted with \$8,300,000 in Financially Constrained funds and another \$3,000,000 in State RTP funds                                                                            | Washington County Staff | If total \$11,600,000 cannot be accommodated under Federal Priority cap then shown remaining \$3 million under State RTP cap. |
| 10783 | Project was submitted under Financially Constrained cap                                                                                                                                       | Washington County Staff | Show as Federal Priority                                                                                                      |
| 10802 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle #10803?                                                                                                                |
| 10803 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with #10802?                                                                                                           |
| 10804 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with similar project?                                                                                                  |
| 10807 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with #10808?                                                                                                           |
| 10808 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with #10807?                                                                                                           |
| 11245 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with similar project and show as Federal Priority                                                                      |
| 11246 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle 11246-11250 together as pedestrian infill and show as Federal Priority                                                 |
| 11247 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle 11246-11250 together as pedestrian infill and show as Federal Priority                                                 |
| 11248 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle 11246-11250 together as pedestrian infill and show as Federal Priority                                                 |
| 11249 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle 11246-11250 together as pedestrian infill and show as Federal Priority                                                 |
| 11250 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle 11246-11250 together as pedestrian infill and show as Federal Priority                                                 |
| 11251 | Project cost is below \$1 million minimum                                                                                                                                                     | Washington County Staff | Bundle with similar project and show as Federal Priority                                                                      |
| 10812 | 2008-2010 time period not consistent with instructions                                                                                                                                        | Washington County Staff | Replace with 2008-2017                                                                                                        |
| 10813 | 2009-2014 time period not consistent with instructions                                                                                                                                        | Washington County Staff | Replace with 2008-2017                                                                                                        |
| 11134 | 2011-2013 time period not consistent with instructions                                                                                                                                        | Washington County Staff | Replace with 2008-2017                                                                                                        |



October 15, 2009



Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Metro Council and JPACT Members:

The Bicycle Transportation Alliance (BTA) is pleased comment on the draft Regional Transportation Plan (RTP). The BTA is a statewide organization of over 5,000 individual and business members with the mission of creating healthy and sustainable communities by making bicycling safe, convenient and accessible.

Metro has long taken a leadership position in creating a region that has sustainable infrastructure, a strong economy, and healthy families and neighborhoods. Metro clearly recognizes that our transportation systems should offer all residents access to work, school, shopping and recreation destinations, while also creating vibrant public spaces, supporting human and environmental health, addressing the climate crisis, and protecting farms, forests, and natural resources.

The BTA is very impressed with and supportive of Metro's *Making the Greatest Place* report and the direction it offers for regional growth. We will therefore open with commentary on the *Making the Greatest Place* report, and then give our input on the RTP.

### **Making the Greatest Place**

Metro took four years of study, analysis and collaboration with regional partners to develop recommendations for how the region can grow over the next 50 years toward making this greatest place. The primary recommendations are:

- Maintaining the urban growth boundary as much as possible to protect natural areas, farms and forestland;
- Investing in and making the most of existing community assets, and utilizing our assets more effectively to expand transportation options to all people; and
- Creating good jobs for the residents of the region.

The BTA lauds these sensible, efficient, and effective principles for action in the region's future plans, including the Regional Transportation Plan.

The BTA must therefore ask if Metro will stand by these recommendations and drive them through the development of all reports, projects and regional plans, including the RTP.

## Regional Transportation Plan

### *Overall Plan Comments*

The Regional Transportation Plan (RTP) is the operational document that guides how the region will invest \$20 Billion in transportation projects over the next 25 years. The goals that make up the RTP policy framework are strong, and overall appear to follow in the footsteps of the *Making the Greatest Place* report. They include creating outcomes-based processes to address climate change, affordable housing near public transportation, opportunities for healthy and active living, and addressing equity and environmental justice issues.

The RTP project list – the plan of projects that will be built during the plan horizon – however appears to be mainly business as usual. Of the approximately \$20 billion of proposed projects, 58% are roadway projects, with a focus on increasing the number of lanes, interchanges, and building new roads. While some of these roads may help build out an interconnected system, the BTA finds that the RTP project list fails to meet the recommendations of Metro's own *Making the Greatest Place* guiding principles. Furthermore, the BTA understands from conversations with staff and stakeholders that **the “no build” scenario actually gets the region closer to meeting greenhouse gas goals than the “full-build” RTP scenario!** These are serious issues for the Portland metro region that must be addressed prior to moving forward.

There are also many strong elements to the RTP, and the BTA believes that Metro is making incremental progress towards achieving a balanced and healthy transportation system. However we must again stress that this incremental progress, on the whole, is not sufficient towards changing the overall reliance on automobiles and the associated consequences, including poor environment, high system and user costs, increased travel time and predictability, inactive and unhealthy population, and inequity of access for the total population.

In attempting to achieve Metro's *Making the Greatest Place* goals, there is great discrepancy among individual jurisdictions and the project lists they submitted. This highlights a major flaw with the development of the RTP project list – it is effectively a compilation of projects that are submitted by local jurisdictions. The BTA calls for Metro to provide a much more rigorous screening criteria by which projects much pass to make the RTP project lists. (This was done in the evaluation process for allocating the regional flexible transportation funds, including submission guidelines and ranking of projects.)

Metro can actively enforce compliance with the broader regional goals when local jurisdictions conduct their required local Transportation System Plans updates following the adoption of the RTP. Metro should ensure that all local jurisdictions adopt and put forward project plans that reflect the new policy goals in the RTP. This action would lead to important progress at the local level to developing more balanced transportation plans.

In order to more fully forward these goals, the BTA also believes that JPACT, and/or MPAC, should convene subcommittees on equity and global warming.

In order to understand the full picture of transportation investments, the BTA calls for Metro to analyze maintenance and operations in the RTP. The RTP, having only new or added capacity projects, leads to an incomplete picture of the system from the public's standpoint. Much of transportation investments in this region are to fix and maintain an aging roadway system. Without seeing road maintenance it is impossible to determine whether investments equitably serve all communities and it makes the RTP favor adding capacity while the total system is deteriorating. This is analogous to adding a new wing onto a house whose roof is failing in. If Metro were to take on the full range and problem of transportation, we believe that our region would put a much greater emphasis overall on maintaining our assets and living within our fiscal means, rather than just building more.

### ***Bicycle Specific Comments***

Overall the BTA finds that the bicycle element of the draft RTP is very strong. We find that RTP section 2.5.5. accurately lays out a vision for a regional bicycle network that aims to build a seamless and interconnected network of bicycle facilities. It also realizes that this network is not merely a bicycle network, but needs to be interconnected with pedestrian, and transit uses that will yield high rates of reducing single occupancy auto travel, yielding a more efficient travel and goods movement network.

We strongly support the creation of the Bike Parkway concept that serves as the backbone of a regional mobility network. These parkways will all provide regional transportation access in a manner that would be safe and convenient for the widest range of transportation users. These routes include off-street, low-traffic, and separated bicycle facilities. At the same time, since regional bike trips start with local origins, Metro has done a good job balancing the need for a complete roadway network to help create safe bike trips that will be regional in nature.

On the down side, overall the community should be skeptical of projects that mention bike, pedestrian, and transit access improvements in project descriptions without more detailed information on the breakdown of project costs. In reviewing projects, the Coalition for Livable Future found that many projects mention improvements to the bicycle and pedestrian network but are primarily road projects that also include minimal or legally required bicycle and pedestrian improvements. Inclusion of bicycle and pedestrian elements in descriptions may indicate merely that mentioning alternative modes in a project is likely to be viewed favorably although the actual investment may be incidental to the overall scale of the project.

### ***Additional Key Comments***

#### ***Congestion***

The BTA has serious concerns with the focus on "congestion" as a negative performance target measure in section 2.3.1. The BTA finds that other more proactive measures such as "travel time" or "travel reliability" would more effectively meet regional transportation goals.

People in the Portland metro region travel fewer miles than people in other metro regions. To date, no metro area has figured out the methods to seriously reduce traffic congestion, but in our region we find that people have shorter trips because they are traveling fewer miles due to compact urban development. This phenomenon yields almost \$1 billion saved in regional transportation costs and \$800 million that stays and circulates within the regional economy.

Also, in many places congestion is a positive index. Busy shopping centers and malls, street fairs, main streets, and town centers *strive to be congested*. Congestion in these environments – the types of land uses encouraged in the *Making the Greatest Place* report – is a positive indicator of business viability, where more people are traveling slowly past or into business places. Another way to view it is that non-congested centers are effectively “dead” with low-land values and rents, with vacancies and little momentum for further development. Ironically these areas often feel vacant, the converse of congested.

Congestion is more clearly a negative indicator on an open roadway, highway or freeway, mainly because it slows travel times and product delivery. Again, measuring travel time and product reliability is a more direct measurement of importance.

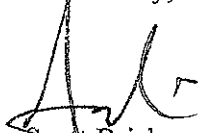
#### *Mobility Standards*

On the heels of the above comments, the BTA strongly believes that automobile mobility standards are poor measurement indices for transportation system performance and has traditionally led to models and engineers recommending system expansions. For this reason, Metro has lowered the bar of accepted mobility standards, because these measures are not attainable. The BTA believes that these traditional mobility standards are simply not relevant and are poor indices on which to base transportation investment choices.

The BTA recommends that Metro completely cease using roadway mobility standards. As the nation's leader in land use development and transportation planning must develop a new index that will more accurately measure the total and relative performance of the system.

Thank you for considering and acting on these comments as you move the RTP and other public infrastructure plans forward.

Yours truly,



Scott Bricker  
Executive Director

Deal, Ruth

October 15, 2009

Portland Metro Planning and  
Councilor Kathryn Harrington

To Whom It May Concern:

I want to speak on behalf of those who usually cannot or do not speak up, since they are still learning, those people of our future, our children.

I have been working for three years with the Beaverton School District advocating and educating the Federal Program of Safe Routes to School. This program has had Federal Funding that passed to our State and all others for programs such as this.

With this work, I have become aware of the woeful lack of infrastructure, just "over the hill" from Portland and in the metro boundary that will not allow our children to enjoy and learn the daily habit of walking or riding a bike to schools or parks. The situation of having no sidewalks, paths, or bike lanes to the west of Portland, is very large and waiting 50 to 100 years for the infill or development to fix this situation is not an Oregon value! This "wait and see", approach will not work on the thousands of streets and particularly around our 1 mile no busing zone for elementary schools or 1/5 miles for Middle Schools. An example is the brand new schools like Springville School K-8, that was built this year within 1 mile of 700 students and sadly 100% are bused or drive the very short distances, since there is no sidewalk or crossing to get to the new school. Older schools, such as Raleigh Park, Raleigh Hills, West Tualatin View, Cedar Mill and new schools, Findley, Bonny Slope, Jacob Wismer, and many more etc are all in the same situation.

Please support active transit and plan to help our existing communities that continue to struggle with this lack of active transportation infrastructure choices and safety issues. We have great neighborhoods and a great school district with thousands of homes, close to the city that have no choice but to drive.

Respectfully,  
Ruth Deal 250 NW 87<sup>th</sup> Ave Portland, OR 503-297-0925  
CC. Jerome Colonna Beaverton School District



## CITY OF GRESHAM

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

Dorst, John (City of  
Gresham)

David S. Rouse  
Director

Transportation &  
Development Services  
John Dorst  
Deputy Director

Office of Community  
Relations  
Tam Driscoll  
Manager

Watershed  
Management Division  
Steve Fancher  
Manager

Wastewater Services  
Division  
Paul Eckley  
Manager

Water Division  
Brian Stahl  
Manager

Recycling & Solid  
Waste  
Program  
Dan Blue  
Manager

October 15, 2009

Greatest Place Comments  
Planning and Development  
Metro  
600 Northeast Grand Ave.  
Portland, OR 97232

Dear Mr. Jordan:

Thank you for the opportunity to comment on the Public Review Draft of the 2035 Regional Transportation Plan. The City's comments are focused on issues relative to corridor refinement plans and high capacity transit. While not all-encompassing, these comments reflect the City's highest priorities relative to the draft RTP. We look forward to discussions about technical criteria for project selection, as well as timing of the RTP adoption through upcoming TPAC, JPACT, and at Metro Council sessions.

### Corridor Refinement Plans

Gresham is recommending two corridor refinement plans be prepared at this time; I-84 to US 26 (North-South) and Phase 2 of the Powell/Foster corridor.

#### *I-84 to US 26 – North/South Connector*

Interstate-84 to US 26 is a primary access route linking East Multnomah County and the Portland Metro region with Damascus and key commercial and recreational centers within Oregon such as Bend and Mt. Hood. Currently four roads provide options for north-south travel through and within East County: 181<sup>st</sup>, 202<sup>nd</sup>, 238<sup>th</sup>/242<sup>nd</sup>/Hogan Road, and 257<sup>th</sup>/Kane Road. Of these roads, not one is a defined route to service north-south travel. In addition, not one of them was designed to accommodate all of the projected 2035 traffic volumes as modeled in the RTP. A Corridor Refinement Plan (CRP) is necessary to determine what improvements can be made to most effectively manage and accommodate existing and projected traffic demands within and through this corridor for all modes, including but not limited to freight and transit.

Historically, regional support for an I-84 to US 26 study has been strong and it was identified as a top priority for the region in the most recent RTP. Within East County there is consensus for the need for a CRP; the Mayors of the four East County cities (Fairview, Gresham, Troutdale and Wood Village) have adopted a Memorandum of Understanding that recognizes the critical importance of improving north-south travel.

This corridor presents opportunities for a high cost/benefit ratio for congestion relief through a low-cost / high benefit CRP with numerous TSMO opportunities. Additionally, signal timing can be coordinated with Gresham's SCATS adaptive signal system.

#### *Powell-Foster Corridor*

In 2003 a Phase 1 Powell/Foster Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the recommendations of the Plan, directed staff to prepare amendments to the Plan in accordance with the Phase 1 recommendations, and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan.

More specifically, with respect to 174<sup>th</sup> Avenue / Jenne Road, the Recommendations state: "As part of Phase II of the Powell / Foster Corridor Transportation Plan, complete a project development study of a new extension of SE 174<sup>th</sup> Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174<sup>th</sup> Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard." The recommendations state that as next steps, "Metro, the City of Gresham and the City of Portland should consider amending the description of the Powell/Foster Corridor Refinement Plan in the RTP to include, in the short term, a Metro led study of the extension of SE 174<sup>th</sup> Avenue from Powell Boulevard to SE Giese Road."

Six years have passed since the resolution was adopted by Metro on October 23<sup>rd</sup>, 2003. The implementation of this Phase II work is of critical importance to Gresham for several reasons. The Study will address the two most critical issue of north / south access to the planned communities of Pleasant Valley and Damascus; 174<sup>th</sup> / Jenne and 190<sup>th</sup> Avenue. Metro previously has acknowledged the importance of both Pleasant Valley and Damascus to the 2040 Growth Concept. Yet, without adequate transportation infrastructure, as a practical matter these areas remain functionally isolated from a regional context. In order to realize their true potential, the infrastructure to connect these areas to other 2040 designated areas must be planned and implemented.

Further, in the absence of the resolution of the planning for links to Pleasant Valley and Springwater also impacts Gresham's planning for infrastructure within its Regional Center. For example, the resolution of the modified couplet proposed by Resolution 03-3373 for Highland and 190<sup>th</sup> Avenue is a necessary precedent to Gresham to implement improvements to these roads. Resolution of the road cross sections and traffic patterns also impacts Gresham's planning for improving access to the Springwater Trail in the vicinity of Highland and 190<sup>th</sup> Avenue.

### **High Capacity Transit**

Gresham supports High Capacity Transit (HCT) along the Central City Portland to Gresham corridor. There is critical need to provide enhanced transit along this corridor for several reasons. First, there are existing and future employment opportunities along the corridor that serve a range of populations and land uses. The need for access between the Central City and East County regional centers is critical to redevelopment of Downtown Gresham and for build out of the Pleasant Valley and Springwater areas. Additionally, high capacity transit along Powell and/or Division serves areas where Gresham has recently adopted allowances for greater densities and more mixed-uses.

HCT supports a balance of employment opportunities and housing with the region, by "leveraging" access between housing areas and employment hubs. HCT provides maximum utility to existing grid systems on both Portland and East Multnomah County. It will enhance access to existing transit lines that serve key regional facilities such as Mount Hood Community College, and also will provide enhanced access to the East County Cities of Fairview, Wood Village, Troutdale and Gresham.

There are leveraging opportunities that Gresham can offer as support for HCT along this corridor. Recently the City initiated a project with Downtown Gresham stakeholders to plan for public parking and park-and-ride opportunities that would support the use of alternative modes.

Also, Gresham can coordinate its SCATS and other ITS systems to promote maximum use of the capacity of all modes of the transportation system. As noted in the discussion of Mobility Corridor 15 in the 2010-2020 Regional Transportation System Management and Operations Draft Plan, there are numerous opportunities for Arterial Corridor Management (ACM) in this Corridor. These opportunities include: ACM for 160<sup>th</sup> / 162<sup>nd</sup> Avenues, Burnside (122<sup>nd</sup> to 223<sup>rd</sup>), NE 207<sup>th</sup> Avenue (Sandy to Glisan), 223<sup>rd</sup> Avenue, and 257<sup>th</sup>/Kane Dr.; ACM with Adaptive Signal Timing for 238<sup>th</sup>/242<sup>nd</sup>/Hogan Drive (Sandy to Palmquist); ACM with

Transit Priority Treatment for NE 181<sup>st</sup>/182<sup>nd</sup> Avenue (Glisan to Powell); and ACM with Adaptive Signal Timing and Transit Priority Treatment for NE 181<sup>st</sup> Avenue (I-84 to Glisan).

### **Procedural Notes**

As part of the preparation of the State RTP project list, Gresham added all projects that previously had been listed in its 2007 200% project list, but not the 100% list. Project 11049, which would provide for improvements to Pleasant View Drive between Powell Loop and 190<sup>th</sup> Avenue inadvertently were omitted from the recently submitted 100% list. We request that this project be added back to the state RTP list at this time.

Metro RTP Project #11103, which includes all corridor refinement plans, as well as other Metro sponsored regional program line items such as TOD, RTO, Regional ITS/TSMO, Regional Trail Planning, and Active Transportation inadvertently were omitted from the public comment project list.. It is our understanding from Metro staff that Metro is aware of this omission, and intends to include the recommended studies and projects in the final state and federal RTP project lists.

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

Sincerely,

John Dorst  
Deputy Director  
City of Gresham  
Transportation & Development Services





CITY OF  
**PORTLAND**  
BUREAU OF  
**TRANSPORTATION**

✓  
Duke, Courtney (City of  
Portland)



Sam  
Adams  
Mayor

Susan D.  
Keil  
Director

October 15, 2009

To : Kim Ellis, Principal Transportation Planner  
Metro

From Courtney Duke, Senior Transportation Planner  
City of Portland/Bureau of Transportation

RE: RTP Public Review Draft  
Bob Hillier Comments and Email

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This was an email related to RTP review.

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EMAIL:

October 13, 2009

From Bob Hillier, Freight Coordinator  
To: Courtney Duke

RE: RTP Review

I have been involved with the Regional Freight Plan update and have been providing feedback to Metro through that process. I also just reviewed section 2.5.4 of the RTP and the Project List and both reflect my previous input to Metro so I have no major comments on the RTP Freight Plan at this time.

I do have one editorial comment: The following section on **page 58 of Chapter 2.5.4 is incomplete:**

**Pursue clean, green and smart technologies and practices**

It is important to ensure that the multimodal freight transportation system supports the health of the economy and the environment by pursuing clean, green and smart technologies and practices.

This language is vague and doesn't provide specifics in respect to freight. Metro should define what they mean by "clean, green and smart technologies" by providing a more detailed description and some examples and how they relate to freight. E.g., continue to support/fund Cascade Sierra Solutions in providing diesel emission reduction technologies, etc.

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Sam  
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Susan D.  
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Director

October 15, 2009

To: Kim Ellis, Principal Transportation Planner  
Metro

From: Courtney Duke, Senior Transportation Planner  
City of Portland/Bureau of Transportation

RE: RTP Public Review Draft  
West Hayden Island Crossing Project Description Modification

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Request to revised project description for Project # 10343– West Hayden Island Crossing.

new language underlined

Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden Island planning process that development of this portion of the island is an appropriate location for a bridge.

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October 15, 2009

To: Kim Ellis, Principal Transportation Planner  
Metro

From: Courtney Duke, AICP  
Senior Transportation Planner  
City of Portland/Bureau of Transportation

Re: City of Portland/Bureau of Transportation Comments on the Public Review Draft

Thank you for the opportunity to comment on the Public Review Draft RTP. The City of Portland/Bureau of Transportation has a number of general and specific comments.

#### **GENERAL COMMENTS**

##### **Urban Growth Boundary**

The City of Portland and Bureau of Transportation supports with the Chief Operating Officer's recommendation of using "what we have" and not expanding the Urban Growth Boundary. Metro needs to provide additional tools and policies to help make this a reality. For example; additional funding opportunities and criteria that support local street improvements and sidewalk infill.

##### **Performance Measures**

We are very concerned that the preliminary results from the model analysis for the performance measures are indicating that our investments and programs are not necessarily better than a no-build alternative. The results for greenhouse gas emissions are particularly troubling. The results show that an additional \$23 billion invested in the region and the results are a 49% increase.

Is there additional analysis that indicates why the no build scenario is superior for a number of the performance measures? It does not appear that it is solely a result of increased population.

Also of concern is the inconsistency of land use assumptions used for analysis. The model used for the RTP analysis used older land use assumptions; while the urban and rural reserve work and COO's recommendation used new land use assumptions. Also, the model does not address pedestrian and bicycle movement, and the travel survey data is very out of date.

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### **Climate Change**

The current draft does not adequately address or respond to climate change direction from the State or from City/County Climate Change Action Plan.

### **Timeline and Work Program**

There are many outstanding issues outlined in the Draft RTP and there are concerns outlined above regarding the performance measures. Additional justification as to the need for "acceptance" of the plan in December 2009 would be helpful.

The additional work program items are considerable. The outcomes could impact policies, projects, and programs that are in the draft RTP. With the number of remaining tasks, the short timeline and limited resources, I (and others on the RTP work group) are concerned that the timeline is unrealistic. Additional information related to a consolidated timeline and how to get to adoption would be useful.

Below are specific comments on the Public Review Draft. Please also see attached memos from Bureau of Transportation staff for additional comments, corrections, and additions.

Please feel free to contact me if you have questions or need any clarification.

### **SPECIFIC COMMENTS**

#### **Section 2.5.6, Regional Pedestrian Network Vision**

Add policy (from TSP Policy 6.22) that states: Promote walking as the mode of choice for short trips.

#### **Page 1, Paragraph 2**

Replace "marked street crossings" with "enhanced street crossings"

What we really need is safer crossings with crossing enhancements that make it safer and easier to cross, not just throwing down paint.

#### **Page 1, Policy 1 in shaded box:**

Replace "an" with "a" in policy: Build a well-connected network

### **Section 2.1**

#### **Outcomes**

Unclear how the six outcomes relate to the objectives, the nine goals, the performance targets, and the performance measures. A graphic that shows the relationships would be helpful.

### **Goals**

It is good that the Goals are stated and highlighted – what about putting policies under here too? Or in an appendix that list all the outcomes, goals, policies, etc., in one place? A graphic that shows the relationships would be helpful.

### **Policies**

Each section has a blue area that says,...“policy areas form the foundation.” Are these policy areas or actual policies? Please clarify.

### **Page 40, Figure 2.16**

I don't understand this graphic. What is it trying to tell me?

### **Page 43, section 2.5.3**

Define System Expansion Policy. What is it? What are next steps?

### **Chapter 3**

#### **page 1**

Why change the name and format of the lists? Confusing.

### **Figure 3.1**

How does this figure relate to the lists? The lists do not reflect Track 1 or Track 2.

### **Chapter 4**

#### **Table 4.1, page 4**

How do the outcomes fit into this chart? What about policies? Objectives? Are these consistent with the presentation from Monday, October 12?

### **Chapter 5**

#### **Page 8 - Mobility Corridors Refinement Plans**

Too much information; too much process; too many criteria for this task.

#### **5.7 Unresolved issues**

5.7.1 – too much process and criteria for this task

5.7.2 – confusing – what trying to achieve? Too much criteria and process (at least as presented on Monday, October 12)

#### **5.7.3**

Very important.



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Date: 10/13/09  
To: Courtney Duke  
CC: Paul Smith, Marni Glick, Lavinia Gordon  
From: Dan Bower, Transportation Options  
Re: Draft RTP comments specific to TDM

Thank you for the opportunity to review the Draft RTP for 2035. The comments and observations in this memo are meant to be specific to the Transportation Demand Management sections of the plan.

The Draft RTP does a nice job of laying out a vision for the future that includes significant investment in multi-modal options and TDM with an eye toward outcomes that the City should support. However, the plan not clear that Metro is offering any trade-offs. Achieving the significant non-SOV mode share targets in this plan will mean the region cannot continue to plan for reduced congestion and delay as key performance measures for the system and expect to see an increase in non-SOV mode shares. The plan says this clearly on page 43 in the box entitled "RTP scenarios results point to an integrated solution" which says,

The results of the scenarios analysis support a growing body of research that suggest adding road capacity alone is not a sustainable solution to congestion. Rather, a coordinated strategy that links land use and transportation decisions, provides targeted road and highway improvements along with high quality transit service, better transportation options, and system management shows greater promise in mitigating congestion and delay into the future.

Looking at the investment strategies in Section 3 for both the financially constrained and federal RTPS it is not clear how the plan gets us to the vision with roadway and throughway projects accounting for nearly 60% of the investment. Perhaps it is a function of roadway projects costing more and as a result taking up more of the "pie" but it would help to see another way to display this that better demonstrates how the investment strategy is linked to the vision of a region with 40-70% non-SOV mode share.

Similarly, the plan is complementary of TDM, and quick to take credit for TDM being a cost effective and reliable solution but offers very little in terms of support and clarity about where the priorities lie. For example, the plan points to the Regional Travel Options program as *the* solution for addressing non-work related PM peak hour traffic (page 47-48 suggests non-work travel is a large, un-addressed issue... as much as 69% of PM peak hour traffic) yet the investment chart (figure 3.5) on page 16 of section 3 shows a total investment in TDM and TSM of 0%. The financially constrained project list is slightly more generous with <1% of total investment going to TDM/TSM.

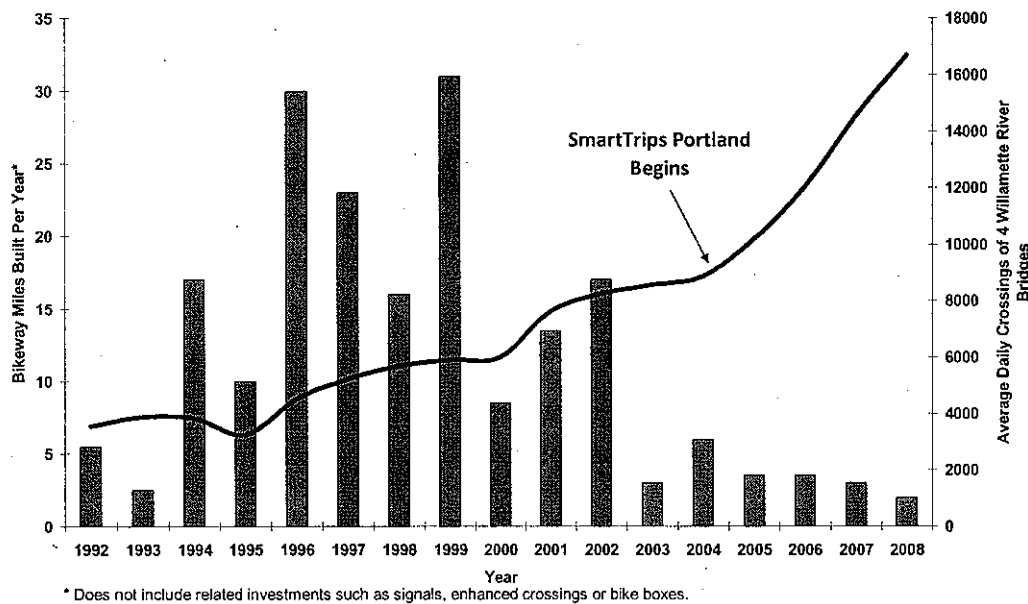
To that end, Transportation Options would like to see a stronger link between capital projects and TDM programs and policies in this plan. Transportation Options is a leader in this state for innovative and effective TDM programs and has routinely demonstrated that coupling investments in non-SOV infrastructure with programs that encourage and help people to use it has the capacity to maximize our return on investment. Understanding the RTP team is working to integrate the recently adopted TSMO plan into the RTP, the way it is characterized in this plan forces an unnecessary separation of capital and TDM

Significantly shifting mode choice requires a coordinated approach that includes both infrastructure and encouragement. As illustrated in the chart below, bicycle use in Portland has skyrocketed in the past five years despite minimal new investment in the miles of bikeway network; this increase is due

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in part to TDM programs like SmartTrips Portland. SmartTrips has helped maximize the City's return on investment in the bikeway network by ensuring residents are aware of the infrastructure improvements and know how to use it. Courtney, if you prefer to use Roger's slide that demonstrates this, I'm definitely okay with that, I just don't have it.

### Bicycle Ridership and Bikeway Miles Built by Year: Portland Oregon, 1992 - 2008



The plan also makes it seem like managing freeway congestion is the only reason to invest in TDM, suggesting programs like ridesharing promotion and DriveLess.SaveMore (both Metro run programs) are the preferred TDM solutions for the future. Carpooling has been steadily decreasing in this region since 1990 (13.3% in 1990 to 9% today), and with no real investment in HOV lanes or parking policies outside the central city we have no reason to believe this will change. With as much as 69% of PM peak hour traffic being non-work related, programs like SmartTrips Portland and Safe Routes to School that get people out using our transportation options during all hours of the day are increasingly important, cost effective, and provide data that support the modest investments.

### Specific Comments

#### Section 1

1. Page 42 says, "employer outreach programs to encourage transit use in their workforce" this should be more multi-modal, TDM programs that we run encourage all modes, not just transit.
2. Page 42, they refer to SmartTrips as TravelSmart, should be SmartTrips. The plan also says that many cities are doing this, in fact we are the only city running an individualized marketing project now although Gresham and Wilsonville have plans to do this in the future.
3. Safe Routes to School is a great program that Metro doesn't contribute to now. Should we expect Metro to support Safe Routes to School in the future if it's in this plan?

4. Page 43 has a blue box that outlines the region's need to have a more integrated strategy toward planning that includes multiple solutions including TDM/TSM. The narrative lists out "potential new strategies" for TDM as HOV lanes, congestion pricing, HOT Lanes...etc. While all extremely effective projects, these are all highway capacity projects which don't seem to fit the description of what they want to achieve: "a coordinated strategy that links land use and transportation decisions, provides targeted road and highway improvements along with high quality transit service, better transportation options, and system management..." I'd really like to see a better description of how TDM programs and policies can work with these investments in capacity to achieve the goals of the plan. The way it's written it seems like the only important decision is how we manage the freeway system with respect to capacity. This is especially important when you consider what is included on pages 47-48 about non-work travel being a large, un-addressed issue, as much as 69% of PM peak hour traffic. For example, if the region decides to move forward on congestion pricing or managed lanes we need to offer the public an alternative to paying the tolls; this comes in the form of TDM programs that help get people in to existing capacity on transit and bikeways in addition to having a strong vanpool/carpool program in place. None of this will exist without funding.

5. Similarly, by saying the plan is addressing the issue of non-work related PM peak traffic through the RTO program (page 48) is an inadequate answer; a large majority of the RTO program goes toward funding employer programs at TriMet and TMAs. The City has received funding for non-employer programs in the past, but the way this plan suggests the problem is solved by having an RTO program is an inadequate effort at addressing what seems to be a rather large issue.

6. In reference to the TDM map on page 45, we can include all the Safe Routes schools if they'd like (there are 70). Also, the map does not include the most recent SmartTrips program that covered all of North and NW Portland.

## Section 2

1. Page 13, the goals for active transportation says, "By 2035, triple walking, biking and transit *trips* compared to 2005." Is the intent to triple the number of trips for each, or to triple the mode share of each? There is a big difference when you consider population growth.

2. Page 13 goals, "By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005." This puts us at 17.5 miles/person/day...down from 18.3 today....not particularly ambitious. In contrast, our climate action plan calls for a 30% reduction in VMT. Also, the performance measures in section 4 at 14.23 miles/capita in 2005, that is much different than the numbers Metro produces each year which have us around 20 miles/capita...what is the difference? Modeled vs. actual?

## TSMO Section:

1. Goal 4, "Implement incentives and programs to increase awareness of travel options" Add, *AND* *incent behavior change*. It needs to be more than awareness of options, people need to use the information and change behavior.
2. Page 72, the table that has examples of TDM is weak; the examples provided don't give the reader any feeling that they should invest in TDM. This section should recognize the work that other jurisdictions are doing (TriMet's employer program, Youth bus passes, car-sharing programs, the work TMAs are doing..etc) and have some stronger metrics like the TSM section has. In general the TSMO framework section highlights a lot more TSM than TDM.
3. This section on page 72 is another example of a place that should highlight the link between building things and encouraging people to use them.





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✓  
October 13, 2009

To: Courtney Duke  
From: Patrick Sweeney, AICP  
Senior Transportation Planner

RE: DRAFT RTP 2.5.3 - Regional Transit Network Vision PBOT comments 10-13-09

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**Throughout 2.5.3**

- a. Use "streetcars", not "Street Cars" in text and graphics
- b. Filler graphics – give pictures a caption. If they really are filler, use groups of smaller images to fill up space – this gives a sense of hierarchy to the visual images
- c. Lack of vision – a compelling vision for where the region is going with transit is not evident. There are some lines on a map for future HCT, but there is not a clear vision tied back to land use or climate change objectives

**Page 37-39**

- a. Clearly identify what the vision is in a text-box, bold letters, indent
- b. 1<sup>st</sup> para - Need explanation of how vision addresses bulleted items
- c. 2nd paragraph is a regional overview, not a vision
- d. Page 37 - "...beginning with streetcars in the late 1800's and evolving into a combination of vans, buses, **modern** streetcars....
- e. Pgs 37 to 39 - This section could be revised into two topics – the vision and a regional overview. The vision part is weaker of the two and needs to be explained more thoroughly.

**Page 40**

- a. "The total transit system" – this needs a more thorough and stronger explanation. You start off by saying "Building the total transit system" without explaining what it is first. It seems like a great concept coming from the regional planning agency and should be a prominent feature of 2.5.3. It needs to be compelling – and convincing – coming from Metro – the stewards of the regional transportation
- b. Figure 2.16 is too cutesy for this document – use something else. Seems like you want to say something like high quality transit accessibility is best achieved through a continuum of high quality transportation facilities from the origin to the destination - from the pedestrian and bike network in the neighborhoods adjacent to the station all the way to the signature high quality transit investment

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- c. Pg 40, 41, top of 42 – this reads like cut and paste pieces from transit planning guidelines – does not flow with the topic

#### Page 43

- a. “To this end, **local neighborhood plans**, urban form and connectivity...
- b. 2<sup>nd</sup> paragraph ends with “System Expansion Policy” and doesn’t explain what it is until page 46 – provide a brief explanation here and full discussion on page 46
- c. Under Types of HCT facilities and services...second bullet – rapid streetcar - reference Portland to Lake Oswego as an example

#### Page 44

- a. 2<sup>nd</sup> paragraph - ...access systems for pedestrians and cyclists, park and rides, **streetcar** and feeder bus networks

#### Page 46

- a. Fix awkward wording in caption - ...design and blocks help bring...

#### Page 47

- a. 2<sup>nd</sup> paragraph starts off with “Chapter 5....” – this is a cut and paste from the HCT that needs to be edited

#### Page 48

- a. 3<sup>rd</sup> paragraph – The 2<sup>nd</sup> sentence feels like a token gesture to acknowledge streetcar. There needs to be a better and broader discussion about how streetcar, in its role as neighborhood circulator and as interurban HCT, fits within the regional transit system. How about acknowledging the Streetcar System Concept Plan here? It would be a compatible element to the “build the total transit system” concept on page 40.

#### Page 49

- a. 1<sup>st</sup> sentence - ...access to local destinations and **connects to the** frequent and high capacity transit network.
- b. 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs – mixing discussion of local transit service and guidelines for local transit service facilities. Be more specific about each in separate paragraphs
- c. 2<sup>nd</sup> paragraph - ...you need to distinguish what is meant by “passenger facilities are appropriate at high ridership locations.” It would seem that they should be available at all locations so using transit is more convenient and comfortable. What are the thresholds for bus shelters?
- d. 2<sup>nd</sup> paragraph - Last sentence edit: ...sidewalks and bikeways are all fundamental elements of the local transit system function at its highest level.
- e. Tram picture – too dark, get better photo, see suggestion about Filler Graphics top of first page
- f. Right of Way Needs – move this discussion to “Build the Total Transit System” as an important element of what it takes to have the “total transit system”

**Page 50**

- a. Commuter Rail and Intercity transit – this discussion feels like an “oh by the way” collection of thoughts and detached from the “total transit network”. Is the message that maybe something could happen sometime with regional rail service – if there was a champion at the regional level? Who is the champion? Feels like our vision of the total transit network is limited to the UGB. This discussion should be broader and tied back to Metro’s coordination with the state and a regional approach to support the connection from Eugene to Vancouver BC.

Taking it one step further, the draft City and County Climate Action Plan: Objectives and Actions – Urban Form and Mobility – 2030 Objective 6 – Actions to be Completed by 2012 states:

“Work with regional partners including ODOT, Metro, local cities and counties, and TriMet to reduce VMT through strategic investments and policies.

- a) – Work with metro-area, state, regional and federal agencies to develop a strategy for high speed rail from Eugene to Vancouver, BC”

**Page 51**

- a. Separate topics of commuter rail and high speed rail. There has been enough activity on both of these lately to warrant their own more detailed discussions



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Sam  
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October 9, 2009

To: Courtney Duke  
C: John Gillam, Paul Smith, Dan Bower, Denver Igarta, Ellen Vanderslice, Robert Burchfield, April Bertelsen  
From: Roger Geller  
RE: Comments on Public Review Draft of RTP

## **OVERALL**

Overall the plan does a good job of laying out the general transportation approach Metro intends to pursue.

## **MAJOR THEMES**

### **Transitioning: Effect on Level of Service and Congestion**

There needs to be a recognition that in the short-term LOS could suffer and congestion could increase as we rebuild transportation to transition from our current auto-dominated system to one in which non-SOV modes account for the majority of travel. Building bikeway and transit systems requires repurposing right-of-way that is currently principally designed and operated with the auto in mind. Creating the type of systems that will triple bicycle and transit use will require dedicating more space on arterial streets—either exclusively or through operations—to the movement of people via transit, bicycling or walking. This could result in temporal decreases in level of service and increases in congestion. While projects can be built relatively quickly, the long-term changes in personal behavior will likely lag behind the construction, perhaps by years. The plan should acknowledge this and ensure that local, regional, state and federal transportation policies allow for that. If not, the plan should identify action items to reform current policies and laws that could serve as barriers to this transition. We cannot simultaneously build for high—or even sufficient—LOS and also create a world-class transit and bicycle system. The only way to improve LOS in a manner that makes the best use of what we already have is to dramatically reduce SOV use.

### **Modeling Transportation Behavior**

Related to the above is the region's apparent inability to model decreases in automotive use over time. This is especially a problem for bicycle transportation, which is almost totally discounted in current transportation modeling. Metro needs to be able to model changes in mode split that reflect the types of transitions envisioned in the RTP. We need a model that will take mode shifts into account when measuring automotive level of service.

### **"Person Level of Service"**

The plan mentions developing a new way to think about mobility—one that considers the movement of people and not just automobiles. That is a worthy objective. I did not notice how the plan intended to further this objective in a manner that could ultimately influence roadway design and traditional considerations of level of service.

### **Statement on Achieving Goals and Objectives**

Most of the RTP seems oriented to achieving regional transportation and livability goals through an emphasis on non-SOV modes of travel. This is sprinkled throughout the document via various statements. However, nowhere is there one statement that expresses that outright. It will be difficult to achieve reduced congestion, higher bicycle use, reduced greenhouse gas emissions and more efficient movement of automobiles all at the same time unless the principal means of achieving that is through dramatic reduction in motor vehicle miles traveled. It would be helpful to include a statement along the lines of: "The intent of this plan is to achieve its objectives and goals principally through emphasizing non-automotive modes of personal travel."

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### **Every Bicycle Trip of Regional Significance**

If Metro truly wants to achieve their goals of tripling bicycling use, then it's going to take more than just building bikeways on regional facilities or within mobility corridors. To achieve their goals bicycling is going to have to truly become a part of daily life; it will require a reorientation in our transportation culture. We'll have to get on our bicycles with the same absence of consideration that people currently display when they get into their cars. Achieving that type of transformation will depend on the creation of a dense, integrated bikeway network built to the highest design standards. Bikeways will have to be everywhere. Only then, when people have fully integrated bicycling into their daily lives with they also use their bicycles to access town and regional centers. In that sense every bicycle trip is of regional significance. While this is certainly true from the perspective of reduced greenhouse gas emissions it is also true in creating a transportation culture where bicycling is a normal means of travel. Thus, not only is every bicycle trip of regional significance, but necessarily so then every bicycle facility is of regional significance in that every bicycle facility contributes to the creation of an urban fabric that supports bicycle transportation. Metro's Active Transportation project has recognized this through its demonstration projects. The key point here is that every facility should be eligible for regional dollars. It is only by fully integrating bicycling into the fabric of people's daily lives that we'll be able to achieve our goals.

### **Bicycle Policy Areas**

The first policy promotes an interconnected network of bicycle facilities to provide seamless travel between jurisdictions. That's a nice goal, but is not particularly reflective of the nature of bicycle travel. Bicycle transportation is primarily local in nature. Interjurisdictional travel, while it should be provided for, is going to account for only a small proportion of trips because of the distances involved. The principal policy along these lines should be to focus on creating integrated, dense and low-stress bikeways in a 3-mile radius from Portland City Center and every Town Center, Regional Center, and along Main Streets and other similar Corridors. The focus should be on intra-jurisdictional travel rather than between jurisdictions. Most trips are three miles or less and it is these trips that offer the highest potential capture for bicycle transportation.

Do not attempt to model the regional bicycle system after the regional automotive, freight or transit systems. Those systems require, and are more appropriate for interjurisdictional travel. Bicycle trips are local.

## **SPECIFIC ISSUES/QUESTIONS**

### **Outcomes**

Vibrant Communities. The list of outcomes (Chapter 2, p2) is good. However, I'd suggest amending the statement inre: "Vibrant Communities" to state that "People live and work in vibrant communities where they can choose to walk and bike for pleasure and to meet their everyday needs." While I recognize this is language adopted by MPAC and the Metro Council I think it is unrealistic to expect that people will be able to walk to meet their everyday needs. People have many "everyday needs" and it is the rare urban area, let alone region in which even a substantial minority of citizens can walk to meet their everyday needs. The question then becomes: "when people must do something other than walk to meet their everyday needs what choices do we want available to them?" The experience of cities around the world is that between a combination of bicycling and walking people are able to meet their everyday needs.

We've run into this same issue with both early consideration in "The Portland Plan" as well as with the City's and Multnomah County's Climate Action Plan 2009. People conflate "walkability" with "bikeability." They are not the same. Indeed, in most cities with high non-SOV use—even those that are very dense with mixed-use neighborhoods—walking is supplanted by either the bicycle or by transit.

What Are We Trying to Accomplish? The introduction to Chapter 2 mentions protection of farm land as a principal outcome. It is not again mentioned in the box on page 2. Why the discrepancy?

### **CRC**

Is there an indication as to how the Columbia River Crossing project measures up against the three balanced objectives identified on page 3 of Chapter 2?

### **Goals**

Goal 3, Objective 3.2: VMT; I know when we say “vehicle miles traveled” we’re talking about automobiles. Why not just say “Reduce ~~vehicle~~ auto miles traveled per capita.” The bicycle is a vehicle. If people replace auto miles traveled with bicycle miles traveled, then we’ve achieve our goals without reducing the demand for mobility. Talking about reducing “vehicle miles traveled” sounds like we’re trying to limit where people can go and how often. However, the goals of this plan are met if people travel just as much as before, as long as they reduce the number of miles they travel by automobile.

### **Bicycle “Toolbox”**

Somewhere on p62-63. It’d be nice to include a discussion about the need to emphasize comfort and safety in bikeway design. It’d be especially useful to acknowledge that the standard bicycle lane on an arterial street has proven to have very limited appeal and is not considered a sufficient facility in any of the cities around the world whose mode splits we’re hoping to emulate.

p. 63: “Low-volume streets often provide...complementing bicycle facilities located on arterial streets.” You might say that such facilities “often supplant bicycle facilities located on arterial streets.”

### **Regional Bicycle Parkway**

These classifications are discussed, but not shown on the proposed map. Where are these “backbones”? Are they the “Regional Bikeways”?

### **Update**

I suggest updating some of the figures and data, which are now outdated.

These include:

- Bicycle-related industry growth. Alta has a new 2008 report that updates their 2006 study. (Section 1, p 48)
- Figure 1.16. We have a figure that replaces this one from 2006. See the count report on our website (which was also noted as source for this figure). Metro might consider showing other figures as well. (Section 1, p49)



Fraser, John (Sysco  
Portland, Inc.)

David Bragdon  
Metro Council President  
Metro Regional Center  
600 NE Grand Ave  
Portland, Oregon 97232-2736

Dear President Bragdon,

Sysco Portland is a member of the Wilsonville Chamber of Commerce and supports the inclusion of several vital freight and transit projects into the final Regional Transportation Plan project list.

On February 25, 2009 the Policy Steering Committee (PSC) for the I-5 to 99W Connector voted 6-2 to recommend to Metro that the Three Arterial Corridors Alternative be included in the Regional Transportation Plan as the most viable alternative to reduce congestion and improve access in the southwest metropolitan area. Sysco Portland fully supports this recommendation's list of projects and conditions that the PSC voted to support.

This alternative is a hybrid solution to the transportation issues facing our communities including increased road capacity, enhanced transit, and enhanced alternative transportation options including improved bicycle and pedestrian facilities. This concept distributes east-west travel among multiple corridors, and will accommodate enough capacity to address the current and future needs, as stated in Metro's RTP 2030 plan.

Sysco Portland also supports the funding and completion of the Barbur Blvd/99W to Sherwood/I-5 South Mobility Corridor Plan. This section of I-5 serves an important freight corridor and is the gateway to the metropolitan area from the Willamette Valley. It is vitally important that this study is completed so our communities and businesses can plan effectively to accommodate for the future with the substantial increased traffic projections on I-5.

There are four road projects that are necessary for the long-term economic vitality of Wilsonville which include 95<sup>th</sup>/Boones Ferry/Commerce Circle Intersection Improvements (Project 10852), the Kinsman Road Extension (Project 10853), Day Street Improvements (Project 11243), and finally the Barber Street Extension (Project 10153). These projects will provide long term economic stimulus by improving freight mobility, improve traffic circulation, and increasing capacity for future development in Wilsonville.

Sysco Portland provides over 500 family to high wage jobs from our facility in Wilsonville and views improved connectivity as critical to the success of not only our business, but to the region and the population it supports.

Thank you very much for your time and please feel free to contact me directly if you have any questions.

Sincerely,

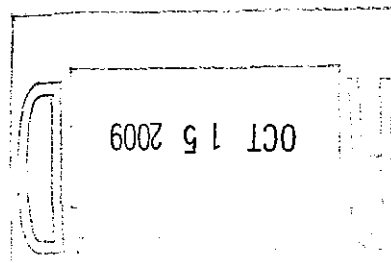
John I. Fraser, SPHR  
2035 Regional Transportation Plan - Comment Book  
Director of Human Resources / Sysco Portland, Inc. / ph 503-682-6635



McFarlane, Neil (TriMet)

October 15, 2009

Michael Jordan  
 Chief Operating Officer  
 Metro  
 600 NE Grand Ave  
 Portland, OR 97232-2736



Dear Michael,

Making the Greatest Place attempts to address an impressive array of issues, aspirations, plans, and efforts. TriMet encourages Metro to continue to strive to be comprehensive. The diverse elements encompassed in Making the Greatest Place need additional work to ensure they are consolidated, interrelated, and consistent. TriMet offers our comments in support of this important goal and looks forward to continuing to work with Metro to Make the Greatest Place. TriMet staff is ready to assist Metro where needed.

This letter contains high-level comments on fundamental approach and policy. Attachment 1 contains detailed comments and suggestions.

### Overall and Policy Comments

- Performance Measurement:** Performance measures are invoked frequently though targets have not been adopted by Metro Council. The region needs to commit to specific measurable targets that describe whether policies and investments are succeeding in order to know how aggressive we must be in our actions. Indicating the general direction we want to head is insufficient. JPACT endorsed specific draft performance targets for measures covering economy, environment, and equity (Table 2.3 of RTP). Those targets should be formally adopted by the region and used, with robust monitoring and feedback loops to inform future RTP, TSP and land use efforts.
- Outcomes Based Planning:** Focusing on "outcomes" is a stated goal throughout the Making the Greatest Place documents, particularly in the Regional Transportation Plan. However, the current draft falls short of fully integrating outcomes-based planning. TriMet encourages more effort be given to setting up a system where outcomes are measured and costs and benefits of investments are analyzed. Importantly, the "outcomes" based approach needs more attention to resources and an on-going program to track performance and *correct performance* over time.
- Increase Travel by Pedestrians, Cyclists, and Transit Users:** Pedestrian, bicycle and transit modes provide mobility while minimizing negative impacts. These modes are more sustainable than other "alternative modes" such as car sharing, which in turn is more sustainable than SOV travel. Similarly, freight movement must be prioritized over SOV commuting. The goals and policies of the RTP and related documents should reflect this.



- **Walkability:** Pedestrian analysis and strategies deserve more emphasis and stronger tools and strategies to reach goals of walkability.
- **Congestion Management:** Managing congestion is just one element in a much larger vision and set of performance targets. Funding choices, design, and support for transportation projects must be guided by the 2040 vision and meeting aggressive performance targets rather than projections of auto demand on our roadways.
  - Efforts to provide transportation choices must be coupled with a much stronger focus on the potential for managing demand and dramatically increasing walking, biking, and transit ridership.
  - Parking management strategies are some of the most effective in other regions for managing demand. These need more emphasis.
- **Budget and Commitment:** We need to budget transportation dollars to follow our vision, not just our demand models. All of us will need to work together to adjust project lists to better conform to stated goals and vision.
  - In order for the vision to become a reality, institutional and financial structures must be focused on making centers and main street corridors 'work' (i.e. achieving desired land use outcomes and activity). This may even require an additional funding and institutional vehicle at a regional or at least sub-regional level to help create projects that further this end.
- **Institutional Challenges:** Roadways within the region are managed by a confusing mix of jurisdictions (e.g., state, counties, cities) whose management imperatives may be at odds with 2040 vision. The region should consider how it can direct control to the level of government most able to implement regional vision. We need to find processes to work through conflicting policies and standards.
- **HCT System Expansion Policy:** The HCT's system expansion policy (SEP) is not well-defined. TriMet understands that Metro intends to further define and enhance the SEP. Future work on a SEP must both make sure station areas can live up to expectations and make sure progress is made toward concrete projects.
  - Working with local jurisdictions, the SEP should more clearly articulate a process that allows and encourages them to use all of the tools available to them to create more active, walkable communities not only as a prerequisite for HCT but to achieve other benefits of the 2040 vision.
  - TriMet looks forward to being fully involved in the continued development of the SEP.
- **Limited UGB Expansion:** The Urban Growth Report establishes that there is limited need for expansion of the UGB and designations of urban reserves. TriMet is already strained to meet the demand for high quality transit service necessary to achieve the 2040 vision. Expansion of the UGB would likely dilute either the quality or the coverage of transit service or both. TriMet would have great difficulty providing commitments that would be necessary to promote efficient use of a vast supply of urban reserves. Small additions to the UGB that

can be integrated into the existing urban structure will enable TriMet to focus resources to serve centers, mainstreets, and corridors with a level of service the makes transit an attractive alternative to driving.

- **Critical Unresolved Issues:** The final section of the RTP contains a weighty list of unresolved issues. They are challenging, complex, and worthy of long study, but they are also critical. The region should begin addressing them immediately following completion of the RTP. Work should not be postponed until the next RTP cycle.

TriMet appreciates the opportunity to comment on this far-reaching and forward-looking set of efforts encompassed by Making the Greatest Place. TriMet stands ready to assist Metro in further developing and refining the elements into a coherent whole that can effectively move the region in the direction of the 2040 vision.

The attachment to this letter contains detailed comments on each of the many documents.

Cordially,

A handwritten signature in black ink, appearing to read 'Neil S. McFarlane', with a long horizontal stroke extending to the right.

Neil S. McFarlane  
Executive Director  
Capital Projects

Attachment: Attachment 1 – Detailed Comments

## ATTACHMENT 1 - Detailed Comments

### SECTION 3A - Performance Measures

**Performance Measurement Framework and Work Plan:** It is critical that Metro Council adopt target numbers for each of the regional performance indicators. The performance measurement framework cannot lead us to our vision without actual targets. Also, there needs to be a clear explanation of how the following 5 measurement techniques laid out in the Making the Greatest Place material fit together:

- Regional Performance Indicators (*Resolution No. 09-XXXX*)
- JPACT Endorsed Draft Performance Targets (*RTP Chapter 2, pg. 13*)
- RTP System Evaluation Measures (*RTP Chapter 4, pg. 4*)
- RTP System Monitoring Performance Measures (*RTP Chapter 4, pg. 5*)
- RTP Implementation Benchmarks (*RTP Chapter 5, pg. 19*)

### SECTION 3B - Urban Growth Report

Metro made a considerable effort to build consensus around the data and methodology used to project future demand for housing and employment and analysis of the land supply needed to serve that demand. Metro sought the best thinking of economists and industry representatives to advance our understanding of future demand for employment land and asked local governments for detailed information about existing employment land utilization. Metro's residential forecast reflects changing demographics coupled with local aspirations for vibrant communities. TriMet supports the conclusions of the Urban Growth Report.

TriMet comments elsewhere in this letter are intended to help the region stay within the low range of the land supply needed to accommodate projected growth.

### SECTION 3C - Regional Transportation Plan

#### Executive Summary

- **Pg. i and ii:** *"Growing congestion is addressed comprehensively through a multi-pronged strategy to make existing highways, roads, and transit networks work as efficiently as possible, provide real options for walking, bicycling, and riding transit and expand transit and roadways in a strategic manner."*

This sentence appears to indicate that the addressing road congestion is still the region's primary goal. While relieving road congestion in key places should be a goal, generally relieving road congestion region-wide should not be the driving force behind the RTP. Rather, reaching our agreed upon performance targets should be our goal.

#### RTP Chapter 1

- **Pg. 2:** For each Chapter, consider listing the associated performance targets that are applicable to the chapter. This will help people understand what the target is and how or if the strategies relate to it.
- **Pg. 12-19:** The movement of freight is very important. There is also more to competing in a global economy than just moving freight efficiently. This section needs more discussion about what is required to make the region competitive. For example, creating a place where top talent and creative minded people is drawn is also important. Consider adding more supporting evidence to make this point.
- **Pg. 22:** *"Participants in a fall 2006 stakeholder workshop that included people who live on the western edge of the Metro urban growth boundary related person experiences of their families, who must walk five miles or more on roads without sidewalks to reach the nearest transit stop. Participants also mentioned the lack of transit connections to other suburbs, where their jobs may be located."*

While anecdotal evidence is important to gather, it should not be used as primary supporting evidence of how transportation choices are limited. Ninety percent of the region's population is within a half mile of transit. This is extremely good coverage. Also, almost any trip can be accommodated with a transfer; not all trips can be accommodated on a single bus route. In our experience when people are concerned about transit coverage in their area, what they are really responding to is less-frequent service or service that requires transfers. In many cases, until and unless there are significant changes in built form, densities, and street and sidewalk connectivity that level of service is all that can be prudently provided. Please note that it is impossible to be within the UGB and still be five miles from transit. In most cases, even the areas currently under consideration for urban and rural reserves are largely within a shorter distance of current transit. Finally, all of TriMet's service district (and many areas outside the district) is within relatively easy reach of a park and ride facility on bus, MAX or WES.

- **Pg. 26:** When discussing the Steel Bridge include pedestrian counts in your average daily traffic totals to provide a more complete picture of mobility across the bridge. If none are available, mention this and note that there is significant pedestrian traffic over the bridge.
- **Pg. 31:** TriMet is very supportive of including active living, human health, and improved air quality as goals of the plan. We support the stated goal of the RTP for Metro to expand its analytical capabilities to allow for transportation investments to be evaluated for their health benefits.
- **Pg. 41:** While ITS strategies are important, it is also critical that we consider how to shift travel behavior using techniques outside of technology – like pricing parking.
- **Regional TSMO Plan Map:** This map does not depict all of the strategies in the TSMO plan. It only shows road solutions. It should be updated to represent all elements of the plan or it should be renamed to "road elements of the TSMO plan" and another map, table, or graphic introduced to cover the rest.
- **Pg. 49:** There is insufficient discussion and clarity of how the regional trails and greenways network fits into the RTP.
- **Pg. 53:** *"The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings."* This causality seems incorrect. We want to reduce the expected growth in motor vehicle traffic and dramatically increase walking and biking by creating better pedestrian facilities and investing in demand management strategies. For example, the sentence would better read: "If trends continue as they have, the expected growth in motor vehicles on our roads will inhibit the region's goal to become more walkable and bikable."

We must begin to provide more and better pedestrian and bike facilities to encourage walking and biking.”

- **Pg. 54:** In the paragraph on Regional bus service, it should refer to 12 frequent bus lines. When we combined names (example Division/Fessenden) this brought the total to 12.

## RTP Chapter 2

- **Pg. 2:** We strongly support the concept that the RTP should not be making transportation investment decisions based solely on addressing traffic congestion. This does not seem to be reflected consistently throughout the RTP. Likewise, it is not reflected in the Draft investment list outlined in Appendix 1. In refining the draft, opportunities to focus on outcomes and resolve conflicts between vision and detailed project lists should be addressed.
- **Pg. 9:** Objective 4.4 Demand Management states that the objective is to “implement services, incentives and supportive infrastructure to increase awareness of travel options.” This objective should go beyond increasing awareness. It should be to significantly increase walking, biking and taking transit.
- **Pg. 13:** TriMet supports the JPACT-Endorsed Draft Performance Targets listed in Table 2.3. They set aggressive targets that are necessary for the region to meet its full potential.
- **Pg 14:** We support Metro in pursuing alternative mobility standards, recognizing that current standards will not get us to the regional 2040 vision we want to achieve.
- **Pg. 16:** Are the interim regional modal targets for all trips or just for peak commute trips? We suggest breaking out the targets for each mode, rather than combining all “non-SOV” trips together into one category. By combining the non-SOV modes together, we do not have an accurate picture of how people are moving. If we want to increase less carbon-intensive modes of traveling, then we should set individual targets for pedestrian, bike, transit, and carpooling trips. An example target would be for each community to have a 20% pedestrian mode share, 15% bike mode share, and a 25% transit mode share.
- **Pg. 20:** Eight Regional Transportation System Components are listed in the breakout box. They should be listed in the order we would like to prioritize them. For example, if demand management is the first strategy in the congestion management toolbox, then make it the first component listed here. The regional throughway and street network should be listed last. There should be consistency in presenting priorities.
- **Pg. 22:** Under Centers and Main Streets the very first sentence states, *“A diverse, walkable community depends on transportation infrastructure that provides a variety of ways to get around – serving pedestrians, bicyclists, and transit-users as well as drivers.”* Make it clear that Centers and Main Streets should be optimized for pedestrians, bicyclists, and transit users.
- **Pg. 23:** Under Regional Mobility Corridor Concept the last paragraph states, *“New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should not be a barrier to bicycling or walking.”* New throughway and arterial facilities are naturally barriers to bicycling or walking. The policy should state that widening of arterials should be minimized precisely because it discourages walking and biking, and if new freeway interchanges or other road improvements create a barrier, then design elements, like exclusive bike/pedestrian bridges and short, protected at-grade crossings where safe, should be incorporated to remove the barrier.

- **Pg. 25:** Under Regional System Design and Placemaking Concept. The second paragraph states, *"The design concepts reflect that streets perform many, often conflicting functions. Conflicts among travel modes need to be reconciled for the safety of all modes of travel. The design concepts promote community livability and mobility by balancing all modes of travel and addressing the function and character of surrounding land uses."*  
We should be increasing walking, biking, and taking transit as much as possible. Many areas need design that overcomes past designs that have ignored or discouraged walking and biking. It will take extra focus and effort to design in ways that are attractive to walking and biking.
- **Pg. 28:** There needs to be more direction given on how to design for pedestrians, bicyclists, and transit users. If this is a priority for the region, it deserves more than two paragraphs.
- **Pg. 30:** The first policy *"Build a well-connected network of complete streets"* does not fully capture the need. Add the following: *"...that prioritize safe and convenient pedestrian and bicycle access."*
- **Pg. 33-34:** The discussion should differentiate between the need to move trucks through the region vs. the need to move cars through the region. The plan needs to encourage the flow of truck traffic. More useful than counting the number of vehicles on a facility are measures that track how many people or amount/value of freight travel on a facility.
- **Pg. 43:** Include Regional Transit Centers and Stations as a type of high capacity transit facility.
- **Pg. 46:** TriMet looks forward to being integrally involved in the further development of the system expansion policy.
- **Pg. 52:** High-speed rail service is an important complement to our regional transit and transportation network.
- **Pg. 53:** The blue box states that *"One of five statewide jobs relies on an effective transportation network for operations."* One could argue that all jobs rely on an effective transportation network for operations. Be clear about what is being stated. Is it one in five statewide jobs relies on a transportation network to transport goods?
- **Pg. 58:** (First paragraph) Freight rail is very important to our region. At the same time, long stretches of linear ROW is a rare commodity, and we should encourage that it be shared *when possible*. The language of this report should not assume a conflict between uses or that freight rail would suffer. We suggest the following change: *"Freight rail is currently at or near capacity, and so has little room to handle more traffic without additional investment in rail mainlines, yard and siding capacity. These constraints will worsen as freight volumes at the region's ports and intermodal facilities increase. Right-of-way should be considered for multiple uses such as freight rail, passenger rail and trails, but analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not precluded."*
- **Pg. 62:** Bicycle travel should be encouraged with many tools including designating low auto volume streets for bike travel, as well as building more separated facilities on higher auto traffic volume streets. Arterials are often the most direct way from point A to B. The regional bicycle parkways concept appears to address this point. It is essential that it does so.
- **Pg. 66:** The pedestrian network section is insufficient compared to other modal sections of the RTP. As a region, walking should be the first mode of transportation people consider and plans, policies, and actions should lead to this. The language of this section should not frame walking primarily as a supporting mode. It is a vital segment of the larger collection of modes.
- **Pg. 68:** In the improve pedestrian access to transit section, the RTP suggests that transit/mixed use corridors should be designed to promote pedestrian travel with street crossings at least every

530 ft. While this is an acceptable and common minimum, ideal spacing is in the range of 200 to 400 feet, and the shorter within that range the better. The language should clearly indicate a preferred in addition to a minimal acceptable value.

- **Pg. 70:** (Third paragraph, second sentence). *"A complete pedestrian system provides a basic building block for economic vitality in centers and other commercially-oriented areas, but when incomplete fails to maximize the connection between transportation and land use that helps contribute to vibrant communities."* Sidewalks should be promoted on all streets except on expressways, not just in centers and other commercially-oriented streets.
- **Pg. 71:** Under the four policy areas the first policy needs to be more explicit. It should say, *"Use advanced technologies, pricing strategies, and other tools to actively manage the demand for the road system and increase walking, biking, and taking transit."* Likewise, the fourth policy area should say, *"Implement incentives and programs to increase awareness of travel options and decrease driving."*
- **Pg. 73:** The plan states that parking management strategies aim to use parking resources more efficiently. This is only part of the story. Parking management and pricing are some of the most effective tools for encouraging changes in travel behavior. Metro should investigate a regional-scale parking pricing strategy in the appropriate land use types that aims to change regional travel behavior and reinforces the land uses patterns in the 2040 vision.

### Chapter 3

- **Pg. 15:** Figure 3.4 - the RTP Federal priorities by mode chart – shows close to 60% of projects and funding going toward throughways/roads/bridges and very little (1% of projects and less than 1% of funding) going toward ITS/TDM strategies. Furthermore, only 7% of funding is going toward bike/ped and trail improvements. The investment amounts do not match the priorities on walking, bicycling, and transit that other parts of the document emphasize.
- **Pg. 17:** Figure 3.6 – What types of projects fall under the "other solutions" category? In general, it would be helpful if you could provide examples of which projects fall under which categories. We suggest adding another column to Appendix A, stating which category the project falls into.
- **Pg. 23:** The RTP states, *"Road and bridges comprise more than 50 percent of all the projects, but less than fifty percent of the total cost."* This is not true if you calculate the roads, bridges, and throughways together. These categories should be counted together.

### Chapter 4

- **Memorable and Aggressive Performance Targets:** It is absolutely essential that there are well-defined, easily memorable, performance targets that drive our entire transportation investment strategy. The JPACT endorsed targets are a good start. However it is unclear how they relate to the "Recommended System Evaluation Measures" on pg. 4 and the "RTP System Monitoring Performance Measures" on pg 5. Some of the primary reasons for setting targets and measuring performance are to make sure decision-makers understand what we're moving toward, how we're measuring it, and where we stand in meeting the target.
- **Tracking the Target Direction is Not Enough** Rather than measuring the target direction, we should be measuring the actual progress we're making toward meeting our targets. Otherwise the process does not provide enough discipline to ensure movement toward overall goals.

- **Resources for Performance Monitoring:** An outcomes based investment approach requires time and financial resources to monitor and adjust strategies based on performance over time. Actual travel data needs to be collected, rather than relying on the regional model. Furthermore, resources need to be committed to analyze the data.

## Chapter 5

- **Pg. 1:** The RTP states, *"Policies have shifted from primarily using roadway level-of-service to a broader system completion policy to define system needs."* Policies should focus on performance targets, not simply system completion.
- **Pg. 2:** The plan states that implementation will require, *"Periodic updates of the plan to respond to development trends and the associated changes in travel demand."*  
At the same time, the opposite applies: the plan and the projects within effect development trends. This is, in fact, one of the most important reasons for pairing the RTP with land use and other efforts within Making the Greatest Place.
- **Pg. 5:** It states, *"The idea of a mobility corridor strategy emerged to better ground the outcome-based policy framework of the RTP and to demonstrate compliance with state TPR requirements."* The purpose of the mobility corridor concept goes beyond process. The description should be put in terms that relate back to the outcomes we want to achieve.
- **Pg. 7:** The plan states that *"Land use solutions may also be identified"* as part of the mobility corridor strategy. The purpose of Making the Greatest Place is integrating land use with mobility corridor strategies along with demand management strategies. The language should reflect this.
- **Pg. 19:** Please clarify: how do the RTP Implementation Benchmarks relate to (1) JPACT endorsed performance targets; (2) RTP system evaluation measures; (3) RTP system monitoring performance measures; and (4) Regional Performance Indicators?
- **Pg. 28:** The final section of the RTP contains a weighty list of "unresolved issues". They are challenging, complex, and worthy of long study, but all critical and generally cannot wait. The region should begin addressing them immediately following completion of the RTP. Work should not be postponed until the next RTP cycle.

## Glossary

- **Pg. 1: Alternative Transportation Mode:** We should be moving away from this term. It indicates that the primary mode of transportation is the auto and all others are secondary.
- **Pg. 3: Bus Rapid Transit (BRT):** Suggested edits: "Bus Rapid transit service uses high capacity buses in their own guide way or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency, and comfort to users. This service typically runs at least every 15 minutes during the weekday and weekend mid-day base periods though frequencies may increase or decrease for individual applications and based on demand. Stops are generally spaced one-quarter mile apart or more. Most stops have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional passenger amenities at stops may include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches, and bicycle parking."
- **Pg. 7: Frequent Bus:** Suggested edits: "Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet, providing corridor service rather than nodal service along selected arterial streets. This service typically runs at least every 15 minutes



throughout the day and on weekdays though frequencies may increase based on demand. It can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting, and median stations.”

- **Pg. 11: Light Rail Transit (LRT)** Change to “In this region, Light Rail Transit (LRT) is TriMet’s MAX service. It is a system of modern passenger rail cars operating on a fixed guidway within an exclusive or semi-exclusive right-of-way, LRT serves the Central City and Regional Centers as well as station communities and may serve town centers and corridors. In addition, LRT serves regional public attractions such as the Washington County Fair Grounds, Civic Stadium, the Oregon Convention Center, Oregon Zoo, Metropolitan Exposition Center and the Rose Garden. LRT service typically runs at least every 15 minutes throughout the day. It operates with limited stops and operates at higher speed outside of downtown Portland-MAX is powered by overhead electric lines though some systems in other regions are powered by on-board diesel or electric motors. Main elements include rail vehicles, rail tracks, overhead electric lines, modern rail stations, signal priority at intersections, and integration with transit-oriented development strategies. A high level of passenger infrastructure is provided at transit stations and station communities, including schedule information, ticket machines, special lighting, benches, shelters, bicycle parking and commercial services. The speed and reliability of LRT can be maintained using transit signal priority at at-grade crossings and grade separation.
- **Pg. 12: Local Bus** Local bus lines provide access to public transit within neighborhoods, commercial districts and some industrial areas, and often provide access to 2040 Target Areas and the remainder of the regional transit system. Local transit services are characterized by frequent stops along the route, with stops spaced every 750 to 1000 feet. Service levels vary, but often range from 30 to 60 minute headways through the day with more frequency during the peak periods to meet demand. Weekend and evening service levels are typically policy, not demand based.
- **Pg. 12: Local Transit Network** Change to “The local transit network provides basic service and access to local neighborhoods and activity centers as well as to the regional and high capacity transit networks. It offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger infrastructure are appropriate at high ridership locations. Sidewalk connectivity and protected crosswalks are critical elements of the local transit network. This network includes local bus, para-transit, streetcar, and tram.”
- **Pg. 18: Regional Bus** Change to “Bus service that operates on arterial streets with typical headways of 15 minutes during most of the day, though midday headways may drop to 30 minutes. Regional bus may operate seven days per week, but not necessarily based on demand and policy. Stops are generally spaced every 750 to 1000 feet. Transit preferential treatments and passenger infrastructure such as bus shelters, special lighting, transit signal priority and curb extensions are appropriate at some locations such as those with high ridership.”
- **Pg. 18: Regional Transit Network** Change to “The network of transit operates primarily on arterial streets. Most services operate at intervals of 15-minute headways or better (all day and weekends when possible).-This network also includes preferential treatments, such as transit signal priority and queue bypasses and in some cases exclusive or limited-access lanes. Supportive design treatments and enhanced passenger infrastructure such as covered bus shelters, curb extensions and special lighting are provided at regional transit stops and high ridership locations. This network includes: frequent bus, regional bus, streetcar, transit centers, park and ride lots and regional transit stops.”

- **Pg. 19: Regional Transit Stops** Change to “Transit stops that provide a high degree of transit passenger comfort and access. Regional transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city, regional and town centers, main streets and corridors. Regional transit stops may also be located where bus lines intersect providing transfer opportunities or serve intermodal facilities, and major destinations such as major hospitals, colleges and universities. Regional transit stops may provide real-time schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking.”
- **Pg. 21: Streetcar** Change to (ALAN EDIT) “Fixed guideway transit service usually mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and has also served as a potent incentive for denser development in centers. Service runs typically every 15 minutes or better and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered real-time schedule information, bus shelters, curb extensions and special lighting. Streetcar is distinguished from Rapid Streetcar (defined elsewhere) by its operation in generally mixed-traffic lanes and with relatively short stop spacing.”

## High Capacity Transit Plan

- “High Capacity Transit System Development” section has a broad range of information that reads like an unsorted collection of information and ideas. Unless this is simply meant as a technical appendix, it requires more explanation and stronger organization. Is this a catch-all set of information? Is it simply answering questions that happened to come up during public outreach? Organizing themes, headings, or other communication aids would help.
- **P. 59-60**, Figures 4.4 and 4.5, 4.6, 4.7, colors for walk area and bike area are reversed.
- Values in **Figure 3.9** (density required for each transit mode) need additional scrutiny and in some cases (especially frequent bus) are too low. Text or a note should be added that these should not be taken as rules or requirements, but as an illustration of the impact greater density has on demand for transit (and therefore the appropriate mode and capacity to meet the demand).
- **P. 78**, Greenhouse Gas Emissions. Consider adding some of the following to improve the section. Using the most recent data from the National Transit Database (2007):
  - TriMet MAX emits less carbon: 0.213 pounds CO<sub>2</sub> per passenger mile compared to national average of 0.41. This is better than many high ridership heavy rail systems such as DC Metro (0.336), Boston “T” (0.336), Atlanta MARTA (0.265) and the national average for heavy rail systems (0.239).
  - TriMet MAX is efficient in energy use: 0.0979 KWH per seat mile compared to national average of 0.1274 for light rail. It is even slightly better than the national average for heavy rail systems (0.109).
  - TriMet bus service system wide emits less carbon: 0.584 pounds CO<sub>2</sub> per passenger mile, compared to national average of 0.65.
  - TriMet bus service system wide is efficient in energy use: 0.126 pounds CO<sub>2</sub> per seat mile, compared to national average of 0.154.

## Freight Plan

- **Demand Management is Critical to Goods Movement:** The majority of freight is moved by truck, requiring good road facilities and reliable traffic flows. With this in mind, we support and encourage managing the demand for these truck intensive facilities, through various demand management strategies, including aggressive incentive and regulatory programs to encourage people to drive less.
- **Encourage New Models of Integrated Industrial Land Uses:** Today's industrial uses are not the coal-fired, polluting industrial uses of the past. We support finding ways to protect land for industrial uses. At the same time, we must collectively urge regional, local, and private sector decision makers to consider how to integrate mixed land uses, including office, retail and sometimes even housing, into today's industrial areas. TriMet is limited in our ability to provide extensive transit to industrial areas due to the limited uses and low densities of persons per acre, which constrain transit demand and often make fixed-route transit service cost inefficient. A greater mix of uses and higher densities of people could increase TriMet's ability to provide transit service within industrial areas.
- **Buffering Industrial Land Uses:** In addition to the changing nature of industrial uses noted above, newer patterns of residential and mixed-use development are emerging. These Transit Oriented Developments are different in kind from the single family residential model and arguably should not require the type of spatial separation from industrial uses suggested in the report. Such higher density residential and commercial development will naturally compete for space along truck routes and adjacent to rail corridors and so we should encourage design guidelines to facilitate this in a positive way, rather than prohibit it.

**Pg. 28** "New residential development along truck and rail corridors and adjacent to industrial sanctuary areas should be discouraged" Change to "Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use."

**Pg. 33: Section 8.2** Modify the first and forth bullets in this list to reflect wording, above.

**Pg 45 Boxed Table:** One point calls forth need to support affordable housing with access to employment and industrial centers. Another point calls for "new strategies to buffer residential and commercial land uses near industrial land and along major truck routes." In light of point one, modify point two compatible with the wording, above.

- **Streetscape Design and Commercial Deliveries:** The Last Mile: Street design that facilitates both truck and transit movements is desirable and developing these protocols is an area of potential freight and transit stakeholder cooperation. Point E3 in the Freight Action Plan (Pg. 54-55) calls for providing a freight perspective to revision of the livable street design guide. Amend last sentence of first paragraph to read: "...integrate finer grained land use and transit stop issues into the regional framework."

## Draft Regional Transportation Functional Plan

- **Define Needs:** The functional plan appears to be focused primarily on how to facilitate the free-flow of automobile traffic. We suggest placing the need to reduce greenhouse gas emissions and create a more sustainable overall transportation system as the primary needs.

- **Strategy # 1 of the Congestion Management Process:** The first strategy of the congestion management process is to manage demand. This priority does not appear to be fully reflected in proposed investments. We suggest that Metro work with individual jurisdictions to seek opportunities to adjust this focus.
- **“No More Than” and “Shall Allow”:** These terms are suffused throughout the document. While it is important to note what the absolute minimum is to be in compliance, a different value is typically more ideal. Consider adding language to the functional plan that emphasizes preferred values or ranges, then supplement with the minimum or maximum. For example, in Design Standards for Street connectivity on page 5, item C.2 requires developments to have a plan that “Provides full street connections with spacing of no more than 530 feet between connections...” This is a reasonable maximum, but a more ideal value is in the 200-300 foot range.

### Appendix 1: Draft 2035 Investment Strategy

- **Need to Better integrate and provide for Bicycles, Pedestrians, and Transit Planning:** The project list includes many projects that widen roads while adding or at least maintaining bicycle lanes and sidewalks. While the bike lanes and sidewalks are important, they are also generally required. Wider street crossings, more lanes and turning lanes can serve to diminish the quality and safety of the bicycle and pedestrian environment. We urge more efforts to expand the list of projects that add and improve sidewalks, not just widen road facilities.

### SECTION 3D – Aspirations and Investments

#### Investing in Great Places Matrix

- **Complementary Strategies:** Metro and the region’s jurisdictions should work together to ensure that aspirations include complementary strategies. For example, when there is HCT or TOD aspirations, parking management should be included as well. Going forward, consider outlining the aspirations that need to be paired with one another in order to be successful.
- **Aspirations to have Business as Usual:** There are places where the aspirations are inconsistent with the broader 2040 vision of sustainability. For example, Hillsboro states that their goal is to add another 20,000 new jobs to the Evergreen employment area. However, they do not have any transit, bicycle, pedestrian, or parking management strategies for the area – only road improvements. This will produce more or the same type of auto-oriented development in the areas, encouraging driving and taking the region away from the sustainable vision.

#### Regional Infrastructure Analysis

- **Demand Management for all Types of Infrastructure:** The way traffic demand management is presented in this section is very effective. By discussing it together with water and energy demand management, it becomes clear that we need major lifestyle and behavior shifts to grow the region in a sustainable manner.

- **Parking and Road Pricing:** Parking pricing and road pricing are notably absent from the section where potential new revenue sources for infrastructure is discussed. Both of these sources considered appropriately offer potential new revenue, and may also work to shift demand to other times of the day and modes of travel.

### Public Infrastructure Costs: Case Studies

- **Better define Costs:** For each case study consider listing the road, transit, bike, pedestrian, and parking costs separately. Currently there are only three categories that relate to these investment: transportation (e.g. roads), bike/ped/transit (lumped together), and other (parking hidden in these costs). We suggest breaking them out separately to help better understand what investments are needed.
- **Account for Cost of Transit Service:** It appears that only some of the capital costs of providing rail service to communities are accounted for. All of the costs of providing transit service to a new community, for bus, rail, and LIFT service, should be accounted for, including both the new capital investments and ongoing, perpetual operating costs for service.

### Section 3E - Urban and Rural Reserves

The region should expand the UGB as little as possible, while recognizing potential needs of specific and unique uses such as single large-lot industrial employers. Even these, though, could incorporate some level of mixed use to allow mid-day services for employees if nothing else. A compact urban region is essential to continue our success in increasing transit, pedestrian, and bicycle mode share, which in turn brings more goods and services within easy reach of the region's residents and improves the long-term sustainability of our region while simultaneously protecting farm and forest land in the Willamette Valley. We see many needs for increasing service within the existing UGB to meet future needs.

TriMet supports the purpose behind the Urban and Rural Reserve process. Greater certainty for landowners outside the current UGB should help keep the effects of the UGB as intended. To this end, we suggest one adjustment to the way lands have been portrayed. This new process creates an unintended consequence of shining a figurative spotlight on "undesignated areas". To strengthen the intentions, Metro should consider clearly identifying and labeling these areas as "land not considered under pressure or threat of urban development before 2060." This would help clarify the intention.

We especially encourage designating only those that can be walkable and well-integrated into the surrounding area already within the UGB in terms of multiple roadway connections, bicycle and pedestrian connections, and those that support or create centers, main streets, and mixed-use areas. Such areas will have the most potential to be accessible to existing transit service or support potential future service.

We also suggest these guiding concepts for thinking about potential future updates of this process:

- no update is intended before 2035
- Rural reserves are intended as a permanent designation, not subject to change even when the process is updated

- Urban reserves may be shrunk or expanded into some undesignated areas if and when an update occurs.

The documentation of the individual areas often refers to mixed-use areas. These are most conducive to productive transit service and therefore have the highest potential of future service. However, Table 3 on page 11 provides acreage for Residential and Employment as if they are separate. It would be helpful to clarify what role mixed-use areas play in these numbers.

### Transit Service Considerations for Urban Reserves

The following factors and comments are based on analysis of the potential for areas to support and benefit from existing transit service or the potential for new service to be provided in areas after they were brought into the UGB and began developing.

- Larger areas have greater potential for new service. Small areas are less likely to have either a high enough density or a high enough raw total of jobs and/or housing to justify new fixed route service.
- Areas that include a town center, main street, or station area community have a better chance of creating enough transit demand and being transit-supportive.
- Areas that are single use (of any type whether residential or employment) are less likely to support new transit service.
  - In some cases it may be possible to provide service to single use areas if the line is anchored on each end by higher density and mixed-use areas already inside the UGB.
  - Mixed-use areas that are not concentrated or are too small will likely do little to spur transit demand.
- Areas within 1/3-mile of an existing bus line or 1/2-mile of existing or planned high capacity transit should be considered for mixed-use, higher density development. As such, they would be more transit-supportive.
- Areas that have many arterial connections to areas within the UGB are more conducive to future transit service.
  - Areas on “peninsulas” of land projecting from the UGB appear less likely to have a town center or other anchor so would be less likely to generate enough demand for new transit service.
- Areas that topographically support significant bicycle and pedestrian use are more “transit-friendly” because they allow a larger catchment area for potential transit riders than areas with extensive slopes, water courses, or other topographic features that hinder bicycle and pedestrian mobility.
- Areas may be appropriate for inclusion in Urban Reserves even if it is unlikely transit could be extended into them in the future for several reasons, including, but not necessarily limited to:
  - Adjacency to existing service
  - Other policy objectives for those lands, such as large lot industrial, that are not necessarily expected to rely on transit service for mobility.
- Metro should consider Wilsonville SMART ability to expand and factors for doing so for those areas that would be part of the City of Wilsonville if they were added to the UGB.



✓

**MEMORANDUM**  
**City of Beaverton**  
Business Development Services  
Engineering Division

Middleton, Margaret  
(City of Beaverton)

DATE: October 15, 2009  
TO: Josh Naramore, Metro  
Kim Ellis, Metro  
FROM: Margaret Middleton, Senior Transportation Planner  
RE: RTP Comments and Correction

Thank you for the opportunity to comment on the Draft 2035 Regional Transportation Plan (RTP). At this time, I have one correction to the Draft RTP in addition to some questions and comments.

- Correction: Chapter 2 page 33 map, should show Allen Blvd. west of Hall as a minor arterial. (Perhaps the dot on Allen on page 33 is a printing error?)
- The City's Draft 2035 TSP is being discussed and a priority project list drafted. When the plan is adopted, we will be able to submit projects for inclusion; however, this is expected to be accomplished next year during the RTP adoption process. How will the two plans fit together during the interim when our TSP projects will be different from the RTP projects?
- System performance outcomes are often within the margin of error (1%-3%). This is of concern, as it is difficult to draw conclusions about system effectiveness. In the period since the initial release of this information, there has been little discussion about this issue, which needs to be a larger discussion. How do we reconcile the RTP projects when the build versus no-build shows only minor change?
- Overall, with the number of remaining tasks, the short timeline and limited resources, the RTP work group remains concerned about whether the timeline is realistic. A consolidated task by task timeline of how we get to adoption on time would be helpful. If we can understand this, we can help plan for it with Metro's available resources. If it is unrealistic, the timeline needs to be adjusted.

If you have any questions or concerns regarding our comments, please feel free to call me at (503)526-2424.

October 15, 2009

Phillips, Paul  
(PAC/WEST)

Metro President David Bragdon &  
Members of the Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear President Bragdon and Metro Council Members:

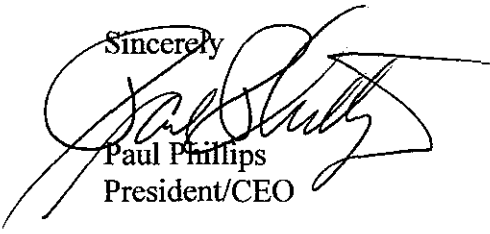
Your work on developing a regional growth management plan, dubbed *Making the Greatest Place*, has required tremendous collaboration and for that you should all be commended. ***As the owner of a business in Wilsonville that employs 23 people and a long-time resident of Washington County, I am asking that you adopt Alternative 7 into the Regional Transportation Plan.*** The issues of mobility and community connectivity are extremely important to me and my business colleagues and we continue to urge you to move forward in adopting a meaningful transportation plan that will benefit our area.

The businesses and families established in this community are being negatively impacted as a result of the lack of progress toward resolving some of the serious traffic problems we face here. Despite the many efforts to reach consensus, there does not seem to be a "perfect" plan for addressing every concern that has been raised. Yet, while searching for that plan, the problems that stymie a healthy economy grow larger every day. At this point, ***doing nothing is not an acceptable alternative.***

As a former state lawmaker from the area, I know all too well the unique hurdles elected leaders face when dealing with challenging policy decisions. However, I can assure you there will be no perfect plan, but only a plan that best serves the community as a whole. For that very reason, I urge you to adopt the DRAFT Regional Transportation Plan that is being suggested in the *Making the Greatest Place* recommendations, including the elements and proposals from the I-5 Connector Task Force. The business owners and operators with whom I collaborate from this area support the RTP as it is being proposed, including the Southern I-5 Corridor Study, and we encourage you to do so as well.

The economic vitality of this area of the region is dependent upon the mobility, accessibility and viability of our transportation system. The decisions made about our transportation system needs will have a significant impact upon the entire region. Therefore, vote of support for the DRAFT RTP will be in the best interest of every corner of this region and for those who will have to manage the region after us. Thank you in advance for your support for the businesses of the south metro area.

Sincerely



Paul Phillips  
President/CEO





Rise, Jim (Xerox)

**Jim Rise**  
*Site Executive & VP Operations  
Excellence & Strategy  
N.A. Reseller Sales*

October 15, 2009

Xerox Corporation  
26600 SW Parkway Ave.  
MS 7060-060  
Wilsonville, OR 97070

**David Bragdon**  
**Metro Council President**  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

James.Rise@xerox.com  
tel 503.685.2187  
fax 503.685.3448

Dear President Bragdon:

Xerox Corporation wishes to express our appreciation for the Metro Council's attention to the importance of freight movement as a component of the Regional Transportation Plan (RTP). One project under consideration stands out as critical to both the greater regional economy and to larger, traded-sector industrial firms such as Xerox. Our company urges the Metro Council to prioritize the "I-5 South Corridor Refinement Plan – Wilsonville to North Tigard," RTP project #11062.

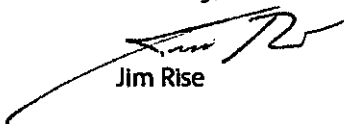
This section of I-5 serves an important freight corridor and is the gateway to the Portland metropolitan area from the Willamette Valley. It is vitally important that this study is completed so our communities and businesses can plan effectively to accommodate for the future with the increased traffic projections on this section of I-5.

The efficient movement of freight and commuters in the Portland area is crucial to the success of Xerox in a competitive global economy. As a firm with approximately 1,600 employees recruited from throughout the region, our business is dependent on a well-functioning interstate freeway system for the timely movement of freight and a high-quality transit system to provide alternative transportation for commuting workers.

The I-5 South Corridor Refinement Plan is designed to look at a range of urban-development issues, transportation and transit improvements, and related planning endeavors that both individually and collectively impact the functionality of this crucial segment of freeway. Making a public investment in corridor planning for the region's long-term future helps to keep private-sector businesses thriving.

Thank you for your time and consideration.

Sincerely,



Jim Rise

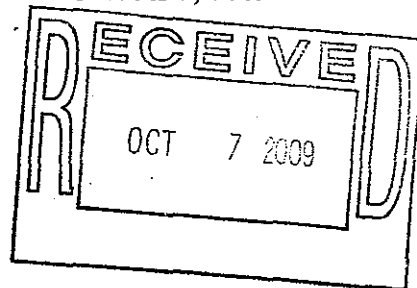


# WASHINGTON COUNTY

OREGON

Roy Rogers (Washington  
County)

October 5, 2009



Carlotta Collette, Chair  
Joint Policy Advisory Committee on Transportation  
Metro  
600 NE Grand Ave.  
Portland, Or 97232-2736

Dear Chair Collette,

Our preliminary review of the public review draft of the 2035 Regional Transportation Plan indicates one major issue that needs to be resolved prior to finalizing the plan.

Given the public comment period deadline for RTP comments relative to WCCC meeting dates, we anticipate this being the only comment you will receive from the WCCC on the RTP at this time. However, we anticipate that you will receive individual comments from the County and cities within the County.

At this time, we ask for the following amendments to the state RTP:

- a) Add a six-lane Hwy 217 to the RTP investment strategy (Appendix 1). We believe the cost for the project is approximately \$600 million. We would welcome the opportunity to work with Metro and ODOT to confirm that this is the latest and best estimate. The project would not be considered a federal priority and would only show up on "the state list".
- b) Amend Chapter 3 as appropriate to add \$600 million to the assumptions for the revenue pool. The current total of the revenue pool is \$20.9 billion. Our recommended addition would be less than 3%.

We believe there have been a variety of previous decisions, promises and commitments that warrant these changes. The specific reasons for requesting this modification are:

- A 3-lane section in each direction on Hwy 217 has been identified as a need in Washington County's adopted and acknowledged transportation plan since 1988.
- Thousands of land use decisions have been made in the County since 1988. These investment and land use decisions were premised on various commitments made in the comprehensive plan, including the principle that Hwy 217 would ultimately be expanded to 3 lanes in each direction.
- In the late 90's, after several years of rigorous and costly analysis, the Western Bypass study concluded that the Western Bypass was not needed as long as a series of other transportation improvements were made. This conclusion was

## Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
2035 Regional Transportation Plan - Comment Book  
phone: (503) 846-8681 • fax: (503) 846-4545

based largely on the notion that a 3-lane Hwy. 217 in each direction would provide the needed capacity.

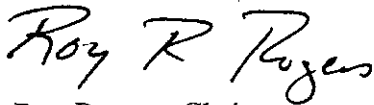
- A 3 lane in each direction Hwy. 217 is currently part of Metro's adopted and acknowledged RTP (project 3000).
- In 2005, Metro staff with the assistance of a policy advisory committee (PAC) that included elected officials, business interests and residents, completed the *Highway 217 Corridor Study*. In February 2006, the Metro Council adopted Resolution No. 06-3658 and Exhibit A to that resolution, which contains a PAC recommendation that the general purpose and express toll lane options be carried forward into a Hwy. 217 EIS that would further evaluate these improvements. The resolution also approved a PAC recommendation that funding should be sought to commence a corridor study of I-5 between Hwy. 217 and Wilsonville. In the 2009 draft RTP, Metro has rightly reduced the number of future corridor studies. The logic in doing so is sound only if the results of the previous corridor studies, such as the one for Hwy. 217, are folded into the RTP.
- Decreasing the planned capacity of Hwy 217 is inconsistent with ODOT's, Metro's and the County's performance standards.
- County staff believe the RTP is a plan amendment subject to OAR 660-012-0060 of the Transportation Planning Rule. Changing the planned capacity of Hwy 217 is subject to findings under this OAR.
- Decreasing the planned capacity of Hwy. 217 will result in additional traffic on parallel facilities. To accommodate this traffic, roadways will need to be widened. Many of these roadways traverse through centers such as the Washington Square Regional Center and the Beaverton Regional Center. The projects we have submitted for the 2035 State RTP are primarily based upon current transportation plans which assume that Hwy. 217 will be widened to six lanes. If this assumption is incorrect, then we will need to submit additional or expanded projects to accommodate the shifted travel demand and meet our local adopted performance measures. The ability to make these locations transit, bike and pedestrian friendly is already a challenge. Adding more regional traffic will make this challenge even more difficult
- OAR 660-012-0015 (2)(a) is clear that regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs. It is not enough to merely vaguely identify Hwy. 217 as a need as part of a mobility corridor. The need has to have a corresponding project, which, in this case, is a six-lane Hwy 217.
- A six-lane Hwy 217 is consistent with the throughway concept in the draft RTP. See page 32 – "...throughways are typically six-lane facilities that serve as the workhorse for regional, statewide and interstate travel...". A six-lane Hwy 217

would seem to be consistent with Metro's vision of "building a well-connected network of complete streets", since a complete throughway is six lanes.

- As we pointed out in our August letter to JPACT, we believe that developing the State RTP based on constrained revenue targets is unwise and leaves many needs unaddressed. Constraining project needs by highly uncertain revenue projections suggests that there are no needs beyond things we think we will be able to pay for far into the future. We don't believe this level of rigorous constraint in defining needs is required under administrative rules that guide development of the RTP.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Roy R. Rogers". The signature is fluid and cursive, with the first name "Roy" being the most prominent.

Roy Rogers, Chair  
Washington County Coordinating Committee

Cc Kathryn Harrington, Metro Councilor  
Andy Cotugno, Metro Policy Advisor  
Josh Naramore, Metro Transportation Planner  
Kathy Lehtola, Director, Land Use and Transportation



Working together to  
improve conditions for  
walking in the Portland  
region

## Willamette Pedestrian Coalition

P.O. Box 2252  
Portland, Oregon 97208-2252  
info@wpcwalks.org, www.wpcwalks.org  
503- 223-1597

Selinger, Philip  
(Willamette Ped Coalition)

October 12, 2009

Metro Council  
600 Northeast Grand Avenue  
Portland, Oregon 97232-2736

Subject: Making the Greatest Place: Regional Transportation Plan

Dear Councilors:

### Board of Directors

Philip Selinger,  
President  
Katie Urey,  
Vice-President  
Erin Kelley,  
Recording Secretary  
Anne McLaughlin,  
Treasurer  
Roger Averbeck,  
Corresponding Secretary

### Members at Large

Todd Borkowitz  
Mike Dennis  
Jeanne Harrison  
Lidwien Rahman  
Kevin Smith  
Margaret Weddell  
Caleb Winter

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote sustainable and walkable communities. We define a walkable community as one in which it is safe, direct and attractive to walk.

We have followed and participated in several activities related to the Making the Greatest Place package of studies, including the Regional Transportation Plan (RTP), and we commend Metro for taking on such a comprehensive and visionary program. The WPC is fully supportive of Chief Operating Officer Michael Jordan's strategies for promoting a high quality of life in our region. Metro has led a process that addresses both the aspirations and the realities of our region, promoting the full integration of transportation options with smart land use.

"The Case for an Integrated Mobility Strategy: Walking and Biking Offer an Immediate Opportunity to Tackle Key Challenges", prepared by Metro in November 2008, does a good job of laying out the need for a realignment of transportation strategies to the most fundamental modes. We also support the 2035 Regional Transportation Plan Bicycle, Pedestrian, Transit and Mobility Corridor Policy refinements outlined in the Regional Transportation Plan. We offer three broad topics for your consideration:

1. The WPC's overarching concern is if and how these mobility principles are translated at the local level. We know that the RTP and other elements of the Making the Greatest Place effort address regional plans and projects, yet we all know that the details matter and walkable and bikable communities are fully dependent on these details. These details must be reflected in the Regional Transportation Function Plan and the local Transportation Systems Plans (TSPs). The local response to the vision contained in the Regional Transportation Plan has been inconsistent and historically there has not been accountability to principles developed at the regional level.
2. The WPC wants to make sure that the most fundamental needs for walking to and from schools, community centers and businesses – such as safe street crossings and a complete sidewalk network – are not lost in plans for regional trails and bike facilities that do not necessarily address the everyday needs of pedestrians whether they be children getting to school, families buying milk for breakfast or a senior citizen getting fresh air and exercise.

3. While the needs and priorities of pedestrians and bicyclists are generally aligned, there are important differences. In a city that has caught a great cycling fever, pedestrian issues and needs are often overlooked. Regional facilities that address longer trips made by bike may not meet the needs of pedestrians. The Metro-led process has repeatedly exhibited a cycling bias in the composition of committees, the convening of forums and the formulation of policy. Everyone is a pedestrian and we believe Metro (and local governments) could do a better job of including pedestrians in these plans and deliberations.

While there are many important components of the Making the Greatest Place program, the WPC's comments will be directed primarily at transportation strategies and plans in the Regional Transportation Plan that affect pedestrians. We cannot comment on each of the 1,343 projects on the 2035 RTP Investment Strategy list, but here are some examples and generalized comments:

1. Compact Communities are Walkable Communities: The WPC applauds the Making the Greatest Place recommendations for holding the line on growth boundary expansion and promoting infill of existing communities. This improves local economies, brings jobs and housing opportunities to more people and makes it easier to get around with a variety of travel options. The results are cleaner air, healthier lifestyles and more vibrant communities. Milwaukie, Tigard, Gresham are examples of communities embracing this approach.
2. The Fabric of Communities: The Regional Transportation Plan is focused on regional roads and facilities. Investment in local streets is not intended to be explicitly addressed in the Regional Investment Strategy, though they are an important element in the community building model presented in the RTP. The WPC supports increased investment in local streets that provide convenient local connections by bike, on foot, on transit and by car as necessary. By encouraging local trips and keeping those trips off the principal arterials investment in road widening projects can be abated. Local Transportation Systems Plans need to acknowledge those benefits.
3. Every Street Must be a Pedestrian Facility: The WPC is disappointed with chapter 2.5.6 of the draft Regional Transportation Plan. The pedestrian network should be universal for all streets excluding only limited access highways (and potentially some topographically challenged locations) and the RTP should at least recognize every arterial street and transit route that is formally a part of the regional system as a pedestrian facility. Outside of very limited "pedestrian districts", the RTP portrays a more extensive Regional Bike Network than is shown to represent the Regional Pedestrian Network. Several years ago, TriMet and Metro inventoried the entire regional sidewalk network, identifying streets lacking sidewalks. The more comprehensive map accompanying that effort is revealing and should be included as a supplement or replacement for Figure 1.19 in Chapter 1.
4. Sidewalk Lip Service: Jurisdictions have learned that espousing "with bike lanes and sidewalks" as a closing phrase in their road widening projects

(that are required to include sidewalks and bike lanes) is good Metro-oriented politics. This is apparent, for example, with many projects submitted by Washington County. Submitted project descriptions need to break down the level of investment by mode to understand the level of investment in the pedestrian, transit and bike networks. The WPC is not comfortable that these projects actually provide a meaningful benefit for pedestrians as roads are also widened at great cost, creating a more hostile environment for getting around on foot. We applaud those jurisdictions which have made sidewalk infill, safer crosswalks and other pedestrian treatments a stand-alone priority.

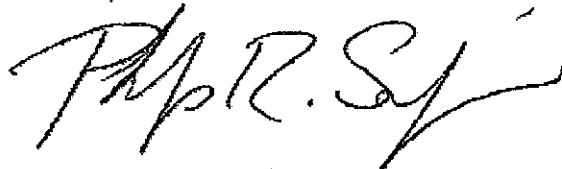
5. Good Pedestrian Oriented Examples: We applaud communities' providing a portfolio of projects, for example in Milwaukie, which has taken a comprehensive view of creating alternative ways to get around. The "whole" will indeed be greater than the "sum of its parts" and the benefits of these systematic pedestrian improvements will be multiplied.
6. Sidewalk Infill: The WPC encourages the highest priority for RTP projects that infill the sidewalk network – closing gaps and correcting deficiencies. Even a short gap can make a trip on foot difficult or unsafe. The WPC is pleased that the RTP includes so many of these that they are too numerous to list, but include projects in the City of Portland, Gresham, Oregon City, Beaverton, Hillsboro, Cornelius, Forest Grove and the Port of Portland. Unfortunately, too many of these projects (#10097 and 10102 in Milwaukie, #10183 and 10184 in Lents or #10200 in Northeast Portland) are not on the Federal Priority list and are less likely to be funded soon.
7. A Regional and National Model: The City of Portland continues through its RTP project list to show leadership in creating walkable 2040 centers and corridors by infilling the pedestrian network and paying attention to deficient auto-dominated corridors such as SW Barbur Boulevard. Other jurisdictions are also showing this leadership. We encourage Portland not to lose sight of pedestrian needs as it continues aggressive development of the bicycling network.
8. Poor Timing: Pedestrian needs in emerging communities must be a top priority. The citizens of Clackamas County should not wait until after 2018 to address the very poor pedestrian environment in the Clackamas Regional Center (Project #10017) given the recent arrival of light rail. The continued development that brings jobs and residents to that regional center is an opportunity to recreate a walkable community that is less auto-dependent. Similar needs and opportunities apply to the Washington Square Regional Center.
9. Freeway Interchanges: Some of the greatest impediments to safe and convenient pedestrian access are urban freeway interchanges that force three-sided crossings and create street blocks devoid of sidewalks. The I-205/Airport Way Interchange, for example, precludes any safe and reasonable pedestrian access from Cascade Station and the MAX Red Line to destinations east of the I-205 freeway. ODOT needs to define a project that reviews all urban interchanges and provides for full pedestrian connectivity and ADA mandated ramps. This may require the "calming" of freeway access and egress traffic.

10. It's Not Just About Bikes and Recreational Hiking: The WPC participated in the Active Transportation Corridors conversation and has reminded Metro staff and other participants that these corridors will be more effective if they address local connections off of the corridors that allow walkers to complete their trips in combination with transit and the local street infrastructure. These trails should also be scaled to supplement the street infrastructure for local and everyday trips on foot, not just for bike and hiking trips.
11. Leveraged Transit Investments: The region has successfully made a commitment to quality transit service by bus and rail, yet page 53 of Chapter 1 of the RTP notes that 90% of metro area residents live within a half mile of a transit stop yet sidewalks connect to only 69% of those stops. The paragraph says that TriMet is working with jurisdictions to make these connections, yet TriMet has no jurisdiction over sidewalks. It is up to the cities and counties to do this. These significant investments must be accompanied by investment in local pedestrian and bike infrastructure that brings travelers to these services – conveniently and safely. Park-and-ride lots represent an expensive user subsidy that should be reduced and redirected to access on foot, by bike and local transit services. The WPC is pleased to see this need addressed in the Regional High Capacity Transit System Plan report.

Improved pedestrian infrastructure has many benefits that include safety, health and livability. It requires vision and foresight to recognize the positive effects on business and the environment, by reducing car commuter congestion, employees and goods arriving at their destination on time, support for neighborhood businesses and children having a safe walking route to school.

The WPC recognizes that the project list of today looks very different from that of 20 years ago. This region is light years ahead of its national peers. The Making the Greatest Place documents, however, outline the challenges of growth, climate change, economic sustainability, community livability, equity and environmental health that will continue to keep this region busy for years to come. As the region's pedestrian advocacy organization, the Willamette Pedestrian Coalition thanks you for this consideration as you finalize plans in the months ahead.

Sincerely,



Philip R. Selinger, Board President  
Willamette Pedestrian Coalition

C: Mara, Gross, CLF  
Scott Bricker, BTA  
Alan Lehto, TriMet  
Chris Kabel, NW Health Foundation

Robin McArthur, Metro  
Tom Kloster, Metro  
Lake McTighe, Metro



Adams, Sam (Mayor,  
Portland, OR)



OFFICE OF MAYOR SAM ADAMS  
CITY OF PORTLAND

Oct. 15, 2009

Michael Jordan, Chief Operating Officer  
METRO  
Great Place Comments  
Planning and Development  
600 NE Grand Avenue  
Portland, OR 97232

**RE: Greatest Place Comments on Reserves and Urban Growth Report**

Dear Mr. Jordan,

Portland is poised to be the center of America's sustainable economy in the twenty-first century. The City's future leadership is built on a long tradition of excellence in planning and a heritage of conservation and stewardship of our natural environment. The bold decisions made decades ago – to create an urban growth boundary, to invest in light rail rather than additional highways, to acquire our green spaces as a region rather than piecemeal -- have given this region a head start over other cities and regions across the country. It is in this context, looking to the next century, that we must approach urban and rural reserves, the urban growth boundary, and the regional transportation plan.

**Urban and Rural Reserves**

The decisions we make in the coming months will, in very real ways, shape the community we all share for generations to come. The future of Portland's economy, environment and community all depend upon, and leverage, our authentic and unique sense of place.

I respect the wisdom and foresight of this process. Even the fact that we are having these long-term planning discussions now puts us in the forefront of American land-use and community planning. It is with this respect for the process that I advocate my city's position on reserves, built on your three pillars:

**1. MAKE THE MOST OF WHAT WE HAVE – We must first invest to maintain and improve our existing communities.** This means adopting an integrated regional investment strategy focused on centers, corridors and employment areas. It also means getting the most out of the transportation system we already have by repairing and maintaining our existing systems, employing market incentives and pricing strategies, and investing in smart technology solutions.

1221 SW FOURTH AVENUE, SUITE 340 ♦ PORTLAND, OREGON 97204  
(503) 823-4120 ♦ mayorsamadams.com

1

We have not found a way to effectively fund infrastructure on new land as we struggle with widening gaps inside the existing Urban Growth Boundary. Portland has embraced the Region 2040 Plan and we work hard to direct our scarce infrastructure funds to our centers and corridors that are part of the 2040 Plan.

- Portland will need to invest \$136 million per year over the next 10 years to keep its infrastructure in good repair (that's 25 to 40% more than is currently spent)
- If current rates of investment continue, the City will likely invest another \$17 billion on infrastructure between 2010 and 2030, only slightly less than the current value of our entire infrastructure system (\$22 billion).

**2. PROTECT OUR URBAN GROWTH BOUNDARY – To the *maximum extent possible*, ensure that growth is accommodated within the existing boundary.** As you aptly point out, the region has only used 5 percent of the 28,000 acres added to the UGB in the past decade or more. And experience has shown us that, once land has been designated as “urban,” it is highly unlikely that designation will be undone.

Portland's recently adopted Five-Year Economic Development Strategy sets a new direction with initiatives relevant to the issue of land-use planning. Those initiatives include protecting RSIA land, assembling large employment sites, and redeveloping brownfield sites. All these initiatives contribute to containing growth within the existing boundary while creating a healthy economic environment.

Though Portland is the largest city in the state, Portlanders have a deep appreciation not only for the city they live in but also for surrounding forest and farm land that encircle the region. Designating future urban reserves forty to fifty years in advance carries risks to these precious resources and to the city's redevelopment efforts.

**3. WALK OUR TALK – Be accountable for our actions and responsible with the public's money.** We must ensure that public investments are consistent with the public's values and priorities. And, to hold ourselves accountable to the public on those investments, we must develop and adopt performance targets based on the region's six desired outcomes.

As Portland and Multnomah County move forward with our ambitious but essential Climate Action Plan, we will be asking residents in our communities to take even greater steps to reduce their emissions and live a more sustainable lifestyle. As we ask our citizens to take personal responsibility for their footprints, we as regional leaders must make sure our policies align accordingly.

We share the values and objectives embodied in your three pillars, and with these in mind, I ask the members of the CORE 4 to accept Portland's Recommendations to the Reserves Steering Committee.

First, as we move forward to finalize our work, we should not lose sight that the region's investment strategy will have a huge effect on both the Reserves decision and the decision on the

Urban Growth Boundary. Portland welcomes the opportunity in the coming months to explore new ideas for infrastructure funding.

Second, in terms of “urban” reserves, we should stay on the conservative side of the 40-50 year planning horizon. This means:

1. we should focus on 40 years;
2. we should focus on the bottom of the middle one-third of the forecast, and,
3. we should commit to revisit the urban and rural reserves every 20 years to recalibrate.

Our region is, for all intents and purposes, a living experiment in smart land-use planning. Following a very cautious approach is what any smart business would do in the face of so many uncertainties. Being cautious will minimize risks to our agricultural industry, our downtown cores, and our neighborhood communities. Being cautious will also avoid diluting Portland’s redevelopment efforts and those of our neighboring cities.

Your three pillars and my message of caution are equally as applicable in the Urban Growth Report and the Regional Transportation Plan.

### **Urban Growth Report**

Turning to your forecast, let me remind you of Portland’s success at adapting to and managing change. The lifestyle of future generations will undoubtedly be very different from the lives we lead today. Over the next 20 to 40 years, the following trends are likely:

- Higher energy costs
- Carbon taxes or cap and trade regulations
- Only 20% to 25% of households will have 2 parents and kids at home
- An aging population
  - with advanced health care extending life expectancies to beyond 90 or 100.
  - with demands for services that are easily accessible by public transit, or within walking distance.

Portland is well-positioned to meet the demands that the future is sure to bring. Recent statistics show us that we have proven a strong track record of responding well to the marketplace and its demands over the past several years.

Last year, about 50 percent of all housing starts were in the City of Portland. This is a much higher trend than expected and a trend that goes back 15 years. Trends have changed since the 1970’s, 80’s and 90’s, a period that saw huge growth in Washington and Clackamas counties. Since the mid-1990’s, Portland has captured more than 35 percent of all regional housing starts. In the past 20 years we have grown by almost 50 percent from about 400,000 to nearly 600,000. Our investments in centers, mainstreets and station communities have paid off. And we have significant additional capacity, able to accommodate 140,000 households without up-zoning a single parcel.

Finally, it is essential to the health of the region and Portland’s industries and industrial sites to maintain and grow a healthy working harbor. We are committed to cleaning up, over time, our brownfield sites – and consolidating and assembling adjoining parcels to provide larger sites. Opening up huge tracts of otherwise excellent agricultural land for industry, when we have land

with services already in the UGB – doesn't make sense from a regional investment point of view. The vast majority of our jobs are created through the growth of small businesses. We need to nurture and retain those companies while attracting others.

### **Regional Transportation Plan**

The City is concerned that preliminary results from the transportation model analysis and the performance measures are indicating that investments and programs do not get the region to where we want to be. The preliminary modeling results for greenhouse gas emissions are particularly troubling.

There does not appear to be consistency with using land-use assumptions for the RTP and the COO's Recommendations for the Urban Growth Report and the Urban and Rural Reserves. In addition, the model does not address pedestrian and bicycle movement and the travel survey data is out of date.

The current draft does not adequately address or respond to climate change direction from the State or from the joint City of Portland/Multnomah County Climate Action Plan.

There are many outstanding issues as staff comments note in the Draft RTP, in addition to the concerns outlined above regarding the performance measures. We urge that these issues be addressed before acceptance of the plan in December 2009 and that commitments to address these shortcomings that cannot be resolved be fully included in the language that accepts and eventually adopts the plan.

The additional work program items are considerable and the outcomes could impact policies, project and programs that are in the draft RTP. Where possible, we urge additional work on the outstanding issues be accomplished prior to acceptance in 2009 and adoption in 2010.

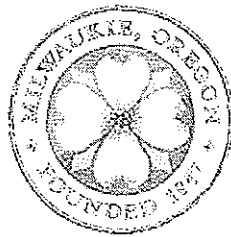
Additional detailed staff comments on the RTP will be submitted under separate cover from the Portland Bureau of Transportation.

I appreciate the opportunity for public comment and applaud your leadership and the wisdom and foresight of this process. The legacy we have inherited from those who preceded us is our region's greatest asset. Building on that asset to plan for our region's green future is the legacy we leave for the generations to follow.

Sincerely,



Sam Adams  
Mayor, City of Portland



October 14, 2009

Metro Council/JPACT  
c/o Metro  
Planning and Development  
600 NE Grand Ave.  
Portland, OR 97232  
Via email: [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov)

Subject: 2035 RTP Public Review Draft

Dear Metro Council Members, JPACT members, and Metro Staff:

On behalf of the City of Milwaukie, please accept the following comments on the draft RTP. Comments are offered in three areas. The first group includes substantive comments based on staff review of the RTP and related documents. The second set addresses specific projects included in this draft. The third (attached) provides technical suggestions and requests for clarification.

Chapter 2 encourages local and collector street connectivity, but avoids any discussion of completing the regional arterial system. Figure 2.12 accurately reflects the functional classification of Johnson Creek Blvd. (i.e., it is not classified as an arterial east of 45<sup>th</sup> Avenue). However, the problem of how to address situations where collectors are forced to carry regional traffic, as is the case in this section of Johnson Creek Boulevard, is worthy of regional discussion. The City notes that this particular situation is significantly exacerbated by the lack of street connectivity and parallel arterial routes in SE Portland, immediately to the north.

Below Table 2.7 is a list of "transit-supportive development patterns," which includes "streets that can accommodate 40-foot buses." City of Milwaukie feels that this statement should be qualified. While the inter-connection of bus and HCT is clearly important, a diversity of station area types is beneficial, as described in the HCT study. Some station areas will appropriately emphasize walk-up traffic, as is expected in downtown Milwaukie. Therefore, an alternative transit-supportive development pattern could be a development pattern of streets closer in scale to alleys, lanes and walk-ways, which would not be suitable for 40 foot buses.

In the discussion of commuter rail and high speed rail towards the end of Chapter 2, the RTP suggests the possibility of utilizing the Oregon Electric line for future commuter rail service and notes that high speed rail is under discussion. The City of Milwaukie will not support the expansion of heavy rail capacity, particularly additional trackage, through its Town Center.

In Chapter 3, the plan describes the sources of funds in the calculation of fiscal constraint. We would like to see the sources of funding available to regional coordinating committees called out more specifically. This would result in a project list more reflective of the system that is likely to be constructed, given the geographic (and political) limitations that constrain most local funding sources.

Although the balance of investments by mode presented in Chapter 3 is helpful in understanding the project mix in the aggregate, it is very difficult to provide meaningful comment on that mix given that the RTP, at this stage, does not provide any model results, nor results reports from the transportation investment scenario modeling performed in the fall of 2008. The City is interested in understanding the effect of the investments being proposed in this RTP draft.

In section 5.3, the mobility corridor strategy is introduced. The City believes it would be helpful to clarify how and when the region will consider HCT corridors that do not map on the existing mobility corridors, as several potential HCT corridors do not, including the Milwaukie-to-Oregon City corridor on 99E.

In regards to the mobility corridor strategy presented in section 5.4, City of Milwaukie views this definition of refinement planning as a significant revision to how refinement planning was viewed in the past, and how it was described to the City in our recent TSP update process. The previously adopted corridor refinement work plan and the City of Milwaukie TSP called for additional study of what are now called corridors 10 and 11 under the aegis of a future refinement planning effort. This was done at ODOT's recommendation. The City is very concerned that the proposed policy could push the onus and responsibility for integrating the mobility function with local land use goals on to localities. While recognizing there are scarce regional resources for planning work, the City is very concerned that such a shift would leave the City with few options. In the City's corridors (#10 & #11), existing land uses and intersections are out of step with the declared ODOT function, serious fundamental problems with how the two corridors connect, and the potential for "up-stream" changes like the Sunrise corridor will potentially dramatically change or undermine the functional context of these highways. The City believes that it is unrealistic to categorize the facilities as ready for project development, if that indeed is what's being proposed.

The City is very concerned that a gap in this process has been opened, and the City's very significant issues (better defined as questions through the recent TSP) may fall into this gap. In addition, the City would propose that the "local" community-building issues (as opposed to regional mobility issues) are not local only: they are precisely the kind of issue that must be tackled effectively if the region expects to support growth and development within the existing urbanized area.

The City of Milwaukie welcomes Metro's efforts to consider work that will help define parking policy best practices as described in Chapter 5.

The City also welcomes the very thoughtful and inclusive HCT study, included as an appendix. In particular, we feel that the language endorsing station area diversity is very helpful and that this aspect of the plan will help facilitate the expansion of the system. The City commends the authors for including Figure 2.13. However, it is difficult to imagine a local entity taking the lead on some of these actions, particularly the assessment activities. These assessments are probably most useful as comparative exercises (i.e., comparing multiple competing projects) and may be more credibly undertaken by an impartial (i.e., regional) entity, with the appropriate levels of in-house technical expertise.

The City strongly supports several projects sponsored by adjacent jurisdictions that we believe are important to fulfilling the 2040 growth concept vision and fill critical gaps in the multi-modal system. These include: Project ID 100024, improving McLoughlin Blvd. in the unincorporated area south of Milwaukie; Project ID 100085, creating bike and pedestrian connectivity across the Willamette; Project ID 10901 and 10916, Portland to Milwaukie Light Rail and related bus service improvements to Oregon City; Project ID 10993, allowing TriMet to decrease bus layover presence in downtown Milwaukie; and Project ID 100159 and 111198, improving bike and pedestrian regional connectivity in SE Portland.

The City of Milwaukie does not support the West Sunnybrook Extension (Project ID 10019) as proposed, nor any through street between 82<sup>nd</sup> Avenue and Harmony Road. While the City would support steps to improve access to the Harmony campus of the Clackamas Community College and related development opportunities, the project as most recently designed would create significant environmental impacts and increased traffic congestion such that the City of Milwaukie would be adversely impacted. Similarly, the City opposes the Harmony Road widening project (Project ID 10003) in this area. Milwaukie neighborhoods have clearly voiced opposition to the project and the City's position is that increased capacity for traffic from 82<sup>nd</sup> to Highway 224 should not be focused on Harmony Road. Milwaukie has shared these concerns with Clackamas County officials and intends to continue to coordinate with the County on possible alternatives that better balance neighborhood, environmental, transportation and economic development objectives.

Thank you for considering these comments and for all the hard work that has gone into preparing this draft. In whole, the staff has made great strides in shaping this version of the RTP to better reflect the values of the region and the City of Milwaukie. I hope that these comments are constructive in improving it all the more.

Respectfully Yours,



Kenny Asher  
Community Development and Public Works Director

Cc: City Council, M. Swanson, R. Weinman

| TOPIC                                    | page      | Comment                                                                                                                                                                                           |
|------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Figure 215 - Regional Transit network    | 2.40      | SE Harrison & SE Main should be indicated by major bus stop, not transit center                                                                                                                   |
| Figure 215 - Regional Transit network    | 2.40      | Lake/21st should have LRT station (planned)                                                                                                                                                       |
| Regional Transit Access Priorities       | 2.40      | How are these priorities operationalized. Priorities in what sense-for investment?                                                                                                                |
| Regional Freight Network Map             | 2.56      | Define employment and industry. (I.e., this is just Title 4 lands, not all industrially-zoned land)                                                                                               |
| Bike network functional elements         | 2.62      | Distinction between Parkways and other elements is not made clear.                                                                                                                                |
| RTP Priorities by Mode                   | 3.15      | Text ignores the fact that regional trail investments most directly support bike/ped. I.e., bike/ped share is more accurately one-quarter of projects, not under 20%.                             |
| Mob Corr Investments by Mode             | 3.18      | How can Regional Trail be 4% in figure 3.7; 3% in figure 3.8; and 7% in figure 3.4?                                                                                                               |
| Community Building Mode                  | 3.19      | Why are park and ride lots considered "community building"? They have a clearer mobility function.                                                                                                |
| Additional monies                        | 3.20      | Raising all SDCs to regional average is not probably not legal under current law.                                                                                                                 |
| Additional monies                        | 3.20      | Should bullet four be 2%, rather than .02%?                                                                                                                                                       |
| Tons of transport-related air pollutants | 4.13      | Is dramatic reduction due to regulations; expected regulations? Note to explain would be helpful to understand what is going on here?                                                             |
| Equity                                   | HCT.08    | Probably more appropriate to look at cost of median auto trip. (If average includes car purchase price.)                                                                                          |
| Local action descriptions                | HCT.28    | Assess corridor against system expansion targets: What does the definition add/mean?                                                                                                              |
| Capacity                                 | HCT.40    | Does figure 3.7 include operation cost only? If so, then savings of light rail versus frequent bus appear pretty small.                                                                           |
| Impact of residential density            | HCT.41    | Is X axis SOV vehicle miles? Miles driven? "Vehicle miles" is ambiguous                                                                                                                           |
| Transit demand                           | HCT.44    | Figure 3.11: Were similar data developed for P2M LRT? Yellow ext to Vancouver?                                                                                                                    |
| Promote and test density concepts        | HCT.52    | Interesting to know how much of this effect is driven by (1) scarcity of parking; and (2) income; which presumably correlate very closely with density.                                           |
| Multimodal corridors                     | HCT.70-72 | The section titled "Mobility" is hard to follow/understand. What is the significance of this? The Acquisition section is unclear too - is ODOT policy out of compliance with the ISTEA directive? |
| Corridor 10                              | TSMO.82   | Is Beaverton, specifically, a key origin/destination for this corridor?                                                                                                                           |
|                                          |           | No N/S parallel to east (due to historic rail ROW)                                                                                                                                                |
|                                          |           | "well-connected local street network" is true in places, but serious disruptions due to existing and historic RR ROWs                                                                             |
|                                          |           | No mention of P2MLRT.                                                                                                                                                                             |
| Corridor 11                              | TSMO.85   | Add Railroad Ave. as parallel arterial                                                                                                                                                            |
|                                          |           | Note that mainline freight rail alignment is additional barrier to street network connectivity.                                                                                                   |



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



October 15, 2009

Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

Re: Regional Transportation Plan Rail Project Additions

President Bragdon and members of the Metro Council:

The Port of Portland would like to nominate the attached group of rail projects for inclusion on the Regional Transportation Plan financially constrained list. These are projects that will improve regional rail infrastructure and support economic growth, both at Port facilities and throughout the region. The Port of Portland and the City of Portland worked with Metro staff and other interested stakeholders before and during the *Making the Greatest Place* comment period to arrive at this final list. The Regional Freight and Goods Movement Task Force has recommended these projects as important to the movement of goods through the region.

The projects are currently in the 2009 Port Transportation Improvement Plan which went through a public notice and review process and was adopted by the Port Commission. The projects would all be in private rail right-of-way or on Port of Portland property. The revenue sources that would be sought after, such as Connect Oregon, Federal Rail Administration, High Speed Intercity Passenger Rail, along with Port resources, would not count against the City of Portland's financial cap. However, when seeking funding for rail projects it is helpful to be able to show regional support for these important projects.

Therefore, the Port of Portland respectfully requests that the Metro Council add the proposed list of rail projects to the Regional Transportation Plan financially constrained project list and increase the City of Portland/Port of Portland revenue table to reflect an additional \$62.794 million of Port of Portland local/private funds.

Sincerely,

A handwritten signature in cursive script that reads 'Phil Healy'.

Phil Healy  
Senior Transportation Planner

Attachment: Port Sponsored Rail Project List

121 NW Everett Portland OR 97209

Box 3529 Portland OR 97208

503 944 7000

♻️ Printed on 100% recycled stock

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2035 Regional Transportation Plan Update

Federal Priorities (Financially Constrained) Project Worksheet

Instructions: Below is a list of all current Federal Financially Constrained RTP Projects sorted by Metro Project ID (Column A). The subsequent tabs subdivide these projects by County, Portland/Port of Portland, ODOT, TriMet/SMART, and Regional (primarily Metro) projects. Please review the projects in the tab representing your jurisdiction and make any changes in red text. For each amended project, include the reason for the change in Column R, also in red text. Please reference the "Examples of changes" tab for examples of changes. For any new projects that aren't in the Federal RTP, the primary project sponsor must submit a completed Road Capacity Air Quality Conformity Modeling Assumptions worksheet. Each Coordinating Committee should submit only one completed 2035 Federal Priorities (Financially Constrained) Worksheet.

| Metro Project ID     | Nominating Agency | Action | Facility Owner / Operator | Project/Program Name                      | Project Start Location (Identify starting point of project) | Project End Location (Identify terminus of project) | Local Functional Classification | Project Purpose                                                                                                                                                                                                                                | Description                                                                                                                                                                                                           | Estimated Cost (\$2007) | Time Period | Federal FC Project | 2040 Land Use               | Reason for Change                                                       |
|----------------------|-------------------|--------|---------------------------|-------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------|--------------------|-----------------------------|-------------------------------------------------------------------------|
| <b>Rail Projects</b> |                   |        |                           |                                           |                                                             |                                                     |                                 |                                                                                                                                                                                                                                                |                                                                                                                                                                                                                       |                         |             |                    |                             |                                                                         |
|                      | Port              |        | UPRR                      | Barnes Yard to Bonneville Yard Trackage   | Barnes Yard                                                 | Bonneville Yard                                     |                                 | Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.                                                                                                                          | Adds limited overpass staging area for unit trains approaching or departing the marine facilities. Reduces switching bottlenecks, limits to terminal access and other operational conflicts in the Columbia Corridor. | \$11,912,000            | 2008-2017   |                    | Industrial area             |                                                                         |
|                      | Port              |        | BNSF                      | West Hayden Island Rail Access            | BNSF Rail Bridge                                            | West Hayden Island                                  |                                 | Rail access to support West Hayden Island development.                                                                                                                                                                                         | Advance rail-dependent development.                                                                                                                                                                                   | \$3,000,000             | 2018-2025   |                    | Industrial area             |                                                                         |
|                      | Port              |        | Port                      | West Hayden Island Rail Yard              | West Hayden Island                                          | West Hayden Island                                  |                                 | Seven track rail yard connected to facility trackage.                                                                                                                                                                                          | Advance rail development on West Hayden Island.                                                                                                                                                                       | \$9,500,000             | 2018-2025   |                    | Industrial area             |                                                                         |
|                      | Port              |        | UPRR                      | Barnes to Terminal 4 Rail                 | Terminal 4                                                  | Barnes Yard                                         |                                 | Provide a dedicated track for Terminal 4 through Barnes Yard and add a new track from Barnes Yard to Terminal 4.                                                                                                                               | Improve Rail Access to Terminal 4.                                                                                                                                                                                    | \$3,000,000             | 2015-2025   |                    | Freight Intermodal Facility |                                                                         |
|                      | Port              |        | UPRR                      | Kenton Rail Line Upgrade                  | Kenton                                                      | North Portland Junction                             |                                 | Upgrade existing track to second main track with new double track from Peninsula Junction to 1305 and increase track speeds between North Portland, Peninsula Junction, to Peninsula on UPR's Kenton Line. Part of Triangle project with ODOT. | Expand rail capacity and reduce delays for greater efficiency.                                                                                                                                                        | \$25,382,000            | 2019-2025   |                    | Industrial area             |                                                                         |
|                      | Port              |        | BNSF                      | Terminal 6 Rail Support Yard Improvements | Terminal 6                                                  |                                                     |                                 | Construct an additional 6000 feet of arrival/departure track.                                                                                                                                                                                  | Increase Terminal 6 rail capacity.                                                                                                                                                                                    | \$10,000,000            | 2018-2025   |                    | Freight Intermodal Facility | Previously was called Terminal 6 A + B Yard. Project scope has changed. |
|                      |                   |        |                           |                                           |                                                             |                                                     |                                 |                                                                                                                                                                                                                                                |                                                                                                                                                                                                                       | \$62,794,000            |             |                    |                             |                                                                         |

**Maples, Christopher G**  
(Oregon Institute of Tech)



Christopher G. Maples, President  
Oregon Institute of Technology  
3201 Campus Drive  
Klamath Falls, OR 97601 USA  
Phone: 541.885.1112  
FAX: 541.885.1101  
[chris.maples@oit.edu](mailto:chris.maples@oit.edu)

October 12, 2009

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

Dear President Bragdon,

The Oregon Institute of Technology is Oregon's public, applied-science university, with a truly distinctive mission to offer hands-on, real-world education to our students. OIT has campuses at three general locations in Oregon, including our main campus in Klamath Falls and four separate campuses in the Portland metropolitan area. OIT's focus is to prepare our graduates both for jobs and for advanced education, so that our graduates bring instant return on investment (ROI) to regional employers.

Depending on the outcome of your decision regarding the Sunnybrook Boulevard West Extension, the Regional Transportation Plan (RTP) will have an impact on one of OIT's Portland-area sites, at the Harmony Community Campus in Clackamas County. For the past three years, OIT has worked with other community partners to develop a master plan for the Harmony Campus so that it can become a premiere educational resource for the east metro community. The partners include Clackamas Community College, Clackamas County Parks and Recreation, North Clackamas Chamber of Commerce, Small Business Development Center, Eastern Oregon University, and area residents.

We envision a campus that is easily accessible for autos, pedestrians, and bikes, as well as being safe to enter and exit, well connected to public transportation, and developed sustainably. OIT also seeks a predictable development environment for the campus site, so that if we make further investments in our facilities, we are assured of adequate transportation support.

Currently, predictable-development conditions do not exist on the Harmony Campus site. Harmony Road is the only entry point, and with our growing student population it has become crowded and dangerous for students, faculty, and staff to enter and exit at all times of the day, and especially during rush hours. Harmony Road also is inadequate to provide OIT with further development opportunities on the site.

Many of us at OIT are available to continue participating in the open process of creating a beautiful, livable environment in the Harmony Road area, as well as one that allows for adequate growth in careful, sustainable, aesthetically pleasing ways. I urge your careful consideration of the Sunnybrook Boulevard West Extension. It will be a major contributing factor in our decision about OIT's ability to expand class offerings in the east metro region and make future investments at the Harmony Campus location.

Thank you for your thoughtful consideration of this issue. Please do not hesitate to contact us at OIT if we can be of any assistance in the process.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Maples", is written over a horizontal line.

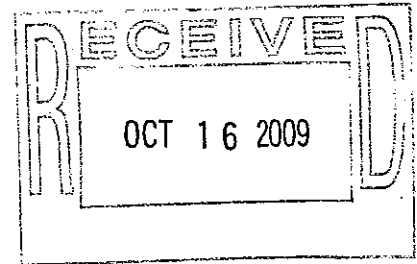
Christopher G. Maples  
President, OIT

***Hands-on Education for Real-World Achievement***



## PORTLAND BUSINESS ALLIANCE

*Leading the way*



October 15, 2009

Michael Jordan, COO  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

Re: Metro's Making the Greatest Place: Strategies for a Sustainable and Prosperous Region

Dear Michael:

The Portland Business Alliance appreciates the opportunity to provide observations and concerns regarding Metro's recently released "Making the Greatest Place" report and accompanying recommendations. We realize the effort that Metro has taken to connect the various land use and transportation planning processes underway. These plans and strategies will have significant impact on the region's livability and economic prosperity for the next 50 years. We applaud many of the report's strategies, including the effort to integrate land use and transportation planning, basing transportation projects on outcome rather than level of service, and emphasizing freight mobility. The following letter provides specific comments on the Metro report and the general framework under which Metro is guiding their planning efforts.

### General Comments

#### Deadlines

The Alliance believes the 30-day deadline for comments regarding the report from the Chief Operating Officer is unreasonably short given the volume of information (some 1,700 pages) that the full report contains. We understand that much of this work has been developed in other venues and aggregated into this report. Nevertheless, we believe the deadline is unreasonably short given the complexity and weight of the diverse issues being considered and the importance and long-standing nature of the choices that the public and business community is being asked to evaluate and comment upon.

#### Implementation

The Portland Business Alliance continues to support Metro's general approach to growth management and regional transportation policy. The Alliance is a strong advocate for strategies to add jobs to the region, improve freight mobility and increase mode choices for workers to reach their jobs. It is vitally important for

citizens to understand what it takes to implement the region's growth strategies. It is easy to advocate for protecting the urban growth boundary (Strategy 2). It is much harder to implement that strategy with infrastructure investments, economic development strategies and local policy decisions. What is needed is a call to action that says explicitly that preserving the urban growth boundary can only happen if the citizens of the region are willing to invest in the infrastructure needed to support growth within the boundary and in the limited expansion areas. We think its important to identify how the region is going to support the infrastructure that the region must have within the boundary in order to support more growth. We encourage Metro to add a strategy that specifically confronts this issue.

The Regional Transportation Plan (RTP) addresses the region's transportation project requirements. It does not address implementation issues. As you know, the Joint Policy Committee on Transportation (JPACT) provides a venue for coordination of project funding and priorities. We think its time to determine how to better coordinate the delivery of projects perhaps through a venue similar to JPACT. There are many transportation jurisdictions within the Metro region—TriMet, ODOT and each city and county. Our observation is that a lot of time and money is wasted in the implementation phases. Projects that are a regional priority, such as the Lake Oswego Streetcar or Marine Drive Interchange Improvements, are held up by costly disputes between the jurisdictions. The RTP should address this issue and we believe Metro and the implementing jurisdictions should explore how to improve project delivery. We look forward to continuing this conversation with you.

#### **Plan Objectives**

The Alliance supports the overall goal of the plan to promote prosperity, make efficient use of existing infrastructure and protect natural resources. The integration of land use, transportation and infrastructure planning is something the business community has long advocated.

#### **Time Horizon**

Although the plan seeks to look in to the future for multiple decades, the plan seems to be constrained by our current struggles with infrastructure financing. If the region's employment lands had been as constrained over the last fifty years as this plan anticipates going forward, many of the region's largest employers and biggest economic generators would not be located here today. The debate over the designation of urban reserves is being driven by a time-horizon of five or ten years, not the multiple decades that this plan would encompass. This implies a concerning lack of vision. It is short-sighted to assume that infrastructure provision in the future will not benefit from technological advances that reduce cost and increase efficiency, or that there will be an increased willingness on the part of future voters and elected officials to find new funding mechanisms.

### Specific Comments

#### **Metro Modeling**

The Alliance is concerned that the modeling that underlies much of the plan is fundamentally flawed. It starts with the assumption that the region will capture a certain number of jobs and residents over time and then forces all other variables such as FAR, refill rates, etc. to move to accommodate that growth within various land use assumptions. In other words, the model assumes that the elasticity of the region's employment capture rate is infinite. This is obviously not true. As the region makes choices that impact the availability and cost of land for certain types of businesses, those businesses may opt to locate elsewhere where developable land that fits their needs is more readily available or less expensive. The cost to the region of even a small decline in the employment capture rate is hundreds of millions of dollars in lost jobs, payroll, economic activity, income and property taxes. The more constrained the land supply is, the greater the risk that the region and the state of Oregon will lose economic opportunities and jobs to other regions of the U.S. or the world. The modeling does not characterize this risk or seek to determine the elasticity of our employment capture rate. In other words, Metro is asking us to make a risk - benefit analysis based only on a description of the benefits and no understanding of the attendant risks.

**Alliance Recommendation:** Metro should revisit the model and review an independently conducted economic analysis of the impacts associated with constraining land supply relative to employment capture rate prior to any decision being made by Metro or its partners in Washington, Multnomah or Clackamas counties).

#### **Infrastructure**

The Alliance appreciates Metro's focus on making more efficient use of the region's existing infrastructure. Increased efficiency should result in reduced costs per unit of development being less than in a less efficient system. However, the plan seems to be more of a reaction to the existing frustration of adequately finding mechanisms to pay for infrastructure necessary to accommodate new development than a blueprint for how we will achieve our regional objectives. The plan acknowledges that accommodating growth within in the existing land supply will require added resources and lists potential mechanisms such as system development charges (SDCs), and tax increment financing, etc. and seems to assume that implementing these funding mechanisms will be somehow easier within the existing UGB than for newly added lands. Examples abound of failed attempts to utilize these funding tools for refill, brownfield remediation and the like. There is no reason to expect that funding will be more readily available for refill development than for expansion and to assume otherwise overstates the region's ability to accommodate growth within the existing land supply.

We do not agree with the presumption that the infrastructure costs for refill are less than for greenfield development. This is not always the case. Where there is excess capacity in the existing system that may be true. But where there is

insufficient capacity in the system it is vastly more expensive to retrofit infrastructure in existing built up areas than to accommodate that same growth in greenfield developments. To the extent the plan relies on the presumption that infrastructure costs of refill are lower than for greenfields it is flawed.

The plan seems to assume that the existing political dynamic regarding the availability of resources for capital investment will hold true for the next four or five decades. However, we know that that dynamic is changing and will continue to change. The assumption in the plan that tax increment financing will be maximized is overly ambitious and, from the standpoint of special districts, a presumptuous one. Likewise, the utility of SDCs in refill areas will be limited because they generally cannot be used to address the large existing system deficiencies. To base so much of the plan on the assumption of a static infrastructure funding picture, and to not acknowledge the difficulty associated with establishing strategies for revenue sharing for regional infrastructure needs distorts the plan outcomes unwisely.

#### **Economic Strategy**

Although Metro is not explicitly tasked with developing or implementing an economic development strategy for the region it cannot ignore those strategies. Metro's decisions have manifest impacts on the economic development strategy of the region and indeed the entire state. To the extent that the plan suggests reducing available land supply below that called for in local economic development plans, Metro supplants its own de facto economic development strategy for that of the local jurisdictions. Simply saying Metro is not responsible for economic development does not make it so. To the maximum extent possible Metro should defer to the collective judgment of the local jurisdictions on land needs associated with economic development.

Alternatively, Metro must explicitly integrate its boundary protection strategies with economic development objectives. It is not enough to assume that businesses that have traditionally located in greenfield environments will be willing to reformulate their plans and locate in refill areas and abide by such locational and density restrictions due to the region's many attractive assets. If the plan concludes that refill must occur in order for the region to achieve its growth management goals, it must insist that the local jurisdictions are willing and able to accommodate the growth. In this case Metro must become an active and vocal player in decisions regarding the regulation and taxation of potential employment lands by local jurisdictions to ensure that those lands designated for refill are actually available. If Metro closes off greenfield development it must ensure that local jurisdictions do not close off refill development.

On another front, it is simply not acceptable for Metro, a land use planning agency in this case, to say that it is providing sufficient square footage opportunities for the people and number of jobs expected to in the future. Economic outcomes are not exclusively determined or fulfilled by numbers of

employees or amounts of land available – but the types and skill sets of employees and the types and locations of land and the proximity of that land to attributes such as power, water, transportation services, other comparable employers, housing choices and others. Counting square feet, while it may be arithmetically possible, is not an economic strategy.

#### **Just in Time Land Supply**

One strategy that has been suggested is that Metro somehow arrange for just in time supply of industrial or employment land when a potential developer is identified. This approach, while perhaps better than no strategy, will be unworkable in the vast majority of cases. The window of opportunity for recruiting new firms is measured in days, not months or years. The loss of just one new Intel that decides it doesn't want to risk the time and uncertainty associated with bringing new land into the boundary means the potential loss of thousands of jobs and hundreds of millions in payroll and economic activity.

#### **Refill Rates**

The plan assumes refill rates that have not been achievable historically. Although greater refill rates are undoubtedly possible, achieving them is problematic in the face of public opposition for the on the ground realities of changing the character of existing neighborhoods. In the abstract it sounds easy – in reality it's incredibly difficult and expensive.

#### **Transportation**

The Alliance is a strong advocate for improving freight mobility in the region. As the Regional Cost of Congestion study conducted in cooperation with Metro highlighted, the cost of doing nothing to address freight congestion is significant. The Alliance appreciates the effort that has been undertaken in the Regional Transportation Plan (RTP) portion of the plan to include a comprehensive freight strategy. The strategy, and the projects identified in it, is critical to the region's efforts to reduce congestion in a way that improves freight mobility, and provide the necessary infrastructure to remain competitive in the global marketplace. The Alliance remains concerned, however, that when local, state and regional funding allocations are made, freight projects tend to fall by the wayside. The Alliance would urge Metro and JPACT to adopt the following measures to ensure that we maximize the value of every transportation dollar and make the most efficient allocation of our scarce resources:

- Implement an economic impact analysis for project evaluation. By better understanding the overall economic benefit of individual projects we can allocate funds to those projects that have the best overall return on investment rather than those that appear to be popular to vocal constituencies.
- Implement a project performance evaluation process that assesses whether projects met cost targets, delivery deadlines and promised system performance improvements.



As the Freight Task Force sunsets, the Alliance would like to suggest that Metro and JPACT implement a specific mechanism for ongoing input of the freight community into the planning process.

Conclusion

The Alliance has grave concerns regarding the risk the region is taking in adopting a policy that assumes new employment growth will occur in a context that is dramatically different from what has occurred over the past three decades. We do not believe the Metro analysis has adequately defined the risk if the strategy even marginally reduces the region's ability to attract and accommodate new or expanding business opportunities. Until that risk is better defined we believe it is imprudent to adopt such a restrictive land supply policy.

If Metro does move forward we believe it is only prudent to err on the side of adding more land to urban reserves than less. This leaves our options as a region open without immediately adding land to the UGB. Designating land in urban reserves doesn't add to the region's unmet infrastructure needs, it doesn't reduce current farm use or long term viability; it doesn't change the underlying zoning. But, it does retain the option of accommodating those once in a generation opportunities that have historically been the region's and the state's largest economic successes.

Thank you for the opportunity to provide comments on this extensive piece of work on addressing our future land and infrastructure needs. In our opinion, providing flexibility to future generations so that they are able to respond to market forces in a way that ensures economic development, prosperity and livability should drive regional land use decisions today. We look forward to continued discussion with Metro on this issue.

Sincerely,



Sandra McDonough  
President & CEO



**DEPARTMENT OF COMMUNITY SERVICES**  
**MULTNOMAH COUNTY OREGON**

McFarland, Jane  
(Multnomah County)

**Land Use and Transportation Planning Program**  
**1600 SE 190<sup>th</sup> Avenue**  
**Portland, Oregon 97233-5910**  
**(503) 988-3043**

October 15, 2009

Michael Jordan  
Metro Chief Operating Officer  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

Dear Mr. Jordan:

Thank you for the opportunity to review the Public Review Draft of the 2035 Regional Transportation Plan as part of your recommendation on Making the Greatest Place. I commend the Metro staff for its attention to technical detail and the high level of inclusion throughout this complicated process. The Metro staff liaisons to the East Multnomah County coordinating committee (EMCTC) have been great resources to the local agency staff and their elected officials. This was particularly true in defining the mobility corridors and developing priorities for the RTP Investment Strategy.

I offer the following review comments on the Public Review Draft of the RTP:

The Corridor Refinement Plan for the I-84/US-26 Connector and Mobility Corridor 15 is a high priority for the East Metro region. While identified as an Unresolved Issue in Chapter 5.7.9, EMCTC recommends that the classification of 242<sup>nd</sup>/Hogan Road be changed from a Principal Arterial to a Major Arterial on the Arterial and Throughway Network map. This classification is consistent with the other primary north/south arterials in East Multnomah County, and removes any possible bias from the Corridor Refinement Process for this Mobility Corridor. In mapping the arterial, a dotted line representing a proposed project at the south end of 242<sup>nd</sup> Avenue should be included on all network maps that show the dotted line between Glisan and Halsey at the north end of the arterial.

The connection between I-84 and US-26 has been a priority transportation concern in East Multnomah County for many years, and there is strong local support for the initiation of a Corridor Refinement Plan to address the following problem statement:

*A regional corridor refinement plan is necessary to make informed transportation investment decisions that will facilitate the development of underutilized industrial lands and 6 regional and town centers to foster economic growth, and maintain and enhance the livability of East Metro communities. This planning will result in a long-term strategy that addresses regional transportation needs for the area between 181st/182nd Avenue and 257th Avenue/Kane Road. The refinement plan will consider a full range of transportation solutions that support planned land uses and recommend improvements for the connection of I-84 and US 26.*

Letter to Michael Jordan  
October 15, 2009  
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With JPACT's change of policy on regional collectors, a number of gaps emerged between the urban network and rural arterials in East Multnomah County. The regional network within the UGB should be extended for a continuous regional network. Gaps in the East County include:

- Historic Columbia River Highway through Troutdale Town Center, across the Sandy River Bridge connecting with rural arterial part of the HCRH.
- S.E. Stark Street between 275th Avenue and the rural arterial part of Stark Street. This segment of Stark Street is designated an urban minor arterial on the County's Functional Classification map.
- SE Division to Troutdale Rd. and/or SE Powell Valley Rd. to Lusted Rd.

The role of the Rural Arterial network is also identified as an RTP Unresolved Issue. Multnomah County staff believes it is critical to acknowledge and to continue assessing the role of this network in carrying urban to urban trips and moving goods produced in the rural areas to their markets. Parts of the rural arterial network will also be critical to providing the base transportation infrastructure for designated Urban Reserves. The region has an interest and a stake in the adequacy of the rural network.

We are particularly concerned about the role of Cornelius Pass Road in the region's network. This concern is shared by the state legislature as indicated by its direction to ODOT in the Jobs and Transportation Act to study this rural County road and report back to the legislature in its next session. At the staff level, we would like to see the region actively engaged in this study to ensure there is an appreciation of the affect of regional urban land and transportation decisions on this rural facility.

The RTP's acknowledgement of the relationship of transportation and public health issues, and the Active Transportation agenda aligns directly with Multnomah County's Health Equity Initiative. Investments in sidewalks and bicycle facilities, access to parks and natural areas and a dense network of quality local and regional transit and high capacity transit are critical infrastructure for the success of this initiative. Staff recognizes the need for a stronger link between planning for the HCT system local and local/regional transit system. We agree with the findings and recommendations of the High Capacity Transit System Plan, and support the Powell Boulevard HCT corridor as a near-term regional priority.

Multnomah County encourages Metro to continue evaluating regional transportation policies and investment decisions not only on how they support the way our region grows, but also on how they address the needs of low-income, minority, disabled and elderly people in the region. Equity in transportation choices should be a critical measure in decision-making. We would like to see Metro staff research and recommend improved evaluation tools and criteria to for policy-making and priority-setting in order to better understand how these populations are being served by these decisions.

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While there are a number of regional planning decisions to be made that will affect the RTP, I support adopting the finalized RTP by resolution in December, 2009. The region should move forward to adopt and implement this plan. The unresolved issues identified in the RTP will require difficult decisions in the next several years that will inform the development of the next RTP Update.

Again, thank you for the opportunity to participate in the 2035 Regional Transportation Plan process and for your consideration of these comments. Please do not hesitate to contact me with any question or for clarification.

Sincerely,

A handwritten signature in cursive script that reads "Jane McFarland". The signature is written in dark ink and extends horizontally across the page.

Jane McFarland  
Principal Planner

Cc: Karen Schilling

**Susan Patterson-Sale**

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**From:** GreatestPlace  
**Sent:** Friday, October 16, 2009 9:07 AM  
**To:** Kim Ellis  
**Cc:** Susan Patterson-Sale  
**Subject:** RTP: Wilsonville Comments on I-5/99W Connector Southern Arterial  
**Attachments:** 2035 RTP Comments - I-5 99W Connector FINAL 10\_15\_2009.pdf

**From:** Ottenad, Mark [mailto:[ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)]  
**Sent:** Thursday, October 15, 2009 5:18 PM  
**To:** David Bragdon; Rod Park; Carlotta Collette; Carl Hosticka; Kathryn Harrington; Rex Burkholder; Robert Liberty; GreatestPlace  
**Cc:** Andy Cotugno  
**Subject:** Wilsonville Comments on I-5/99W Connector Southern Arterial

Dear Metro Councilors,

In order to follow-up with more details regarding testimony presented on October 13, 2009, please find attached the City of Wilsonville Draft 2035 RTP Comments on the Proposed I-5/99W Connector Alternative 7 Southern Arterial.

The comments reference some 15 attachments that are too large in file size to e-mail. I will follow-up with Metro staff to see how we may best relay these large-file attachments to you for your consideration.

Please feel free to contact me if you have any questions or if we may be of assistance.

We will also follow-up on Councilor Liberty's request for a potential solution from Wilsonville regarding these matters.

Thank you for your time and consideration.

- Mark

Mark C. Ottenad  
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# **City of Wilsonville Draft 2035 RTP Comments on the Proposed I-5/99W Connector Alternative 7 Southern Arterial**

**10/15/2009**

**By Michael Bowers, PE, Community Development Director, and  
Mark Ottenad, Public/Government Affairs Director, City of Wilsonville**

These comments follow-up on testimony presented on October 13, 2009, to members of the Metro Council, Joint Policy Advisory on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) regarding the proposed I-5/99W Connector Alternative 7 Southern Arterial.

**Requested Action #1:** All projects associated with the proposed I-5/99W Connector Southern Arterial should be removed from the final 2035 RTP and the project remanded to the I-5/99W Policy Steering Committee with a new project management team composed of different consultants for further review and development:

| Project ID No. | Project/Program Name                              | Description                                                                                                        | Federal FC Project | Estimated Cost |
|----------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|--------------------|----------------|
| 10598          | I-5/99W Southern Arterial ROW                     | Purchase ROW                                                                                                       | x                  | \$90,000,000   |
| 11179          | I-5 to 99W replacement projects                   | Construct improvements consistent with recommendations from I-5/99W connector process.                             | x                  | \$10,000,000   |
| 11339          | I-5/99W Southern Arterial Improvements            | Construct 2/3 lane arterial with bike lanes and sidewalks                                                          |                    | \$130,000,000  |
| 11340          | I-5/99W Southern Arterial Improvements            | Widen road to 5 lanes and extend to I-5                                                                            |                    | \$80,000,000   |
| 11342          | I-5/99W Connector Southern Arterial/I-5 Interface | Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the N. Wilsonville interchange. |                    | \$50,000,000   |

**Requested Action #2:** If the projects associated with the proposed I-5/99W Connector Southern Arterial are retained in the 2035 RTP, then Project #10598 (I-5/99W Southern Arterial ROW) and Project #11179 (I-5 to 99W replacement projects) that total \$100 million should be removed from the federal financially constrained list of projects until such time as a design-level environmental impact statement and final alignment determination is accomplished.

## **Rationale for Requested Action**

The City believes that the projects submitted for inclusion in the 2035 RTP that pertain to the proposed I-5/99W Connector Southern Arterial are inappropriately before the Metro Council as an RTP amendment.

**1. Intergovernmental Agreement Required Unanimous Decision to Forward Connector Alternative for RTP Amendment:** Washington County forwarded to Metro in May

2009 the Connector Alternative 7, which received in February 2009 a non-unanimous, split vote of 6-2 in favor of the alternative, despite an intergovernmental agreement (IGA) entitled “I-5 to 99W Connector Project, Project Steering Committee (PSC) Partnering Agreement,” which was executed on October 17, 2005. Signatories to the IGA include Metro, ODOT, Counties of Clackamas and Washington, FHWA, Cities of Tualatin, Sherwood and Wilsonville.

This IGA requires that the “decision must be by unanimous consensus” for the final “selected corridor alternative (i.e., final decision on a Regional Transportation Plan (RTP) amendment” to be submitted for an RTP amendment (*See Attachment 1, “I-5 to 99W Connector Project, Project Steering Committee (PSC) Partnering Agreement,”* page 5, Section VII. Decision Making, Key Decisions).

The City is disappointed that Washington County forwarded to Metro the Connector Alternative 7 despite the plain language and mutual understanding of the “I-5 to 99W Connector Project, Project Steering Committee (PSC) Partnering Agreement” intergovernmental agreement requiring 100% agreement — and not 75% agreement.

**2. Alternative 7 Contradicts PSC-directed Policies on its Face:** Increased traffic on this portion of I-5 also violates both the “I-5 to 99W Connector Project, Project Steering Committee (PSC) Partnering Agreement” and the PSC Alternative 7 Conditions. The Partnering Agreement and the adopted Goals and Objectives, Objective 1D states: “Provide transportation improvements that will not negatively impact I-5, between the Nyberg/I-5 interchange and the Boone Bridge at the Willamette River.” The Partnering Agreement describes one of the “Visions for Success” as “The project should ensure that I-5 is not adversely affected by the shifting of traffic from arterials to I-5 to the point of failure. The project should also ensure that there is no adverse impact to the other “bookends” (i.e., 99W and I-205).”

The PSC-approved Conditions state that: “Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7.” On its face, Alternative 7 fails to meet the conditions described in the Agreement and Conditions.

**3. Connector Alternative 7 Southern Arterial Produces Results Contrary to Policies of Making the Greatest Place and 2035 RTP:** Documentation pertaining to Connector Alternative 7 in general and the Southern Arterial in particular raises serious doubts about the compatibility of the Connector’s Southern Arterial with policies and practices espoused in Metro’s Making the Greatest Place effort and the draft 2035 RTP in particular.

**3a. Alternative 7 Southern Arterial Produces Substantial Increase in Traffic Congestion—mostly commuter cars—on I-5 and near-by Highways:** The Alternative 7 documentation shows that traffic on I-5 just south of I-205 near the N Wilsonville/I-5 interchange would increase substantially — 36% greater than current volumes (2005 baseline) and 10% over future (2030) volumes. *See Attachment 2, “Figure 4, Comparison of 2030 Weekday PM Peak Hour Total Traffic and Truck Volumes,”* I-5 to 99W Connector Project, Transportation Technical Report, Evaluation of Alternative 7, January 2009.

The Connector would dump thousands of vehicles – mostly commuter cars – onto the busiest stretch of I-5 in Oregon that is already reaching peak rush-hour capacity. By definition, this attribute of Alternative 7 contradicts the PSC-approved condition #3, which states that “construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7.” *See Attachment 3, “PSC agreed upon conditions as amended from those presented to them in the Alternative Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7” (PSC-approved Conditions).*

Creating more congestion on the main-line I-5 is contrary to the goals and objectives of the Freight and Goods Movement plan of the RTP, which seeks to maintain freeway capacity for the movement of freight. The Connector Southern Arterial will harm the greater Portland regional economy and be detrimental to the conduct of commerce in Oregon and along the West Coast’s I-5 mainline.

**3b. Alternative 7 Southern Arterial Harms the Movement of Freight in an Emerging, Regionally Significant Industrial Area:** Connector Alternative 7 documentation shows that Alternative 7 precipitates 5,200 additional vehicles per hour during rush-hour in the vicinity of Boones Ferry Road and North Wilsonville I-5 interchange: 1000 vehicles/hour due to 124th Ave. extension south to Tonquin and 4,200 vehicles/hour due to proposed Southern Arterial. Current traffic data (2005 baseline) shows 890 vehicles/hour. *See Attachment 4, “I-5 to 99W Connector Project, Response to Wilsonville Alternative 7 Capacity Question,” 2/6/2009.*

The Southern Arterial would have a paralyzing effect on the I-5/N Wilsonville interchange, which has been designed to serve freight for the Regionally Significant Industrial Area of Coffee Creek and lands between Tualatin and Wilsonville, but not for 99W-diverted traffic. Congesting this industrial interchange runs contrary to the recommendations of the RTP Regional Freight Plan, which seeks to maintain interchange capacity for new, regionally significant industrial areas like the Coffee Creek Industrial Area and the Tualatin-Wilsonville industrial area.

**3c. Alternative 7 Southern Arterial Does Not Serve Primarily the Movement of Freight for the Industrial Area, and Rather Serves Commuter Traffic:** Connector Alternative 7 defeats a primary Making the Greatest Place goal of containing Portland urban sprawl and maintaining a compact urban growth boundary by encouraging commuter traffic from presumably Yamhill County. Traffic data shows that 97% of the traffic on the Southern Arterial is cars, while only 7% is trucks. This attribute of the Southern Arterial demonstrates that the proposed roadway does not primarily serve freight traffic for the emerging Tualatin/Wilsonville Coffee Creek Regionally Significant Industrial Area, but rather serves commuter traffic.

*See Attachment 5, “Figure 4: Comparison of 2030 Weekday PM Peak Hour Total Traffic and Truck Volumes”.*



**3d. Alternative 7 Southern Arterial Produces a Significant Increase in Vehicle Miles Traveled (VMT) within the Connector Study Area:** Connector Alternative 7 defeats goals set by Metro, the State of Oregon and federal government to reduce VMT. Alternative 7 produces a 16% increase in all vehicles VMT and a 7% increase in VMT for trucks over Alternative 1. VMT increase is usually associated with poor carbon footprint results and is an indication of urban sprawl and inadequate land-use planning.

*See Attachment 6, Table 4: “Project Area Vehicle Miles Traveled (VMT) – 2030 Weekday PM Peak Period (Two Hours)” and Table 5: “Project Area Truck Vehicle Miles Traveled (VMT) – 2030 Weekday PM Peak Period (Two Hours),” Draft Transportation Technical Report – Alternative 7 Evaluation, pp 8-9.*

**4. Lack of Public Review and Detailed Analysis of Final Alternative 7:** Unlike the prior six Connector alternatives, which were examined in some detail and had extensive open-houses and public-comment opportunities, Alternative 7 received scant technical review and very little public vetting.

The only public comment opportunity was at the last Policy Steering Committee meeting in February 2009, when the PSC voted 6-2 to accept Alternative 7 as the RTP amendment. Neither publicized public comment opportunities nor public open houses were held on the ‘final’ Alternative 7.

A lack of in-depth technical review coupled with dearth of public-comment opportunities together form a fatal flaw for Alternative 7 and can lead to unintended consequences. Additionally, much of the PSC-adopted performance criteria has been ignored from study.

**5. Negative Land-Use and Environmental Impacts:** Connector Alternative 7 documentation provided only a cursory review of the potential impacts to land-use and environmental issues. For example, the proposed Southern Arterial crosses 29 streams and one-quarter to one-half mile of wetlands, which will have substantial environmental impact and severe cost implications, neither of which were reviewed in detail. *See Attachment 7, “Map of Natural Resources of Tualatin-Sherwood-Wilsonville Area.”*

The Tonquin Geologic Area, also known as the Tonquin Scab Lands, lie at the heart of the area to be transversed by the proposed Connector Southern Arterial. The shallow bedrock throughout the proposed route will require extensive blasting. The various quarries are located here for this very reason – easy access to near-ground-level hard-rock deposits. *See Attachment 8, “Figure 1: Soft Soils, Shallow Bedrock and Shallow Groundwater.”*

Accompanying the wetlands and hard-rock issues are mountainous areas with steep slopes and elevation differences of up to 220 feet, often within a relative short span of distance that imply construction of costly bridges. Slopes ranging from under 10% to over 25% will require massive cut-and-fill operations and tunneling-type construction.

*See Attachment 9, “Map of Slopes/Grades of Tualatin-Sherwood-Wilsonville Area”; and Attachment 10, “Topographic Map Showing Terrain of Proposed I-5/99W Connector Alternative*

7 'Southern Arterial'; and Attachment 11, Table 2: Summary of Transportation and Environmental Impacts."

**6. Cost Projections are Inaccurate Due to Incorrect Land-Appraisal Methodology:** The consultants who prepared Connector Alternative 7 documentation utilized inaccurate County Assessor's valuation data to estimate right-of-way acquisition costs for Project #10598, I-5/99W Southern Arterial ROW. Metro staff even called this mistake to the attention of the consultants and other Metro staff in a memo, dated June 12, 2008.

The memo points out reliance on the Regional Land Information System (RLIS) to calculate property values for lands outside the UGB is misplaced. The memo also notes that different data sources with different valuations were used to calculate property values for right-of-way acquisition depending if the property was in the UGB (where Oregon Department of Revenue 'use codes' were utilized), or outside of the UGB (where RLIS data was utilized). Inconsistent use of inappropriate land-value data leads to incorrect cost estimation for right-of-way acquisition.

Cost estimates are also inaccurately reflect due to about 10 north-south cross-streets that would be affected by the Southern Arterial path, which will require additional bridges and tunnels and a high probability of water aquifer damage to a multitude of adjacent properties.

See Attachment 11, Email Exchange among Andy Cotugno, Michael Bowers and Scott Richman, dated June 12, 2008, "Subject: I-5 to 99W LAND USE DATA ERRORS."

**7. Lack of Defined Connections to I-5 or 99W.** A mayor oversight on the part of the consultants working on the proposed I-5/99W Connector Route Alternative 7 was any kind of a clear definition or plans for how the Southern Arterial would 'connect' to either I-5 or 99W. These indeterminate I-5 and 99W connections points and the type of facilities put the vision in great jeopardy because development pressures are happening at 99W and I-5 now.

The consultants left considerable issues on the table for resolution, as denoted by asterisks noting "specific alignment not yet defined." See Attachment 12, "Figure 3, Proposed Alternative 7 Projects."

**8. Connector Alternative 7 Produces Traffic Patterns that Defeat the Original Project Purpose:** Originally, the I-5/99W Connector project was to reduce traffic on arterials such as the Tualatin-Sherwood Road. However, Alternative 7 actually increases traffic on Tualatin-Sherwood Road and other key arterials while barely affecting other arterials of concern.

While Connector Alternative 7 more than doubles the lanes available for East-West travel between 99W and I-5 by adding 6-plus lanes of arterials with the northern and southern arterials, however:

- Volume of traffic on Tualatin-Sherwood Road is higher at peak-hour than No-Build according to Fig. 4 of Alternative #7 reports. Traffic on Tualatin-Sherwood Road increases anywhere from 7% (200 more vehicles/hour) to 47% (900 vehicles per hour) over Alternative 1.

- Sherwood experiences dramatic increase in traffic at already congested intersection of 99W and Roy Rogers Road: 1,000 more vehicles per hour during rush hour (from 1,800 vehicles/hour in Alternative 1 to 2,800 vehicles per hour), including a 71% increase in truck traffic. Overall, 99W through Sherwood is approximately 10% less congested — at a very high cost in terms of both transportation dollars and the regional economy.

*See Attachment 13, “Figure 4: Comparison of 2030 Weekday PM Peak Hour Total Traffic and Truck Volumes”.*

**9. Unknown, Potentially Costly Burdens to Wilsonville Transportation Systems Plan (TSP):** Alternative #7’s east end of the Southern Arterial appears to have high risk of being non-buildable given the cost assumptions and extreme physical barriers not adequately evaluated in the Connector Alternative 7 proposal. The Connector Project Management Team provided Figures 1 and 4 indicating traffic analysis of what happens to the North Wilsonville I-5 Interchange when Alternative 7 is implemented.

Unfortunately what has been modeled and shown in these figures is inconsistent with the Alternative 7 proposal in this vicinity. These figures indicate two branches (arterials/collectors?) heading north from Elligsen and connecting with the I-5 overcrossing or split diamond. Due to these types of inconsistencies, it is still not clear to Wilsonville which projects/streets will add burden to our City TSP (vs. what is in the Alternative 7 proposal) to effectively make this I-5 Interchange and local street network effectively function.

*See Attachment 14, Figure 1: “Origin-Destination Analysis of the Southern Arterial (Alt. 7) – 2030 PM peak hour,” and Figure 4: “2030 PM Peak Hour Volume Difference Alternative 7 Without Southern Arterial West of 124<sup>th</sup> vs. Complete Alternative 7,” I-5 to 99W Connector Project Response to Wilsonville Alternative 7 Capacity Question, pp 2, 5.*

Wilsonville officials are concerned about the potential costs of \$50M to \$150M found in a literature search of similar projects for a Split Diamond, along with the physical barriers and steep topography preventing a split diamond, over-crossing and associated arterial connection to Elligsen/Canyon Creek from being built. An overlay concept of an Elligsen/I-5 Split Diamond, woven between extreme topography constraints nearby, reached a cost estimate of nearly \$80M, excluding right-of-way and excluding the City estimate of \$49M for a single arterial connection to Canyon Creek. Therefore, Alternative 7’s east end of the Southern Arterial appears to have high risk of being non-buildable given the cost assumptions and extreme physical barriers not adequately evaluated in the Connector Alt. 7 proposal.

Therefore, with scarce funding resources available and low apparent cost-estimates in the Alternative 7 Connector study, the risks seem very high that the North Wilsonville I-5 Interchange will bear increased traffic burdens and Wilsonville’s TSP or Clackamas County will accept unfunded projects, thereby negatively impacting tax payers and businesses.

## The Big Picture Results and Questions

When stepping back to look at the proposed I-5/99W Connector, the following issues arise:

- The Alternate #7 proposal creates the equivalent of 6+ lanes of new roads, 5 miles long between 99W and I-5. This is equal to the width of I-5 from the North Wilsonville I-5 Interchange to the Carmen Drive I-5 Interchange. (3 lanes each direction)
- The capacity this 6-lane roadway equivalent provides is only however between 3,000 – 4,000 new PM peak-hour trips per Alt #7 reports. Highway 99W with 50% less lanes and more stoplights/intersections carries much more capacity of comparable roadway.
- The cost is \$750M for 3,600 new trips or \$200,000 per increased trip. This is almost 10 times the cost per trip of the entire Washington County recent TIF study or any local SDC rate which divides infrastructure cost by the # of peak trips it creates. (The proposal is weak on a cost-benefit basis.) See Attachment 15, Regional and Through Trips, 2005-2030 Traffic Increase Relative to Key Origins and Destinations and 2030 Through Trips (Destination Analysis).
- The policy question at the end of day for the Portland Metro region is – is it worth \$750M or more of regional funds to construct Alternative 7 in order to reduce traffic volume by 10% on a short section of 99W, marginally effect Tualatin-Sherwood Road, overwhelm the North Wilsonville I-5 industrial interchange and further increase traffic congestion with commuters on the most congested portion of I-5 by approximately 10%?

**JPACT members and the Metro Council:**

Park, Rod (Reg'l Freight & Goods Movement Task Force)

Our collective economic prosperity is the foundation for every desired outcome in Metro's draft Regional Transportation Plan (RTP). The plan outlines steps to sustain and enhance our quality of life, and identifies the resources that enliven our culture, give our young people education and hope, and keep our environment green. The link between jobs and freight infrastructure is particularly strong in our region where our geography has encouraged development of global multimodal freight systems, which has led to our importance as a self-sufficient trading hub, and as a region that enjoys the enviable status of an exporting economy. Given the demonstrated importance of regional goods movement, and our regional reliance on export-related revenues, we ask that you make freight a priority as you review and approve the transportation and land use planning documents now before you, and as you make investment and implementation decisions necessary to realize the plan in the coming months and years.

We are indeed fortunate that between 25% and 33% of our jobs are classified as "traded sector"<sup>1</sup> – i.e., businesses that sell their goods and services to customers outside the region, bringing in new income that gets multiplied as it is spent and re-spent locally. The Metro region benefits from its status within Oregon as the multimodal freight hub of the 9<sup>th</sup> most trade-dependent state economy in the U.S.

Our success in attracting such high levels of global and domestic trade, despite our modest population base, is due to both our geography and our continued development of the region's remarkable multi-modal freight transportation system. While it is tempting to take for granted that portion of our traded sector success owing to the happenstance of geography, we do that at our peril, since it takes money and ongoing coordinated effort to maintain and improve the goods movement infrastructure on which this economic pump-priming sector heavily relies. This system provides access to far-flung markets, and because of the multitude of the modes and systems available, provides freight mobility at relatively low cost. These factors provide our region with a decisively competitive edge.

For our foundation businesses to continue to grow and provide employment and other economic development opportunities, we need to do our best to remove impedances at the strategic highway connections to and from our ports, industrial clusters, and significant employment centers. And to ensure that freight-critical projects actually get built, regional priorities must better reflect costs and benefits that include goods movement and economic factors.

We commend you on inclusion of a Regional Freight Plan (RFP) within the draft RTP. We believe this is a first step toward full integration of freight into the mix of factors considered when making regional policy and investment tradeoffs. We wholeheartedly support the idea that jobs and access to markets and goods that depend on efficient freight infrastructure must be part of the region's sustainable and prosperous future. Freight requires all transportation modes (highway, rail, marine and air) to work together to carry everything we want to buy or wish to sell-- from groceries to clothes to computer chips. In other words, freight movement is not just about getting from one place to another: it's about how or whether we can receive the goods we need to sustain ourselves.

Freight should therefore be a primary regional concern for everyone—not an afterthought or add-on, but a key component woven into all other regional considerations, from preservation of industrial land to a balanced transportation network that makes cost-effective investments to support the community's economy. We note that regional centers and our economy can only function if there is adequate freight access, and sufficient industrial land uses to support them. We support land use commitments that protect the freight benefit flowing from public investment, and we recognize this often means supporting alternatives to the automobile for passenger trips in our region.

The Portland-Vancouver region is a globally competitive international gateway and domestic hub for commerce. The multimodal freight transportation system, including critical roadway links to marine, air cargo and railroad

<sup>1</sup> *The Regional Business Plan, 2006*, page 9, Portland, OR 2006,  
[http://www.regionalbusinessplan.com/docs/regional\\_business\\_plan\\_web.pdf](http://www.regionalbusinessplan.com/docs/regional_business_plan_web.pdf)

intermodal facilities, is a foundation for economic activities and we must strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy. Thus, the Regional Freight Plan's policy guidance is outcome-driven and implementation oriented.

The Regional Freight Plan has taken a coordinated, integrated, multimodal and collaborative approach to integrating freight considerations into the multi-purpose transportation system and the larger land use issues in the Metro region. It has addressed the needs for freight through-traffic as well as regional movements, and access to employment and industrial areas, and commercial districts.

#### ***Regional Freight Plan Policy Guidance***

The Draft RFP provides an overall policy framework for understanding the regional freight needs from a multimodal systems perspective, much of which has been incorporated into the draft RTP. The RFGM Task Force is pleased to take this opportunity to reiterate the major points of regional freight policy we have developed, and that we offer to Metro staff and its agency partners as they weigh numerous factors in the unavoidable tradeoffs associated with decision-making and project implementation.

Both regionally and nationally, we're in a tough economic situation. We arrived here for many reasons, including numerous large and small policy decisions made over time. Some may argue that the current decline in manufacturing removes the rationale for freight investment. Although our forecasts indicate a declining industrial base here, as elsewhere in the country, we ask that Metro policy-makers use transportation infrastructure investments effectively to reverse that trend, in order to support a robust return of industrial, traded sector, green economy and other sustainable family wage jobs within the region.<sup>2</sup> The link between our transportation system and the economy that delivers jobs can be measured in tangible ways that should influence transportation policy and project decisions. We stand at a crossroads that will affect not only the quality of our current lives, but the greatness of our future together.

The Regional Freight and Goods Movement Task Force identified the following policy areas that we ask you to consider:

- **Use a systems approach to plan and manage the freight system**
- **Reduce delay, increase reliability**
- **Address critical marine and rail needs**
- **Ensure adequate investment in freight capacity**
- **Protect, expand industrial lands and freight transportation investments**
- **Support freight sustainably**
- **Better integrate freight issues in regional and local planning**
- **Improve freight education and communication within the Metro region**
- **Maintain and expand Metro's relationships with the freight and community**

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<sup>2</sup> The Task Force recommends taking a hard-headed look at what a "sustainable economy" really means, and consider the implications for freight projects we've identified. If we believe sustainable global growth implies a reduction of the US trade deficit, then we should be open to the real possibility that the outright declines in manufacturing will moderate in the future, with even some gains possible in existing or new (green) industries. This is a view supported by University of Oregon Economist Tim Duy, in a 2009 report prepared for the Port of Portland. He acknowledges that, as a percentage of total jobs, manufacturing is likely to decline due to productivity improvements. He also reminds us that manufacturing jobs are high wage jobs and that manufacturing pay is growing faster than average pay even as jobs decline. But he points out that the sustained, absolute losses did not begin until the mid-1990s, following the advent of the strong Dollar policy in the US. This was not a sustainable path, as revealed by the massive collapse of global trade during this recession that reduced US imports at a greater rate than US exports. For that process – the ongoing rebalancing of international trade – to continue, the US export and import-competing industries will need to expand as the US economy emerges from recession. The weaker Dollar is supporting that dynamic. As part of an overall framework that lays out the policies and the way we act together to generate strong, sustainable and balanced global growth, we need regional investments that will support a durable recovery that creates the good jobs our people need.

***Key Freight Project Priorities***

The Task Force affirms the direction of the RFP with respect to strategic investments in the freight transportation system. That direction includes support for a wide range of freight projects which includes the larger list of priority projects listed in the RFP Appendix B, as well as a targeted "short list" of key projects attached to this letter (see attachment.)

Generally, to maximize the return on public investment, these freight-oriented preservation, management and investment priorities the Task Force recommends that the region focus on:

- more carefully evaluating what, why, where and when the freight problems occur (noting, for example, that they do not always coincide with the commute peaks)
- addressing core throughway system bottlenecks with substantial freight impacts, to improve truck mobility in and through the region. Examples include the Columbia River Crossing influence area, the I-5/I-405 loop with connection to US 26, 99W through Tigard, and the I-5 corridor south to Wilsonville
- improving and protecting the throughway interchanges that provide access to major industrial areas, particularly: I-5/Marine Drive and I-5/Columbia Blvd serving the Columbia Corridor and Rivergate industrial areas, I-205/Hwy 212/224 serving the Clackamas and Milwaukie industrial areas, and I-205/Airport Way serving Portland International Airport and east Columbia Corridor industrial areas
- improving arterial connections to current and emerging industrial areas. Examples include Sunrise Corridor phased improvements and last mile local industry connectors, e.g., Columbia/Cascade River District projects, including the I-84/257<sup>th</sup> Avenue Troutdale interchange and SW 124<sup>th</sup> from Tualatin-Sherwood Road to the I-5/North Stafford interchange
- ensuring safe transport of hazardous loads with a regional routing strategy
- looking beyond the roadway network to address critical marine and freight rail transportation needs such as completing the Columbia River channel deepening and upgrading main line and rail yard infrastructure in line with projects included in the *I-5 Rail Capacity Study* (ODOT, 2003) and those mentioned in ODOT Rail Division's High Speed Intercity Passenger Rail Program Preapplication Project List (ODOT, 2009)

***Corridor Refinement Plans***

The Task Force supports the recently introduced concept of Mobility Corridor Strategy planning if it helps integrate freight considerations early, and in a comprehensive manner. This will help avoid costly fixes later. And because the Task Force carefully evaluated what, why, where and when the freight problems occur (noting, for example, that they do not always coincide with the commute peaks), it recommends that appropriate and required planning efforts proceed to enable good projects to advance to implementation as quickly as possible.

The Task Force has chosen not to make prioritization recommendations for specific corridors. However, we take this opportunity to bring your attention to some freight-relevant issues associated with some of the corridors under consideration.

With respect to rail, ship, barge, air and pipeline, freight is moved in its own right-of-way. The majority of freight, however, is moved by truck which shares the same highways and streets as all of the passenger system modes (automobile, transit, bicycling and walking). Eliminating the conflicts between trucks and other modes, and improving the reliability of truck travel in the primary truck route systems, are both critical to feeding our industries and maintaining our viability as an important economic center.

Because there are such limited resources for roadway improvements, and because freight movement is and will continue to be dependent on roads for two-thirds of that volume, freight needs must be a primary consideration in selecting the next corridor for refinement planning.

**General support for non-freight projects that improve freight operations**

We recognize the importance of balanced multimodalism—and we support many transit, pedestrian and bicycle projects which help alleviate congestion by moving automobiles off the roadways, ease the commute to work for regional workers, and free up capacity for regional freight through-movements and local commercial delivery access. Along with that support, we advocate stronger commitments to land use planning, in order to preserve and expand industrial lands and the investments that the region has or will make to provide freight connectivity.

**Refinement of the Regional Freight “Action Plan”**

The Regional Freight and Goods Movement Task Force thanks you for the opportunity to serve our region and promote ideas, planning strategies, and projects that we believe will help keep us economically strong and able to keep this “A Greatest Place.” We believe staff has benefitted from our perspective and expertise, and we have grown as regional citizens.

We thank Councilor Rod Park for his leadership through the years of technical work required to produce a high quality Regional Freight Plan. It is essential that we continue to participate and contribute as part of a larger and ongoing partnership between Metro and the freight and business communities. Now that a direction has been set to invest within the existing regional footprint, we want to work with Metro to guide that investment to the areas, modes and projects where the businesses and communities will see the greatest return.

As a first step in that large effort, we ask that Metro staff engage with us to develop a work program from the ideas included in the RFP Chapter 10 action plan elements, such as improvement of our analytic tools to support more rigorous investment and impact analysis, reducing the environmental footprint of freight in our region, development of regional strategies for freight rail and industrial development, and public/private investment guidance to identify infrastructure partnership models that would benefit all.

Sincerely,



Rod Park, Metro Councilor, Task Force Chair on behalf of the Regional Freight and Goods Movement Task Force

Attachment



**Attachment 1:****Task Force List of Priority Projects of Regional Significance**

The table below identifies the status (financially constrained or not) of regional projects associated with the RFGM Task Force's priorities. The Task Force recognizes that there is limited funding for these and other projects important to stakeholders. The Task Force makes no recommendation on how project tradeoffs might be balanced, but simply notes the following projects as important to the movement of goods through the region, on a variety of modes.

The rail projects listed below will be submitted for inclusion in the RTP Project List by the Port of Portland, with the understanding that the private railroad projects funded entirely by the railroad(s) or through the Federal Railroad Administration or project-specific public programs such as *ConnectOregon III*, TIGER grants, and the HSRIP Federal High Speed Rail Program will not be counted against the City of Portland's revenue cap for projects. In addition, Port of Portland terminal rail projects can be funded with the Port's public funds, and will not impact the City of Portland's cap. The rail projects identified include near-term and long-term projects, and are based on reasonably expected levels of funding based on historic performance, which will be documented in the Port's letter. Projects are drawn from a number of sources, including the I-5 rail Capacity Study (ODOT, 2003)

| Core Throughway System Bottlenecks<br>Project Name                       | Metro Project ID # (FC = on Federal financially constrained list)                                                                                                                       |
|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                          | Freight Significance/Comments                                                                                                                                                           |
| Columbia River Crossing (plus influence area)                            | #10893, with a \$2.982 billion allocation per direction from Metro                                                                                                                      |
| I-5/I-405 Loop/with connection to US 26                                  | No I-405/US 26 project in RTP<br><br>Task Force supports corridor refinement plan in this corridor to determine, among other things, the most effective freight solutions.              |
| I-5 Corridor south to Wilsonville                                        | Task Force supports corridor refinement plan in this corridor to determine, among other things, the most effective freight solutions.                                                   |
| I-205 From Airport Way to I-84                                           | #10876 (FC) I-84: Extend Halsey exit lane to I-205 NB exit<br><br>#11091(FC) Columbia Blvd/I-205 Interchange; Expand the on-ramp to three lanes, including for truck/HOV                |
| I-205 from West Linn to I-5                                              | I-205 Widening, West Linn to I-5. No specific project in RTP, but project # 11305, I-205 Operational Improvements (\$170M), may yield projects that increase capacity in this corridor. |
| Throughway Interchanges Accessing Major Industrial Areas<br>Project Name | Metro Project ID #                                                                                                                                                                      |
|                                                                          | Freight Significance/Comments                                                                                                                                                           |
| I-5/Marine Drive and I-5/Columbia Blvd serving the Columbia Corridor and | #10219 (FC) , Argyle on the Hill, N Columbia to N Denver Ave.<br><br># 10893 (FC) Marine Drive Interchange reconstruction, as included in CRC project                                   |

|                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rivergate industrial areas                                                                           | influence area<br><br>#10346 Marine Dr, N/NE (Portland Rd. to 185th): ITS (Changeable message signs; \$238K)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I-205/Hwy 212/224 serving the Clackamas and Milwaukie industrial areas                               | This project is part of the Sunrise Corridor Project (see below) and therefore does not have a separate project ID. The first phase includes improvements at this interchange such as adding a signal and improving the adjacent 82nd/Hwy. 212/224 intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| I-205/Airport Way serving Portland International Airport and east Columbia Corridor industrial areas | #10865 (FC) in the RTP is based on results of the I-205/Airport Way study to improve access to Portland International Airport. Port of Portland has a relevant Airport Way project in the RTP as well (#10371, FC) to construct braided ramps between the I-205 interchange and Mt. Hood Interchange.<br><br>#10370 (FC) ITS strategies at PDX<br><br>#10336 (FC) Alderwood/Columbia intersection. Reconstruct intersection to provide signalization, left turn pockets.<br><br>#10380 (FC) Transportation demand management (TDM) strategies and PIC properties to reduce auto trips in the airport area.                                                                                                                                                                                                                                                                                                                                                                       |
| I-5/I-84 Interchange                                                                                 | At this time, ODOT is considering this a single item with separate Right of Way (#10884), Planning/Environmental (#10867), and Construction (#11176) projects. In the RTP, ROW and PE are for the entire project, and construction (\$86M) is for a phase to be determined by further planning. Construction of the entire project has been scoped at around \$520M.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Rose Quarter Interchange                                                                             | The I-5 Rose Quarter (Broadway/Wiedler) interchange and the I-5/I-84 interchange are considered part of the same RTP project, which is an improvement of I-5 from I-84 to N. Greeley. The project has three phases in the RTP:<br><br>#10867 (FC), Planning and Preliminary Engineering<br>#10884 (FC), Right of Way<br>#11176 (FC), Construction<br><br>#11176 contains only enough funding to build a fraction of needed improvements—a Rose Quarter interchange reconstruction, for example. Although it would be expected that improvement of this interchange would result in beneficial downstream effects at the I-5/I-84 interchange, a Rose Quarter project by itself would not in any way be expected to adequately address the I-5/I-84 bottleneck. Additional construction projects would be required to fully address this problem area, including more money for the Rose Quarter, as well as for additional future improvements to the I-5/I-84 interchange area. |
| I-5/Delta Park                                                                                       | #11121 (FC) I-5 Delta Park Phase 1 Widen I-5 to 3 lanes and realign ramps.<br><br>#10874 (FC) I-5 Delta Park Phase 2; Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment to address safety, mobility and freight access                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Arterial Connections to                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Current and Emerging Industrial Areas<br>Project Name                                     | Metro Project ID #<br>Freight Significance/Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sunrise Project phased improvements                                                       | <p>The project will construct the Sunrise elements specified in House Bill 2001. Phase 2 is a State financially constrained project (#11301) that will construct as much of the project out to 172<sup>nd</sup> Ave, as possible, consistent with the supplemental EIS.</p> <p>ROW and PE from I-205 to 172<sup>nd</sup> Ave. Projects #10890 (FC) and #10894 (FC) are in the RTP. Construction will be consistent with the supplemental EIS, Phase 1 of which is a Federal financially constrained project (#10869) with a \$150M cost.</p> |
| Columbia/Cascade River District (CCRD) projects                                           | #11232 (FC) and #11130 Reconstruct and widen Graham Road; 11231 Swigert Way Extension; #11190 Sundial Road Improvements; (These are Port priorities drawn from the CCRD list to provide access from Interchange 17A to Troutdale Reynolds Industrial Park)                                                                                                                                                                                                                                                                                   |
| I-84/257 <sup>th</sup> Avenue<br>Troutdale interchange                                    | <p>#10863 (FC). For the project list ODOT submitted in July 2009 for the State RTP, staff combined all Troutdale interchange projects into a single project, #10863 (FC), and dropped project #10871, which had been included in the 2007 Federal RTP.</p> <p>The new Troutdale project description includes the new elements described in House Bill 2001 (the JTA), including Graham Road intersection improvements and widening the interchange's south frontage road.</p>                                                                |
| I-5/99W Southern Arterial Study                                                           | Further study of the southern arterial is needed to consider transportation, economic, land use and environmental consequences integrated with an I-5 South Corridor study. See RTP Appendix                                                                                                                                                                                                                                                                                                                                                 |
| SW 124 <sup>th</sup> from Tualatin-Sherwood Road to the I-5/North Wilsonville interchange | This is an element of the I-5/99W Corridor Study to improve access to industrial lands. #10736 (FC) would extend 124 <sup>th</sup> south of Tualatin-Sherwood Rd. #10852 would make short-term improvements in the vicinity of the I-5/North Stafford interchange and Boones Ferry Road.                                                                                                                                                                                                                                                     |
| N. Going St. Overpass                                                                     | #10178 (FC) N. Going St. overpass seismic retrofit project will include work to both substructure and superstructure to help minimize the risk of a structural collapse in a major earthquake. Provides access to industrial and employment areas in North Portland. City has allocated \$1 M in federal appropriation received in 2006. Project serves Swan Island industrial area, and is part of Working Harbor analysis.                                                                                                                 |
| St. Helens Rd. (US 30) near NW Balboa                                                     | #11117 St. Helens Rd. (US 30) in the vicinity of NW Balboa. Project provides an alternative crossing of BNSF railroad to improve connectivity and safety (emergency access to tank farms) between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District in the City of Portland.                                                                                                                                                                                                |
| Kinsman Rd. Extension (Wilsonville)                                                       | #10130 (FC) Kinsman Rd. Extension from Barber St. to Boeckman Rd.—known as Kinsman Road Freight-Route Extension, is designed to serve existing industrial employers and provides capacity for future industrial land development. Provides parallel route to avoid short-hop trips on I-5, which is ODOT priority, and aligns with                                                                                                                                                                                                           |

|                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                              | Metro's "completeness" approach to mobility corridor strategy.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Arterials adjacent to I-5/North Wilsonville Interchange adjacent to Exit 286 | #10852 95th/Boones Ferry/Commerce Circle Intersection Improvements; arterial improvements address freight bottleneck affecting I-5 interchange in North Wilsonville.                                                                                                                                                                                                                                                                                                                |
| Hwy. 26/Shute Interchange Improvements                                       | #10600 (FC) Improve Hwy. 26/Shute Rd. interchange to serve existing and developing industrial and employment areas in Hillsboro area. Relocate Groveland and Jacobsen Road to the north. Relocate Meek Road to the south. Add single-lane exit loop ramp. Reconstruct and relocate US 26 westbound exit and entrance ramps. Widen northbound to eastbound on-ramp to provide double right. Widen over-crossing to accommodate additional southbound through lane                    |
| <b>Marine Projects</b>                                                       | <b>Metro Project ID #</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Project Name</b>                                                          | <b>Freight Significance/Comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Columbia River Channel Deepening                                             | Project fully funded; no project identified in RTP at this time. Task Force recommends continued maintenance and associated berth deepening.                                                                                                                                                                                                                                                                                                                                        |
| Columbia River Jetty Rehabilitation                                          | Ongoing jetty rehabilitation at the mouth of the Columbia required to maintain safe access for ocean carriers into the Metro area.                                                                                                                                                                                                                                                                                                                                                  |
| <b>Freight Rail Projects</b>                                                 | <b>Metro Project ID #</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Project Name</b>                                                          | <b>Freight Significance/Comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Grade Separations                                                            | #10000 (FC) Grade separate Linwood/Harmony Rd./Lake Rd. overcrossing of UPRR. Project tied to improving rail and access to regional center.<br><br>Grade separations required (e.g., SE 11 <sup>th</sup> /13 <sup>th</sup> ) to enable double tracking on Kenton Line (#20001)<br><br>Regional Rail Strategy needed to identify and implement other grade separations.                                                                                                              |
| Upgrading Main Line Rail Infrastructure                                      | #20001 (not on RTP Project list) Kenton Rail Line Upgrade -- Upgrade existing track to second main track with new double track from N. Portland Jct. to Troutdale and increase track speeds between North Portland Junction and Troutdale on UP's Kenton Line. Part of triangle project with ODOT. Estimated cost of \$25 M.<br><br>BNSF Rail Bridge- Rail access to West Hayden Island, to support future rail-dependent development (\$3 M)                                       |
| Upgrading Rail Yard Infrastructure                                           | Barnes to Terminal 4 Rail—Provide dedicated track for Terminal 4 through Barnes Yard and add a new track from Barnes Yard to Terminal 4. (\$3M)<br><br>West Hayden Island Rail Yard – seven track rail yard connected to facility trackage (\$9.5 M) Port of Portland Project<br><br>Barnes Yard to Bonneville Yard Trackage (UP's "Barnes Bypass" project) -Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.] |
| Terminal Upgrades                                                            | Terminal 6 Rail Support Yard Improvements-Construct an additional 6800 feet of arrival/departure track. (\$10 M)                                                                                                                                                                                                                                                                                                                                                                    |

|                                                      |                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ODOT High Speed Intercity<br>Passenger Rail Projects | The RFGM Task Force supports projects identified in the HSIPR Program Preapplication Project List for development of the Oregon Segment of the Pacific Northwest Rail Corridor. Specific projects of interest to the freight community within the Metro region are #1, 3, 4, 5, and 7. |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

***“Making the Greatest Place” Report input from:***

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***General Comments***

My input here is founded on 20 years of public policy work and current work with the Clackamas County Board of Commissioners and Metro staff on a number of projects that would support many of the policy objectives in this document. My views are also “southeast-centric” to the extent that my examples are going to be the ones with which I’m most familiar. But the principles apply region-wide, and many of the problems I see in southeast Portland are also evident in the areas to the west and south of the city.

While there is much to agree with in Metro’s *Making the Greatest Place* report (get name), even the best assessment and intentions can be misguided when founded on false or outdated assumptions. I fear that this is all too often the case here.

The first of these assumptions has to do with growth. To some extent, I have to believe that our continuing faith in the physical growth our population and its infrastructure is based on society’s misplaced faith in perpetual exponential economic growth. While it has been possible to expand the money supply (using massive amounts of new credit, especially in the financial part of the economy), it’s no longer possible to expand the rate at which we extract physical resources from the planet. This is especially and importantly true of our rate of extraction of energy, which is the foundation of all else economic.

So instead of economic growth in the future, we’ll have economic stagnation, and then, for a time, economic contraction. So what does this mean for planners?

First, it means that either credit will dry up or the value of our currency will be greatly diminished, which in either case means that we’ll struggle to raise capital for even smaller projects, much less large ones.

Second, it means that the best investments are those that dramatically reduce capital outflows from the region, and the most important of these are investments in energy efficiency, since our expenditures on energy are one of the largest capital outflows we suffer each year.

Next, given the foregoing, it means that investments in energy-intensive infrastructure such as highways and airports would be foolish now. Not only will these projects serve an ever-diminishing number of users, mostly due to the cost and shortages of fuel that are imminent in the United States, but they will also be increasingly costly to maintain. Asphalt is already very expensive, and will become prohibitively so as we refine more and more of this material into fuel so we can continue to drive to some extent. It’s not

long in the future when we'll be mining less-used parking lots for asphalt to recycle to maintain a shrinking highway infrastructure. In short, new highway and airport investments will quickly become stranded assets and will represent one of the most damaging misallocations of capital we can make. Unless we choose to be smarter.

Given an economy that will struggle indefinitely, in part from energy shortages and high prices, why will people come to the Portland metro area? If we haven't substantially reinvented our economy to focus on local production of locally needed products and services, we won't have any jobs to offer here. If other regional and local economies around the country are struggling more than we are, the people coming here from those places are not likely to be well off. They're as likely to be destitute and looking for work as comfortably retired (that term may become oxymoronic for most people soon). How will we accommodate them? How will we house them affordably? How will they get around in the city without a car? Where will their food come from when the globalized economy is on its lips? Is there enough water for all of these people? After climate change? Will they have healthcare? Will public health decline and crime go up as people struggle to feed and house themselves in a society increasingly oblivious to the destitute?

In short, many or most of the planning exercises I see in the region simply take as a given that our economy and our society will motor on much the same as it has for the last 25 years or so. Nothing could be further from the truth. There are already people in my neighborhood living in old motor homes and their cars, and this is new where I live. But it's not likely to get better any time soon unless we fundamentally alter how we conduct ourselves going forward. The United States is comprehensively insolvent and has been living well beyond its means for about 40 years now. The chickens are coming home to roost. If our planning is not seriously considering a very different future, then the plans and recommendations here may be only marginally relevant at best. At worst, they could be highly counterproductive. I would put any major new highway project in the latter category.

There are also identifiable counter-trends going on now. A couple of weeks ago, the Oregonian did a story on the movement of retirees back to small towns. I believe the forecast, nationwide, was for about 14 million of these retirees to move to small towns by 2020. This trend doesn't bode well for higher density dwelling units in big cities. It doesn't even bode well for forecasts that suggest that people are going to continue flocking to bigger cities like Portland.

Metro seems to acknowledge much of this. There is much encouraging language in the report. For instance, in the Overview and Recommendations document:

- \* On p. 5 of the COO's Overview Report, it says, "We have reached a point where planning alone will not suffice. *Put bluntly, the tools of the past are not enough to address the increasingly complex challenges of the future.*"

This is very true, and yet, on the ground, we see follow-through on projects, especially transportation-related projects, that were planned years ago, based on assumptions that are no longer relevant.

- So we see a legislature and State transportation authorities plowing ahead with a major Sunrise Corridor superhighway project just as we enter a long period of decline in the viability of the automobile as our fundamental mobility choice.
- We see Clackamas County forging ahead with a useless piece of road through the 3-Creeks natural area at Harmony Road at a time when we desperately need to conserve our urban natural areas and tree canopy.
- Washington County is promoting a 99W Connector to open up areas in their south county for more non-viable development that will pave over or displace some of our most valuable farmland.
- We watched an Urban & Rural Reserves process play out where county decision-makers were afraid to designate rural reserves for fear of limiting property owners' future development profit potential.

These projects are based on nothing more than momentum, and will come to be regarded as foolish investments of our limited capital not very many years down the road.

- \* On p. 6, it says, "Our economy is globalizing, greening and changing in other ways we cannot anticipate....While these and other factors confound our ability to predict the character of future employment, it is clear that the future will not look like the past."

While it's absolutely true that the future will not resemble the past very much, this includes globalization. The world economy is de-globalizing right now, and will continue to do so. This has not only to do with our dwindling energy availability, but is also due to the enormous failure of our current practice of capitalism and finance. Both of these significant and permanent changes in the foundation of business and employment will have profound effects on how we make a living. And yet, we still have many people planning significant portions of our economy on the basis of exports and imports, rather than concentrating on being able to produce the goods and services we need right here in our own region in the future.

### *Recommendation categories:*

**"Make the most of what we have.** Our top priority must be to improve the quality of life for the people who live here now by investing in our existing communities. We should leverage previous investments, rebuild dilapidated buildings and decaying infrastructure, revitalize town and city centers and maintain community assets before taking care of people who are not here yet."

This is absolutely essential. Combine this with the "Walk the Talk" category and you might have something really important. If you don't start by taking care of the people who are already here, especially as things become much more difficult economically and socially, then I can't imagine why other people would want to come here, at least to the extent that other places are doing as good or better job of this one.



It is my opinion that Metro has done a reasonably good job, better than the counties and most of the cities in the metro area, of reaching out to thoughtful citizens who care about and have much to contribute to the evolution of their communities. The Metro staff my organization has worked with are highly motivated to implement the Council's policies and to work with seriously interested citizens.

Getting more for the public's money isn't just about coordination - it's also about not investing in things that have no future. Not all of our infrastructure and existing investments will be part of our sustainable future, and I suggest you start thinking about how you'll know the difference between the ones that are and the ones that aren't. This is also true with regard to investments planned years ago, but still lurching forward as though they were relevant to our future. So far, with Columbia Crossing, and a port and convention center expansions still on the table, it's not clear to many of us that everyone at Metro understands this yet.

Protecting existing neighborhoods is very important. In recent years, Metro's policy of increased density within the UGB has been used as a general excuse for developers to cut up and despoil many neighborhoods, especially in the unincorporated parts of Washington and Clackamas Counties. As you correctly point out, all kinds of housing are needed, including houses with yards and habitat for families with children. We can afford to have some neighborhoods with large lots - the ones we already have, and those should be preserved. However, city and county Zoning and Development Ordinances (ZDOs) are not written in a way that's designed to do this. They're designed to squeeze the maximum number of dwellings, and the maximum amount of profit, from every piece of ground, regardless of the impacts to neighborhoods or their ecosystems and habitat. A few years ago in our community, a state-designated heron rookery was clear-cut to build a bunch of overly large houses. The county had not seen fit to do their part to translate the state designation into their regulations. The remaining herons have moved to some other nearby trees, but they're still unprotected. This is an enormous regulatory failure, and it continues to this day, with the knowledge of those responsible for closing this loophole. There are many such failures happening around the region each week.

Which leads to another report recommendation - "consider the natural environment, personal and public costs, and health in all of our investment decisions." The natural environment needs more than "consideration." It needs protection. Much more protection than it has been afforded in recent times. It's long past time to give habitat and ecosystems as much or more deference than the right to profit. This is another reason to preserve neighborhoods with large lots and their trees. I believe this should have special policy focus, and local jurisdictions should be held accountable for their failures.

A current local example of a completely unjustifiable project is the Sunnybrook Blvd extension at Harmony Road in Clackamas. There, part of a grove of oak trees (classic oak savannah habitat) that are hundreds of years old, and part of an 89-acre natural area that is priceless as habitat and a community asset, will be sacrificed for a road that doesn't solve any traffic problems (it just moves them a couple of blocks), in a place that will experience declining auto traffic anyway, and will cut off the Clackamas Community

College campus and the public from the natural area. It's not easy to find a more ridiculous investment of public money on the planning roster anywhere. This project should just be killed once and for all, and if Metro is serious about protecting ecosystems and the natural environment, it will lobby strongly for killing it.

Focusing growth in city and town centers, which in the Metro area means inside the current UGB, is a fine idea - one that I strongly support. However, I should make a few observations on this.

Some of these town centers don't yet exist. While attempts have been made recently to create them (Happy Valley, Damascus, Sunnyside/Clackamas Town Center), their future viability was unfortunately dependent on the future viability of the automobile as the primary means by which people will move about. This has led, and continues to lead, to an unfortunate and huge misallocation of capital investment in new highway infrastructure. Regardless of whether or not we ever find the money for water and sewer infrastructure for these places, people who live there had better have a complete community right where they live, because the folks in Damascus and Boring won't be going too far too often in the not-too-distant future.

We should instead be building new town centers by redeveloping old strip-form development, such as that along McLoughlin Boulevard in SE Portland. I think Metro seems to be moving in this direction there, and I applaud that. We in Oak Grove would like to help facilitate the kind of development envisioned in the better parts of this plan.

On the other hand, we're doing a lousy job of preserving our farmland and forest that's close in, especially in Washington County. There the County government seems bent on developing every square foot of currently "vacant" land in the County - sprawling civilization over the top of some of our prime local farmland and creating living arrangements where people have no way to move about when the automobile is no longer affordable. This has to stop. Where is the accountability for this?

As for transportation investments, much should be said. Air travel, long-haul trucking and the automobile will struggle for viability not far down the road, so to speak. The U.S. imports two-thirds of its transportation fuels, costing us more than \$300 billion a year. This can't continue, and as yet, there is no plan in place, anywhere, to mitigate the eventuality of very high prices and fuel shortages. When these certainties come to pass, problems like traffic congestion and highway capacity constraints will be a thing of the past. Investing as though the past growth in air and auto travel and trucking will simply continue would be a foolish waste of precious capital. Additionally, asphalt will come to be so costly and in such short supply that we'll be mining unused parking lots and roads to recycle it into maintaining our critical arteries. Building more roads to maintain in such an environment is just crazy.

This same transportation fuels future will impact development patterns, as well. If people choose to live in Damascus or Boring or Aloha or Forest Grove, they won't be commuting to Portland every day unless they have something other than the automobile to commute in. So building them a nice new superhighway is nuts. Investments in rail freight? Yes, of course. That's how more and more of our freight, and medium and long-haul passengers, will be moved. Maintaining our port facilities? By all means.

Expanding our port facilities? No way. The world's economy is now de-globalizing and it will continue to do so, which means we probably already have more in the way of port facilities than we will need.

There is periodic reference in the report (see the bottom of p.19 of the COO's Overview Report) to traffic congestion impeding freight traffic. As much as many businesses would like to have it otherwise, the amount of freight traffic is going to diminish as Americans are forced to live within their means. This means fewer imports and less "stuff" moving around in general. Add to this America's impending fossil fuels problem, which means that a lot of the long- and medium-haul freight that is still moving will be going by rail. In short, worry about traffic congestion is misplaced.

The rest of the recommendations - more investment in transportation alternatives - bicycle, pedestrian, and transit facilities - make a lot of sense. We should continue our success in those areas. One other option might be considered here - some accommodation might be made for low-speed neighborhood vehicles - essentially golf carts or other small electric vehicles. These provide a lot of mobility with low energy use and convenience, and yet require little in the way of special physical facilities. They simply need some rule changes and perhaps some markings.

**"Protect our urban growth boundary.** Second, by leveraging both strategic investment and innovative policies, we should accommodate most of our population growth in our existing communities rather than by adding large amounts of farm and forest land to the boundary at the edge of the region."

Absolutely essential, if for no other reason than to avoid stranded investments and the stranding of people in non-viable suburbs. That being said, I think a lot more could be done to protect our farm and forest land from unsustainable practices that are essentially liquidating the resource (or developing over the top of it), and in preserving ecosystems and forest canopy *within* the UGB. Metro has done a good job lately, I think, in promoting policies that would have that effect (like Nature in Neighborhoods, and the Title 13 work), but I think you're losing the battle to those who regard trees and habitat as something that's in the way of development and maximizing profits. The recommendation language in this area is very fuzzy ("limit unnecessary urban expansion into farmland, forest land and natural areas"). What's "unnecessary?" Limit? Why not something a little stronger, like "avoid?" As I said earlier, we're doing a lousy job of protecting our critical agricultural land and close-in forest land from development and over-exploitation. It's long past time to get serious about this.

I have to wonder, too, what Metro means by "making strategic UGB expansions to take advantage of real opportunities to attract key employers." What is a "real" opportunity? Who is a "key employer" and why would we have to enlarge the UGB for one? We have (and will have a lot more) a lot of unused or under-used industrial land inside the existing UGB. If it costs more to develop it, subsidize it. Make it happen.

And how does zoning fit into protecting industrial land? It's time to start figuring out how to enable people to live near where they work, which might entail mixed zoning in places now zoned exclusively industrial, commercial or residential.

Based on my knowledge of the Urban and Rural Reserves process in Clackamas County, it didn't go well for the protection of rural resource lands. Very little was protected at all, perhaps because doing nothing was so easy, and without serious consequence. Protection would have entailed challenging some property owners' right to future profit, and that's not fashionable in our society in modern times, when we've chosen to ignore the concept of the common good and the importance of the health of the commons. Metro will need to get serious about this or simply watch as our life-support systems are eroded away, bit by little bit. See the next category.

**“Walk our talk.** Finally, to ensure that our actions and investments are responsive to the values and priorities of the region's residents, we must develop and adopt performance targets specifically based upon the region's desired outcomes, and use those targets to hold ourselves accountable for achieving those outcomes.”

This category has to start with a re-examination of all of the policies, programs and projects that are the product of the circumstances and understandings that informed planning 15 and 20 years ago or more. Most new highway and road projects fall into this category. Fifteen years ago, the term “peak oil” was hardly known anywhere. Now it's the basis of some good, new thinking at the City of Portland and by many regional citizens. Between peak oil, a general meltdown in the financial world and climate change, it should be obvious that a significant adjustment in our thinking is required. And not just thinking. Acting. It's not too late to re-think some projects that have been the subject of multi-million-dollar investments in planning and preparation. If they're not part of our sustainable future, or if they'll be a burden in the future, then stop them. Do something else. ***But don't just build it because once upon a time we said we would.***

As it is, I don't see a lot of accountability, especially in local governments as regards the overall health of the region. And there are few mechanisms of accountability, so it would be silly to expect it. It would be nice if there were some of these.

When it comes to using innovative zoning strategies, some new creativity will be needed. So far, most urban development that isn't industrial is based on retail. And a lot of traditional retail will be struggling, permanently, as the economic downturn continues. What is most needed is small businesses - businesses that make or refurbish things we need on a day-to-day basis. We'll need a lot fewer car dealerships - new or used. And a lot fewer big box stores that sell things shipped from all over the globe. But we'll need more, but smaller, full selection food markets that buy from local producers and growers. And more local food processing.

All of this will challenge traditional zoning models where everything is put in its own zone, separate and distinct, and far away, from the others. And a lot more land should be set aside for public space, most of it as habitat and ecosystem. Everyone should be able to walk to a park in 15 minutes or less. We're a long way from that now, and we're developing over the top of many places with such potential.

Metro says it's determined to serve the people who already live here first, before serving those we expect to come in the future. But TriMet must have other ideas. Their high capacity transit corridors are designed to serve future corridor development, while we

still fail to have a complete system that's even half as good as that in Curitiba, Brazil. There, anyone can get on a bus, anywhere, with less than quarter mile walk and get off anywhere, with less than a quarter mile walk to destination. And it costs less than 75 cents a trip. And the buses run very regularly - much more regularly than TriMet's buses. In Portland, there are lots of places where even if you have a bus line near you, try getting home on it at 11 pm.

It's time to create a first class transit system for the people who already live here *before* we start investing the billions of dollars it will take to build the density required to support new light rail corridors. This is much less about more light rail investments than it is about much improved bus service, which uses the infrastructure we already have. I'm about to have a light rail line come to my community, but we'll all have to drive to it - there won't be a regularly running bus line to feed it from any of the neighborhoods to the south of the end of the line. It's a long hike for a 70-year-old, which is how old many of us will be by the time most of this is in place. ***In short, before spending billions on light rail, why don't we start with millions for the bus system?*** I realize it's not as sexy or glamorous, but it's affordable, and as in Curitiba, Brazil, would get people around with a reasonable fare. It's also flexible, and can be expanded, reduced or moved as conditions change as corridor and town center development proceeds. The evidence to date says that Portland isn't serious about transit - it's only serious about light rail and trolleys. Let's face it, today there's very little bus service in Portland that would be considered "frequent" in any place with a serious transit system. In Curitiba, the mainline buses run every 2 minutes at rush hour. To my knowledge, there are no buses in Portland that run more than every 10 or 12 minutes at rush hour.

### ***Funding***

When it comes to money, Metro had better have some contingency plans. The dollar is facing a serious decline in its buying power, and inflation will eat into the value of funds held and acquired to invest in our development-related projects. In addition, traditional lending will soon enter a long hiatus as banks struggle to refurbish their battered balance sheets. It will take some serious creativity to get some of these major projects done, and I hope Metro is ready to collaborate with other regional stakeholders in resolving this dilemma, even if it involves moving to a mutual credit-clearing exchange to get it done. If this sounds unfamiliar, that's normal. But it may be the most important response our region makes to the current economic downturn, and responding well could enable most of the agenda laid out in this report possible. Responding poorly or not at all could cripple the plan for a decade or more and today's development capacity gap will look trivial by comparison. I would be happy to take this up with Metro staffers when the timing suits.

### ***Jobs***

As the report makes clear, forecasting in this area is almost impossible. To my knowledge, no one currently forecasting such things is taking into account a realistic framework for the future in store for our society. Which makes the uncertain forecasts based on past assumptions and mechanisms almost useless. Which businesses will be a part of our sustainable future? Has anyone analyzed this from a sustainability

perspective? From a financial post-meltdown perspective? One thing is fairly certain - pursuing what are called "traded sector" industries or businesses will be less and less useful each year as the world de-globalizes. This is already happening, and the drivers are so fundamental as to make this a long term trend. So start focusing on local manufacturing of useful stuff for regional customers. And focus on businesses that can trade without the dollar, if need be. That wouldn't be the traditional "traded sector." Time to get creative, or the challenges will overwhelm the plan. I happen to think we can get it done, but not the way we've done so traditionally.

But I wish Metro success in guiding us carefully through the first half of the 21st century. Here's to a second half worth living in.

Providence Health & Services  
1235 N.E. 47th Ave., Suite 299  
Portland, OR 97213  
www.providence.org/oregon

Underriner, Dave  
(Providence Health & Serv)



October 14, 2009

Michael Jordan  
Metro Chief Operating Officer  
Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Re: Making the Greatest Place  
Draft 2035 Regional Transportation Plan

Dear Mr. Jordan:

Providence Health & Services appreciates the opportunity to provide comment on the regional transportation plan, part of your overall recommendations for the Metro region. Providence is the largest private employer in the state, with the majority of our operations in the metropolitan area, and we have a broad interest in improving mobility throughout the region. As one of the area's leading provider of emergency medical services, Providence also has a strong interest in preventing gridlock along main thoroughfares. From those perspectives, I am writing to offer our comments about the transportation plan.

Providence values regional plans that help reduce urban dependence on the automobile. Our own vision for sustainability has led us during the past decade to invest heavily in limiting the number of single-occupancy-vehicles accessing our facilities. For example, we fully cover the cost of monthly transit passes for employees in our Portland Service Area, and operate regular shuttles between Providence St. Vincent and Providence Portland Medical Centers and the nearest MAX stations. Three of our Metro area hospitals have twice won the Practice Greenhealth Environmental Leadership Award, and Providence Portland Medical Center received silver designation as a Bicycle Friendly Business by the League of American Bicyclists. There is much more I could share with you about our sustainability efforts and would welcome the opportunity to enter a dialog with you about how Providence and Metro could collaborate in the future in helping to maintain a sustainable transportation system.

The result of these investments is that more than 20 percent of our employees at our two largest campuses arrive via transit, walking and cycling. That figure compares well with those found in town centers located right on MAX lines (e.g., Orenco Station and Gresham Station). Providence supports Metro action that enhances the ability of all employers to take full advantage of the region's multimodal transportation infrastructure.

At the same time, Providence is concerned about any regional plan that would result in increased congestion of roadways. Although we depend on a wide array of transportation modes, Providence (like other emergency service and acute care providers) is particularly susceptible to traffic gridlock.

In 2008, three Providence hospitals responded to nearly 189,000 emergency room visits across the Metro region. You might be surprised to know that *more than 80 percent of these patients* come to the hospital in a private vehicle. They are extremely vulnerable to gridlock and other traffic delays. In addition, many people leaving the hospital after treatment cannot travel by transit.

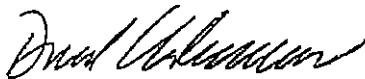
We appreciate Metro's recognition that there is a "cost of congestion." But in some circumstances the cost may be too high, as in gridlock near acute care hospitals and their emergency rooms. We would like to see the plan recognize emergency service locations within the region and include strategies to prevent congestion around them. For your reference, we attach a map depicting Providence's emergency rooms and immediate care locations.

Although Providence agrees that the region should evolve beyond the 1950s transportation model, we caution against making this shift precipitously. There is a delicate balance to be achieved that builds on public transit but also recognizes the challenges this kind of system faces in serving all the needs of a city or region. In order to facilitate growth while preventing added congestion, the region needs to build the relatively few lane-miles that it already has planned, for example, the Sunrise Corridor.

Providence envisions a balanced system in which people bike, walk and take transit when they can, but drive when they must. We stand ready to provide further input to inform the work of Metro and other agencies, such as TriMet, to make that happen.

Please don't hesitate to give me a call if you'd like to discuss this further. I can be reached at 503-215-6215. Thank you for considering our views.

Sincerely,

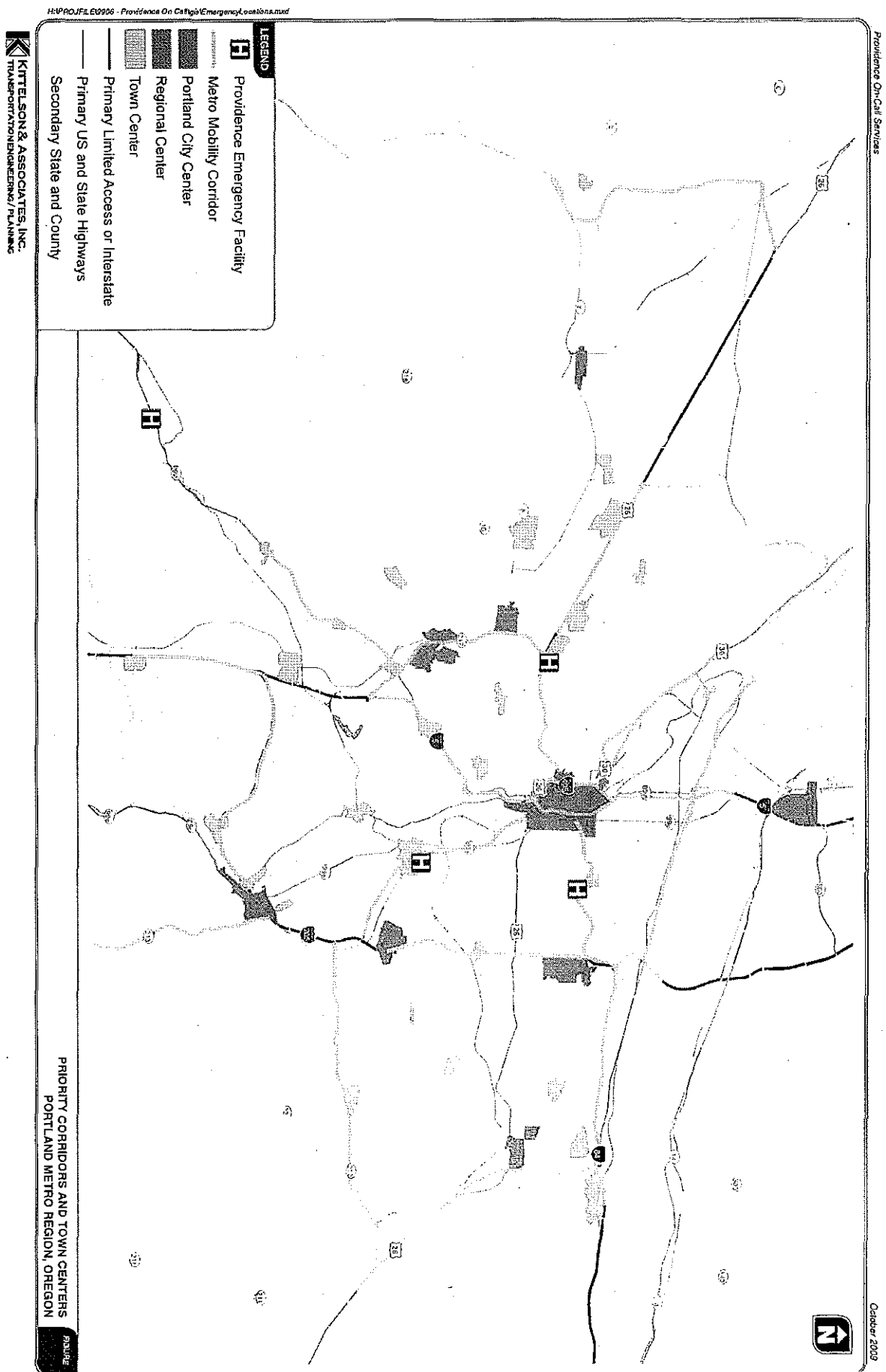


Dave Underriner  
Chief Executive  
Portland Service Area

Attach.

cc: Dana White  
Ty Wyman  
Delna Jones





Weinman, Ron  
(Clackamas County)

RTP

**From:** Weinman, Ron [mailto:ronw@co.clackamas.or.us]

**Sent:** Tuesday, October 06, 2009 11:39 AM

**To:** Joshua Naramore; John Mermin

**Subject:** RTP sunrise

Attached is my updated list of projects that should be within the RTP. Most of the projects are already within the list. I have changed the descriptions and in a couple of cases the cost estimates. At the bottom of this list are new projects to include the Sunrise multi-use path and the Springwater Corridor TE project that need to be added in order to construct within the next couple of years.

If you have any questions give me a call  
Ron

# RTP Sunrise Projects

| Area/Project | Ownership     | Agency        | Project Description                                          | Project Location    | Project End Location | Local Functional Classification | Project Purpose                                                                                                                                                               | Description                                                                                                                                                                                                                                                                                                                                          | Project ID | Estimated Cost (\$2017) | Time Period | Project Status | 2040 Land Use   | Existing Building | Primary Mode  | Secondary Mode |
|--------------|---------------|---------------|--------------------------------------------------------------|---------------------|----------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------------------|-------------|----------------|-----------------|-------------------|---------------|----------------|
| 10021        | Clackamas Co. | Clackamas Co. | 102nd Ave/Industrial Way Improvements                        | Hwy 212             | Lawfield Rd.         | Collector                       | Provide better access to the Clackamas Industrial Area.                                                                                                                       | Extend Industrial Way from Main Road to Lawfield Road.                                                                                                                                                                                                                                                                                               |            | \$ 8,570,000            | 2008-2017   | X              | Industrial area | CB                | Roads/bridges | Freight        |
| 10022        | Clackamas Co. | Clackamas Co. | SE 82nd Dr. Evelyn Improvements                              | Evelyn              | Lawfield Rd.         | Minor Arterial                  | 12                                                                                                                                                                            | Improve access to the industrial area and provide better access to the highway. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. |            | \$ 34,000,000           | 2008-2017   | X              | Industrial area | MC                | Roads/bridges | Freight        |
| 10042        | Clackamas Co. | Clackamas Co. | Lawfield realignment                                         | Lawfield Rd.        | Sunnybrook Blvd.     | Local                           | Relieve congestion and provide better access to the Clackamas Industrial Area.                                                                                                | Realign the existing Lawfield Rd. Road from 98th to 97th. Reduce the grade from 18% to 8%.                                                                                                                                                                                                                                                           |            | \$ 25,660,000           | 2008-2017   | X              | Industrial area | CB                | Freight       | Roads/bridges  |
| 10052        | Clackamas Co. | Clackamas Co. | Tolbert Road                                                 | SE 82nd Dr.         | Industrial Way       | Collector                       | Improve access to the Clackamas Industrial Area - Lawfield Rd. road area.                                                                                                     | Improve access to the industrial area and provide better access to the highway. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. |            | \$ 22,400,000           | 2008-2017   | X              | Industrial area | CB                | Roads/bridges | Pedestrian     |
| 10869        | ODOT          | ODOT          |                                                              | I-205               | 122nd Ave.           | Interstate                      | Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area. | Improve access to the industrial area and provide better access to the highway. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. Improve the existing intersection of SE 82nd Dr. and Evelyn Rd. from 18% to 10% grade. |            |                         | 2008-2017   | X              | 2040 Corridor   | Industrial area   | Throughways   | Freight        |
| 10890        | ODOT          | ODOT          | Sunrise Project: Acquire right-of-way: I-205 to SE 172nd Ave | I-205               | 172nd Ave.           | Principal arterial              | Preserve right-of-way for Phase 1 of Sunrise Project.                                                                                                                         | Acquire right-of-way: I-205 to SE 172nd Ave.                                                                                                                                                                                                                                                                                                         |            | \$145,000,000           | 2008-2017   | X              | 2040 Corridor   | MC                | Throughways   | Freight        |
| 10894        | ODOT          | ODOT          | Sunrise Hwy. PE: I-205 to SE 172nd Ave                       | I-205               | SE 172nd Ave         | Principal arterial              | Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area. | Preliminary engineering and EIS from I-205 to 172nd.                                                                                                                                                                                                                                                                                                 |            | \$25,000,000            | 2008-2017   | X              | 2040 Corridor   | MC                | Throughways   | Freight        |
| 10114        | Clackamas Co. | ODOT          | Sunrise Parkway                                              | Rock Creek Junction | US 26                | Principal arterial              | Would study the Sunrise Parkway, as a new route through Damascus that would provide a direct connection between I-205 and U.S. 26, the Mount Hood Highway.                    | Preliminary engineering and EIS.                                                                                                                                                                                                                                                                                                                     |            | \$ 6,000,000            | 2008-2017   |                | Industrial area | MC                | Throughways   | Freight        |

\$ 419,220,000

# RTP Sunrise Projects

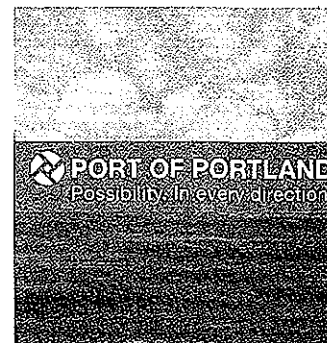
| Project ID | Project Name  | Location      | Project Description                   | Local Functional Classification | Project Purpose | Description | Local Functional Classification                         | Estimated Cost (\$2007)                                | Time Period  | Federal Priority | 2040 Land Use | Mobility Corridor or Community Building? | Primary Mode | Secondary Mode |         |
|------------|---------------|---------------|---------------------------------------|---------------------------------|-----------------|-------------|---------------------------------------------------------|--------------------------------------------------------|--------------|------------------|---------------|------------------------------------------|--------------|----------------|---------|
| 10021      | Clackamas Co. | Clackamas Co. | 102nd Ave/Industrial Way Improvements | Hwy 212                         | Lamfield Rd.    | Collector   | Provide better access to the Clackamas Industrial Area. | Extend Industrial Way from Main Road to Lamfield Road. | \$ 8,570,000 | 2008-2017        | X             | Industrial area                          | CB           | Roads/Bridges  | Freight |

## ew RTP projects

|     |                  |                  |                                    |                |            |                    |                                                                                               |                                                                                                                                                                                  |    |            |           |     |                    |    |               |            |
|-----|------------------|------------------|------------------------------------|----------------|------------|--------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|------------|-----------|-----|--------------------|----|---------------|------------|
| new | Clackamas County | Clackamas County | Sunrise Multi-use path             | I-205 Junction | Rock Creek | regional bikeway   | Address gaps in regional bike and pedestrian system.                                          | Construct new multi-use path from I-205 paralleling the Sunrise project.                                                                                                         | \$ | 6,000,000  | 2008-2017 | new | Industrial area    | MC | Bike          | Pedestrian |
| new | Clackamas County | Clackamas County | Springwater Corridor trail         | Rugg Road      | Ode St     | regional bikeway   | Address gaps in regional bike and pedestrian system.                                          | Construct an unimproved section of the Springwater Corridor trail within Boring, with a 10 to 12 foot wide multi-use pathway for use by bicyclists, pedestrians, and equestrians | \$ | 1,895,000  | 2008-2018 | new | Outer neighborhood | CB | Bike          | Pedestrian |
| new | ODOT             | ODOT             | Hwy-212/224 improvements           | 82nd           | 98th       | Principal arterial | Relieve congestion and provide better access to the Milwaukie and Clackamas Industrial Areas. | Construct 3rd WB lane on 212/224                                                                                                                                                 |    | 22,400,000 | 2008-2017 | new | Industrial area    | MC | Roads/Bridges | Freight    |
| new | ODOT             | ODOT             | Milwaukie Expressway improvements. | I-205          | Webster    | Principal arterial | Relieve congestion and provide better access to the Clackamas Industrial Area.                | 3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to past Webster Rd                                                                                                      | \$ | 10,000,000 | 2008-2017 | new | Industrial area    | MC | Roads/Bridges | Freight    |

Bill Wyatt (Port of  
Portland)

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



October 15, 2009

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

Dear David:

Thank you for the opportunity to comment on the Chief Operating Officer Michael Jordan's Report and Recommendation for "*Making the Greatest Place*" (the Recommendation). We appreciate the many hours of work that have gone into this effort and recognize that the integration of land use and transportation policies, planning and investments is the cornerstone for accomplishing many of our regions' desires. In this region, where incentives are limited and regulation is not, these same levers - land supply and transportation investment - have a profound effect on our region's attractiveness for job growth and economic vitality.

Measures of economic performance, including unemployment rate and per capita income growth, indicate we are facing some of the worst economic challenges since the early '80s. However, only one of the 16 performance measures in the Recommendation relates to economic prosperity ("wealth creation"), and none relate directly to economic competitiveness. From my perspective, we do not have the right formula or focus, to influence a positive sustainable outcome for this region's economy without taking major action. For that reason we would like to discuss some of the current assumptions in "*Making the Greatest Place*" and propose changes for your consideration. Detailed discussion of these issues is attached.

**Industrial land supply within the Urban Growth Boundary (UGB)**

The Urban Growth Report (UGR) suggests that we have an adequate supply of industrial land within the UGB, but much of it is not ready for development due to substantial constraints including brownfield status, location or lack of infrastructure, and regulatory overlays. A fundamental for economic growth is land supply. The land must be the right amount in the right location for the needed purpose. The availability of industrial land that is developable for the expected market is the key.

To address the issues of industrial land supply, we **recommend** Metro:

1. Take an active role in reconciling conflicting policies and implementation at both the regional and local level to ensure an adequate supply of industrial land is available for our region's projected growth.
2. Link the UGR and transportation investment strategy with industry cluster needs and expand the industry cluster list to include a broader representation of the region's employment base. This includes a hard look at the role of trade, transportation and distribution and logistics in the regional economy.

3. Commit resources to redevelopment of brownfields within the UGB, using the Transit Oriented Development model, - which underwrites land cost to facilitate development.

#### **Employment Land Forecast Assumptions**

While we appreciate Metro's effort to develop a new employment demand paradigm as a part of the forecast, we remain concerned about some critical gaps in the methodology and assumptions. For example, the forecast does not address land supply needs associated with commodity flow forecasts and associated freight facilities. In addition, the assumptions associated with declining capture rate are not well explained and the implications are not adequately discussed in the Recommendation. Metro's declining capture rate stands in sharp contrast to the doubling of the capture rate proposed by the City of Portland in their Economic Opportunities Analysis for the Portland Plan. It also does not comport with the historical capture rate of the region. Tim Duy, an economist with the University of Oregon, states that:

"...if you assume firms will locate outside the core, and then you do not plan for sufficient growth and infrastructure opportunities, then firms will be forced into the periphery. Or avoid the region altogether..."

To address these concerns, we **recommend** Metro:

1. Modify the capture rate to reflect a more aggressive effort at capturing economic activity in this region.
2. Reconcile the large lot land demand needs among major jurisdictions within the region to reflect the "State Goal 9: Economic Development" methodology and approach.
3. Account for freight facility demand in its evaluation of industrial land supply.
4. Account for land needs associated with commodity flows and the international gateway function of the Portland region.

#### **Urban Reserves for Future Growth**

We believe based on our industrial land development experience that the Recommendation includes an insufficient aggregate amount of urban reserve land for future industrial uses and the locations do not match market demand. We believe that evaluation criteria developed by Metro in 2004, with input from the Port, local governments and other stakeholders, as well as criteria elicited in expert interviews conducted by Metro in spring of 2009, more accurately identifies those areas suitable as future industrial land to be brought into the UGB.

As such, we **recommend** Metro reevaluate their criteria for Urban Reserves to include:

1. Freeway access within three miles of an interchange via an arterial street, with no intermediate conflicting uses;
2. I-5, I-84, I-205 and US 26 access, with I-5 being most important;
3. Access and proximity to multimodal freight infrastructure (rail, marine and air cargo);
4. Proximity to other industrial uses (clustering potential);

David Bragdon  
October 15, 2009  
Page 3

5. Slopes of less than 5%;
6. Potential for property aggregation into large acreage industrial sites; and
7. Work force access.

#### **Transportation Investment**

The Port appreciates the work that has gone into the Regional Transportation Plan (RTP), particularly the Regional Freight Plan. Our transportation investment strategy must match up with our land use and economic development objectives (investment in the transportation system for freight or other modes can translate to a direct benefit to existing businesses as evidenced by the Cost of Congestion to the Economy of the Portland Region Study.) Our region's small market size and status as a gateway to the world and interior US, dictates that we both plan for and invest in the transportation infrastructure to ensure goods and services can reach their markets cost effectively. For these reasons, we **recommend** Metro:

1. Continue to involve the Freight Task Force in helping to shape and implement the Regional Freight and Goods Movement Action Plan and RTP work program.
2. Ensure a funding allocation for freight out of Metro Transportation Improvement Plan (MTIP) flexible funds, consistent with other modes.
3. Allocate MTIP flexible funds based on an economic filter, considering return on investment.
4. Require accounting of project performance from recipients for all funding allocations using metrics such as project cost, implementation deadlines and actual demonstrated benefit.

The Port appreciates the opportunity to comment on the COO's Recommendation. My staff and I are committed to assisting your staff on this important effort. We look forward to continued opportunities for discussion of these regional issues as Metro moves forward on several policy fronts: UGB, RTP, Urban reserves. We view this as the beginning of an important conversation about our region's future, including continued discussions about the potential development of a Regional Infrastructure Fund to ensure the Greatest Place vision and our economic aspirations can be realized.

Sincerely,



Bill Wyatt  
Executive Director

Attachment

cc: MPAC  
JPACT  
TPAC  
MTAC  
ECAC  
Freight Task Force

Anderson, Toni

**From:** Toni Anderson [mailto:tntanderson@reachone.com]  
**Sent:** Monday, October 12, 2009 11:15 PM  
**To:** GreatestPlace  
**Subject:** TUALATIN ROAD work proposed by city of Tualatin. Project ID 10731

I am opposed to the Tualatin Road expansion to connect I-5 to 99w.  
Our neighborhood is quiet and working.  
Please do not turn it into a commercial highway area.  
This will further devalue our homes.  
Homeowners are already struggling with values. This would make it worse.

Our home values have already previously been affected by adding 800 apartment to the area so federal funds could be used.  
Don't bury our city under more federal strings.

This highway would It would also bring heavy outside traffic into the town when traffic is already unmanageable.

Toni Anderson, homeowner  
17790 SW Cheyenne Way  
Tualatin, OR 97062

Copied to several neighbors and Mayor and Councilors

Aschenbrenner, David

**From:** David Aschenbrenner [mailto:dlasch@comcast.net]  
**Sent:** Tuesday, October 13, 2009 7:09 AM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is



a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

David Aschenbrenner  
11505 SE Home Ave.  
Milwaukie, OR 97222  
503-804-3837

**Bailey, Glenn**

**From:** Glenn Bailey [mailto:glennbai@gmail.com]  
**Sent:** Tuesday, October 13, 2009 9:16 PM  
**To:** GreatestPlace  
**Cc:** glennbai@gmail.com  
**Subject:** Tualatin Road Project 10731

To whom it may concern:

I am a resident on Cheyenne Way in Tualatin. The proposed road project for Tualatin Road/Lower Boones Ferry Rd concerns me greatly.

Traffic at the intersection of Tualatin Road and SW Cheyenne Way.  
Cheyenne Way enters Tualatin Road just short of the Herman Road/Tualatin Road intersection. The proposed project extends to the above intersection, coming down from the proposed overpass of the Tualatin Community Park.

1) This description makes me wonder how Cheyenne Way is included in this plan. How are residents of this street going to be able to exit onto Tualatin Road?

a) Will left turns onto east bound Tualatin Road going to be harder or impeded?  
b) Will increased traffic on Tualatin Road - especially traffic slowing to approach the Herman Rd intersection make it much harder to get pull out of Cheyenne Way, to the right but especially left turns which have to cross or merge with more lanes?  
c) There is no traffic signal at Cheyenne Way, it is too close to the Herman Road intersection, but without it the difficulty of turning onto Tualatin Road will surely increase greatly.

2) If exiting Cheyenne Way onto Tualatin Road is made even harder than it is now, how will this affect property values for owners of residences, such as myself, along Cheyenne Way and Shawnee Trail? My guess is the most likely outcome will be to lower property values in an already sagging real estate market and result in lower property taxes for Tualatin from the area. This result would be painful to me and my neighbors.

3) The railroad trestle and bridge at Tualatin Community Park are sort of scenic and historic, without a lot of train traffic. Adding a heavily traveled auto overpass will seriously detract from the park - one of Tualatin's most popular - and possibly make it harder for residents to the west of the park along Tualatin Road to get to this park.

4) Traffic along Lower Boone Ferry and Tualatin Road near the Community Park is already rather heavy and backs up at many times during the day. This proposed "regional Northern Arterial" will attract even more cars from people trying to get to Hwy 99. It is NOT a good trade to move traffic off Tualatin-Sherwood Road - a mostly commercial/industrial artery - onto Tualatin Road - which is more residential ( lots of kids, bikes, walkers and joggers). This does not seem like a good choice or alternative.

5) The curve on Tualatin Road north of the Herman Road intersection as Tualatin curves around the cemetery has proven to be accident prone. In the nearly 7 years we have lived here we have had the power knocked out once or twice a year by drivers hitting this curve too fast and smacking into power poles. More traffic and the name of being a "thoroughfare" will likely tempt even more drivers to hit this area too fast.

Please consider these concerns when looking at the planning and reviewing the approval for this project. Turn down this idea as it does not benefit the residents of northern Tualatin - the people most impacted by this plan.

Glenn Bailey

**From:** gm.bailey@verizon.net [mailto:gm.bailey@verizon.net]

**Sent:** Thursday, October 15, 2009 6:47 AM

**To:** GreatestPlace

**Subject:** Cooments on Project 10731, rural reserves

17965 SW Cheyenne Way  
Tualatin OR 97062-8475

October 15, 2009

Greatest Place Comments  
Planning and Development  
600 NE Grand Ave.  
Portland OR 97232

I am writing on two areas where I have great concern about proposals made for Washington County.

The first is the proposal to continue to pull productive farmland inside the Urban Growth Boundary. We need to protect this land for agriculture; I oppose the proposal by Washington County to set aside more of this land for other uses, and support the farm groups that want to keep the farmland of Washington County in agriculture.

The second is the proposal by the City of Tualatin to develop the "Tualatin Road/Lower Boones Ferry Road" connector, project ID 10731. This proposal has numerous and enormous problems, starting with the fact that the proposal has not even been put forward for public discussion in Tualatin by those directly affected. The cost of the proposed project alone suggests the need for a great deal more input prior to it even be considered at a regional level.

The road connector that is proposed crosses a river, two major rail lines, and Tualatin Community Park, the oldest park in Tualatin and one that is home to a wide variety of local services, as well as being the location of the annual Tualatin Crawfish Festival. A project with such community-wide impact deserves to be discussed widely. The fact that someone can draw a straight line between two points without considering what that line crosses shows very poor decision-making. In addition, this road would increase traffic in an area where there is limited space for road widening, given the rail line on one side and the homes and businesses on the other.

Most directly for me and my neighborhood, we could find ourselves trapped. Cheyenne Way ends at the Tualatin River wetlands to the north. And it connects to Tualatin Road at an uncontrolled intersection between two stoplights that already at times mean a several minute wait for a break in traffic in order to be able to leave the neighborhood. The current traffic arrangement was installed a number of years ago, while my family was renting in the neighborhood. I had questions about it at the time, but found the situation tolerable, and so we bought a house on Cheyenne Way. But adding much more traffic, including the 3000 extra vehicles in the afternoon, would cut the neighborhood off, and in all likelihood lower our property values. There is a second exit from the neighborhood, but it is also at an uncontrolled intersection, and to go east toward the main part of Tualatin would not necessarily be any easier from that exit.

No matter how much concern there is about east-west traffic between 99-W and I-5, and that concern is well-placed, this is NOT the solution. I have been to the open houses discussing the problem, and this does not deal with the main issue, and it does not make sense, financially or practically. Please turn it down.

Sincerely,  
Martha Bailey

**Barnes, Robert L and Frances M**

**From:** bobfrances@comcast.net [mailto:bobfrances@comcast.net]

**Sent:** Monday, October 12, 2009 4:20 PM

**To:** GreatestPlace

**Subject:** Tualatin Rd/Lower Boones FerryRd. Project#10731

We are against this project because we already have an overload of traffic on Tualatin Road. This would interfere with police trying to enter and leave the new police station on Tualatin Road during high traffic times. They are already at risk of being boxed in by trains along two sides of the station. One of those tracks now carries commuters and is very heavily used.

Why in the world cause a bad situation to become worse by further overloading the traffic in this area? Why not go further south of the Willamette river and tie into a bypass of Dundee thereby solving the bottle neck there and keeping some of the thru traffic headed east and to/from the north willamette valley from/to the coast from having to come thru the Tualatin and Wilsonville areas?

We have lived in Tualatin forty years next March 17th. and have seen businesses kicked out of Tualatin that were here long before the rest of us, building permitted in the flood plain, a lake built on high ground in the middle of Tualatin thereby guaranteeing traffic congestion forever,

and to encourage development, giving huge tax breaks without the infrastructure to handle the increased traffic when the land would have been developed anyway, and a police station built alongside of two railroad tracks. Now this freeway to nowhere that only adds to the problems and in the long run won't solve anything. And did I mention the stop light at Tualatin road and Herman road that was done without any citizen involvement by those of us living in Apache Bluff that completely ignored the people trying to turn left on Tualatin road from Cheyenne Way? That may have been caused because your maps don't show Cheyenne Way correctly. Maybe you should at least get your maps right before you jump into this project. Well, I guess it does fit in with the lack of planning or bad planning, or maybe just plain old corruption, and trying to slip things by without the affected people knowing about it that has been going on around here for a long time.

Sincerely,

Robert L. Barnes  
Frances M. Barnes

**Barry, Diane H**

**From:** Barry [mailto:dnabarry@comcast.net]  
**Sent:** Friday, October 02, 2009 1:34 PM  
**To:** Regional Transportation Plan rtp  
**Cc:** Carl Hosticka  
**Subject:** Metro plans

As treasurer of the Tualatin Historical Society and 26 year resident of Tualatin, I strongly support the Southern Arterial for Tualatin. It is a practical solution to the congestion of our thoroughfare. I also strongly disapprove the Northern Arterial and the Central Arterial as they would be very disruptive of our community.

Diane H. Barry  
97062

**Berliner, Steve**

**From:** Steve Berliner [mailto:forcreeks@earthlink.net]  
**Sent:** Monday, October 12, 2009 2:16 AM  
**To:** GreatestPlace; BCC@co.clackamas.or.us  
**Subject:** Regional Transportation Plan testimony

from: Friends of Kellogg & Mt. Scott Creeks Watershed.

Oct. 12, 2009

re. Please remove Sunnybrook Road extension west of SE 82nd Ave. from Metro and County funding priorities

On behalf of our citizens' group, Friends of Kellogg & Mt. Scott Creeks Watershed, I want to summarize and reiterate my earlier testimony to the Board of County Commissioners for Clackamas County, and for the benefit of Metro Transportation officials in their Regional Transportation Plan.

I understand there will be an open house and Hearing this Tue. at County Public Service Building, and further sessions at Metro on Thurs. 10-15. I would like my comments added to the appropriate records for the topic of the Sunnybrook Road extension plans.

Our Group is among a wide and diverse citizen base that fully opposes any extension of Sunnybrook to the west of SE 82nd Ave., with the possible exception of a Harmony-Campus-only access road, or access to parking and future facilities from SE 82nd Ave. to the present lot containing the Toys-R-Us retail store.

Any road carrying "through traffic" from Sunnybrook Rd. onto SE Harmony Road will have far greater undesirable impacts than the limited and temporary transportation benefits it offers. These impacts include: obstacles and dangers to users of the Parks District Swim Center; clogging of parking lot entry and egress for campus and swim center users; removal of some, and the slow killing of additional rare native White Oak trees; storm water quantity and quality detriments to jurisdictional wetlands and Mt. Scott, Phillips, and Deer Creeks; and increased problems with litter, vandalism, and noise pollution for both people and wildlife in the 89-acre 3-Creeks Natural Area, which is a gem for the North Clackamas Urban area and Regional Center. Additional significant impacts would be to Cedarcrest and other neighborhoods, in terms of noise and traffic congestion.

There is a "unified vision for a unified campus" and natural area, that has been expressed by many people and organizations, and they have said it should not include an additional motorized-transportation route. I have likened the Sunnybrook concept to "IF" Portland had decided to put a through-street across Reed College campus and its Crystal Springs waterway and fish-run. It's bad for campus users and bad for wildlife and habitat. It seems so obvious and intuitive to citizens, that we just wonder why the "professional planners" don't get it.

Instead we request that Metro and Clackamas County put the proposed Sunnybrook project on hold, do not allocate any funding for it, and enter an open, inclusive public transportation

planning project to reexamine alternative transportation solutions for the future; ones which leave the campus and natural areas integrated, and fully suitable to their best and highest uses.

Thank you for consideration of my comments,

Steve Berliner

[forcreeks@earthlink.net](mailto:forcreeks@earthlink.net)

**Belknap, Barb**

**From:** Barb Belknap [mailto:wendellandbarb@gmail.com]

**Sent:** Wednesday, October 14, 2009 8:03 PM

**To:** GreatestPlace

**Subject:** 1-5/99 connector

Because of the elevation, you may want to reconsider any road going through the Ladd Hill area. I live out here, and even at the lower elevations the snow and ice are problematic in the winter. It will be easier to maintain a bypass road at the elevation of Tualatin.

Thanks,

Barb Belknap

**Bigazzi, Alex**

**From:** Alex Bigazzi [mailto:abigazzi@gmail.com]

**Sent:** Wednesday, October 14, 2009 1:55 AM

**To:** GreatestPlace

**Subject:** Sunnybrook Extension RTP

Hello Metro,

I am writing in opposition to the Sunnybrook Extension in Clackamas County. We should not be building new road infrastructure at all in the Portland Metro area, even for the understandable goal of connectivity. If a city like Denver can commit to managing their transportation exclusively within their existing footprint, the Portland metro region should be able to do the same. This type of project runs counter to the core ideals that have made Portland a hallmark of progressive planning throughout the country. Importantly and additionally, this project would come at the expense of a rare old-growth oak habitat. Building new infrastructure is not a viable, sustainable solution to traffic congestion, and will merely sacrifice old-growth trees to

heat-trapping, toxic-runoff, pollution-inducing asphalt roadway. Please put a stop to this unwarranted project.

Thank you for your time,  
Alex Bigazzi

Blosser, Catherine  
Dolan, Terrence

**From:** Blosser.Dolan [mailto:Blosser.Dolan@comcast.net]  
**Sent:** Tuesday, September 15, 2009 11:39 AM  
**To:** GreatestPlace  
**Subject:** Fwd: Take the Sunnybrook Road extension off the Regional Transportation Plan

Metro Counselors:

Three hundred to 500 year old Oregon White Oaks are slated for removal in order to place what Clackamas County is referring to as a "driveway" connecting busy 82nd to SE Linnwood. In fact, this "driveway" will be a busy two lane road (able to be widened) that will only shift the traffic from a block further north (from SE 82nd and SE Harmony Road).

Any problem that currently exists is not solved by the Sunnybrook extension; busy cross town/commercial traffic is better suited by directing it to Highway 224, for which it was built. In addition, any "extension" borders the newly established Clackamas Community College, Harmony Campus/Oregon Institute for Technology campus. They are in the unique position of sharing the 3-Creeks Natural Area, within which the oaks, riparian and wetlands co-reside. This affords the campus a contiguous living laboratory by which to study ecology and biology, provides windbreaks, decreases surface water runoff into the flood plain below, provides CO2 sequestration from the car exhausts on heavily traveled SE 82nd Avenue, and adds nature into the neighborhood. Destroying a portion of this resource for an ill conceived "heat surface" (i.e. road) and traffic is unsustainable and poorly thought out.

In the effort to "balance" growth with the environment, it is always the environment that does the compromising. It is not sustainable; humans have the flexibility to adjust.



My husband and I urge you all to remove this Sunnybrook Road extension from any inclusion in the Regional Transportation Plan.

Sincerely,  
Catherine Blosser  
Terrence Dolan  
14912 SE Fair Oaks Ave.  
Oak Grove, OR 97267  
503-659-3818

Brewster, Ginny

**From:** Ginny Brewster [mailto:ginny@investment-alliance.com]  
**Sent:** Thursday, September 17, 2009 5:00 PM  
**To:** GreatestPlace  
**Subject:** RE: How should the region grow? Review my recommendations

I watched your video. I don't think it represented the area. I noticed that most of your picture of living space was in crowded downtown communities. I didn't see any vibrant industry or businesses?

Build the Mt Hood Freeway. This is your greatest tourist attraction and you cannot get there especially from downtown or on the west side.

WHERE ARE OUR INDUSTRIAL SITES IN CLACKAMAS COUNTY.. There is plenty of land near Sandy that could be zoned and it is a easy commute to the airport

I live part time in Palm Desert California. My garbage is 1/3 the cost, my electricity is cheaper as is my water and gas. Cable TV is \$27 for more channels than I get for my \$71 here. My taxes are no more than my taxes on my house in Clackamas. I live in a planned community that has parks, golf courses, security and great activities, jogging paths, and much more than I have here in Clackamas. Where could Oregon build a "Sun City" retirement community here. No! we couldn't because we could not give up a mile square of "farm land" because we must crowd everything into Portland. The farm land is non profit as we have not allowed second houses for children to take over farms and most work elsewhere to support the farm. Old people have been destroyed but maybe you haven't been to the measure 39 meetings. Everyone there was old and looked like they should have bib overalls on. Their retirement had been destroyed and all private property rights taken away by a government that gets unlimited money to "plan" which has no recourse for the citizens. Look how you mandated your new town Damascus.

Have you ever considered how retirement communities would enhance our area. We haven't built one since Gray who had special privileges build Sun River. King City is old as is Charbonneau (don't know how to spell that) but the community south of Wilsonville. Instead we go for tight little lots with people overcrowded trying to go to work at business that have moved out of Portland and many to Vancouver. We care more about providing a bike path that few use except for recreation than providing shelter for our homeless. Maybe you did not hear the statistic that Portland has the highest homeless population in the nation.

Let local people do the zoning without Metro blackmailing them into doing what they want.

Have any of you people taken a pay cut or pay freeze during this recession? I bet not. Tri met has benefits that are close to obscene and probably so do you. But who would know since we don't get to vote on your budget or even see it or hear about budget meetings.

**Carroll, Pat**

**From:** Pat Carroll [mailto:patcrrll@gmail.com]

**Sent:** Tuesday, October 13, 2009 3:50 PM

**To:** GreatestPlace

**Subject:** RE: Project 10731

To Metro,

Re: 10731, Hearing scheduled Oct. 15, 2009 at 5PM>

We have become aware of a proposal to change traffic for Tualatin Road proposal 10731. This proposal would GREATLY impact the side traffic for those who live on the streets feeding into Tualatin Rd./Lower Boones Ferry Rd. traffic. It is already difficult to get onto Tualatin Road at heavy traffic times in the morning and evening.

The proposed road also would negatively impact our Tualatin Community Park and would go over the Tualatin River area. Also the maps used by the city and the 99W to I-5 Steering Committee show Cheyenne Way incorrectly.

This proposal does not seem to have environmental impact data input or traffic control data input. There is minimal control for ongoing traffic issues as it is.

Also, there has not been involvement of citizens in review of this plan. Please do not allow this proposal to go through.

This is a poorly planned proposal as well as a lack of review by citizens of Tualatin.

Thank you for your consideration.

Pat Carroll  
17565 SW Chippewa Trail  
Tualatin, Oregon 97062  
phone 503-692-6123

**Casey, Ed**

**From:** Ed Casey [mailto:edkcnw@comcast.net]  
**Sent:** Friday, October 02, 2009 10:55 AM  
**To:** Regional Transportation Plan rtp  
**Cc:** bethanygreg@verizon.net; Carl Hosticka; Margie Bradley  
**Subject:** Tualatin transportation plan

Metro Counselors,

I have reviewed the basics of your Regional Transportation Plan for 2035, and strongly disagree with your findings for the Tualatin area.

You have proposed three routes through our city. Two of these are seriously flawed. I believe that the majority of Tualatin residents, as well as the City Council and others support the 124th Ave extension to connect with N. Wilsonville. We do not support the Northern and Central route plans.

The Northern plan would seriously affect our beautiful and fairly peaceful Tualatin Park and would add a major amount of traffic to an already jammed and almost gridlocked intersection (Boones Ferry - I-5). It would also put a large amount of flow-through traffic to our industrial area on Herman Rd. Most of the vehicles would be using this to travel through the area, not to Tualatin businesses.

The Central plan would also bring a large amount of traffic INTO (not around) the core of Tualatin. It would create gridlock, even with additional lanes, a new and improved (for the 4th time) I-5 interchange, and would create havoc with a Central Tualatin plan that is in process as I write this.

Please drop the Northern and Central plans and continue to help us with the 124th plan. There have been tens of thousands of staff and volunteer hours already invested in this plan. Do not

disregard the hard work that has already been done by those who know the area, not those who have a desk in the Metro building and a degree (that does not make them experts!)

Sincerely,  
Ed Casey  
Tualatin resident (97062)  
Tualatin Tomorrow, Governance Lead

**Cesnalis, Carol**

**From:** John Cesnalis [mailto:jcesnalis@gmail.com]  
**Sent:** Thursday, October 08, 2009 11:34 AM  
**To:** GreatestPlace  
**Subject:** Project #10731 of RTP

Dear Metro Commisioners;

Please see my attached comments on this proposed project.

Thank you,

Carol Cesnalis  
503 692 4761

Attachment:

To: Metro Commissioners  
Re: Regional Transportation Plan Project #10731  
Date: 10/08/09  
From: Carol Cesnalis

I am opposed to this proposal being included in the RTP for many reasons.

- Increased heavy traffic to the residential and recreational areas of north Tualatin
- An adverse impact on the environment: air, water, parkland, and protected old growth. In addition, noise pollution would be greatly increased in the community park and nearby residential areas.
- A lack of proper notification to the public that this proposed roadway was indeed going forward to be included in the RTP without a clear price tag or even a clear route.

- A lack of definition as to the width of the roadway and where it would connect, or not, to I/5

This roadway, as described under the Project 10731 details, involves far more than just passing through an “employment” or “industrial” area. It is to be built as a raised (the term “fly over” has been used) 3, 4, or 5-lane highway. From Boones Ferry road it would go through some heritage trees on it’s way to bridge the Tualatin River. From there it would continue in the raised position through the Tualatin Community Park over the new water treatment plant, and the newly constructed picnic shelter, then over the freight and WES tracks.

I feel the impact on the many groups who use the park would be significant: Baseball teams, soccer teams, skate boarders, basketball groups, and families of bike riders, not to mention the multi-cultural families who weekly gather to celebrate birthdays etc., would all be subjected to so much air pollution and noise from having a 3-5-lane raised roadway over their activities that most would be discouraged from using the park at all.

Beyond the park there are residences and an historic golf course that would also be adversely affected by this type of roadway.

This proposed roadway, whether titled the Northern Arterial of Alternate 7, or Project #10731, was indeed “cobbled together at the last minute” and, it is not even clear whether the price tag would be \$44,900,000 or \$95,000,000. I strongly recommend that the Metro Council not included Project #10731 in its Regional Transportation Plan.

### **Project #10736**

I am in favor of Project #10736—124<sup>th</sup> to Tonquin roadway being included in the plan and going forward. I feel it will provide a west/east alternate route for freight and commercial traffic.

Thank you,  
Carol Cesnalis  
8675 S.W. Chinook St.  
Tualatin, Or.

**From:** John Charles [mailto:john@cascadepolicy.org]

**Sent:** Thursday, October 15, 2009 4:53 PM

**To:** GreatestPlace

**Subject:** RTP comments

TO: Metro staff

FM: John A. Charles, Jr.

President & CEO, Cascade Policy Institute

DATE: October 15, 2009

I have several brief comments on the RTP:

1. Truck freight growth is scheduled to increase dramatically. Where is the regional plan to accommodate this growth with increased highway capacity? We cannot address the need simply with incident management, more rail transit, and additional bikepaths. We haven't opened a new highway in the region since 1982; imagine where all the I-205 traffic would be if we had not built that highway. There needs to be a realistic vision for adding highway capacity, regardless of the TPR and other artificial constraints.
2. This plan simply gives up on congestion relief, accepting LOS F on all regional freeways in the PM peak. That means you are not addressing the number one concern of motorists, which is the waste of time and fuel in traffic, and the lack of predictability in travel time. The region needs to implement congestion pricing on the entire urban highway network in order to ensure LOS C or better at all times, and the large amounts of money that would be raised from this policy needs to be re-invested in the maintenance and EXPANSION of the highway system.
3. It's disingenuous to talk about the lack of funds for Willamette River bridge maintenance, and then promote a new bridge over the river that will not even be open to the number one mode of travel, private motor vehicles.
4. Reducing VMT is a silly goal and planners should stop talking about it. ODOT data from the last 40+ years shows that for every job added, we can expect another 15,500 additional VMT. We can also expect an additional 360 VMT for every increase in per capita income of \$1,000. We are not going to change these trends by talking about TOD, ECO, "green streets", transportation "options", or any other niche strategy. In a forthcoming CPI paper by economist Randall Pozdena, he shows that using data from

177 countries over long periods of time, VMT “causes” increased in GDP, so if your goal is to reduce VMT, you will also be suppressing economic activity. This is irresponsible.

The proper approach for regional government is to adopt marginal cost pricing for our road system so that all motorists can vote with their dollars for the road capacity they are willing to pay for. By eliminating congestion and increasing per-lane vehicle throughput at the peak hour (as congestion pricing does), we will maximize the utility of existing highways and expand them in the most cost-effective way, without the need for any subsidies.

5. There is no empirical relationship between urban form, transportation, and public health. It may be that some people eat too much and/or fail to exercise enough, but those problems will not be addressed by spending vast sums of money on slow streetcars and herding people into dense urban neighborhoods via UGB restrictions. The transportation system should address transportation problems.
6. The RTP should stop referring to LRT and the streetcar as “high capacity transit”. Any decent busway will have at least 15 times the passenger throughput of light rail. Our rail transit projects are low-capacity, high-cost projects; what we really need are low-cost, high-capacity projects, which will be road-based. JPACT should immediately halt all planned expansion of rail transit in this region because rail is massively uneconomic and diverts scarce resources away from the dominant mode of travel, which is road-based (serving private autos, trucks, emergency service vehicles, pedestrians, buses and cyclists).

Ciannella, Greg

From: Greg Ciannella [mailto:gcianella@gmail.com]  
Sent: Tuesday, October 13, 2009 8:37 AM  
To: GreatestPlace  
Subject: Take Sunnybrook off the RTP Map

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map.

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn), funding Oak woodland restoration projects, and then cutting down that habitat with RTP funds! The Sunnybrook extension would also cut off an underserved community from an

underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas.

The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Greg Ciannella  
ecologist & concerned citizen

**Dibblee, Martha**

**From:** MARTHA DIBBLEE [mailto:dibblee@hevanet.com]

**Sent:** Tuesday, September 15, 2009 1:31 PM

**To:** GreatestPlace

**Subject:** Re: How should the region grow? Review my recommendations

I'm not sure if you're a real person or not but here's my input:

1. Continue to rebuild the urban Portland area with high density housing
2. Return Gresham, Tigard, Wilsonville, Beaverton etc. to farmland. In 50 yrs there won't be any usable farmland in CA & climate change will make the Willamette Valley the CA of 2060.
3. Eliminate cars in core Portland downtown with parking on the periphery & wide walking streets throughout. Transpo. for needy can be by golf cart.
4. Reinstate a statewide education program. Eliminate separate school districts, which now are nothing but "little fiefdoms". Metro should be the school manager for the metro area.
5. Eliminate Portland City gov't if Metro's going to be king. Also all other areas; make all bedroom communities within Portland city limits, i.e. annex everything to Portland & place Metro as the city manager.



**Doering, Karla**

**From:** Karla Doering [mailto:krdoering@verizon.net]

**Sent:** Wednesday, October 07, 2009 11:38 PM

**To:** Regional Transportation Plan rtp

**Subject:** Tualatin arterial ideas

Hi. My name is Karla Doering and my zip code is 97062. I am strongly opposed to the northern and central arterial ideas that you are planning for the connection of 99W and I-5. I have lived in this town for 20 years and have seen a lot of growth and while the main Tualatin-Sherwood Road could use more lanes, the idea of a 4-5 lane road on it and on Tualatin Rd through the other main part of town sounds totally ridiculous. Have you ever spent anytime in the town of Tualatin? The main draw for many residents is the core area with a park and trees and businesses that are identified as you are enjoying open views. If you create these new mega roads, we won't have any town and businesses that will survive the change. You are talking about putting some freeway bigger than I-5 right in the middle of our community. NO! Do not do this. The arterial down 124th is less invasive to the total town and would be easier to build. That is my opinion and I hope you are listening. Thank you, Karla

**Drake, Marian**

**From:** postcards [mailto:postcards@hevanet.com]

**Sent:** Thursday, October 08, 2009 1:51 PM

**To:** GreatestPlace

**Subject:** Oppose urban sprawl; close streets to motorized traffic

Dear Metro,

I'm in favor of limiting cars to certain streets, and opening up quiet streets to bicycles, with wide walking paths, too.

I also oppose concrete for sidewalks, as it hurts people's, especially older ones', backs, feet and knees. I know there are alternatives to concrete for sidewalks which are accessible, and softer on our bodies.

I also favor cleaning up the Willamette so people can fish there safely, and that we have a sternwheeler for inexpensive, non-meal, pleasure rides out of Portland.

Marian Drake  
5800 NE Center Commons Way  
Apt. 213  
Portland, OR 97213

Draper, Sarah

**From:** Sarah Draper [mailto:sdraper@gotodsi.com]  
**Sent:** Friday, October 02, 2009 3:59 PM  
**To:** Regional Transportation Plan rtp  
**Subject:** I5/99W Connector

Hello,

I am a resident of Tualatin, and I would just like to express my dissatisfaction with plans for the Northern and Central Arterials. I believe this would make a mess of the city and I am disgusted that it was even suggested to build a bridge through one of Tualatin's most used parks. I do support the extension of 124th Ave though. Thank you for allowing residents to voice their opinions. Have a great weekend!

Sarah Draper  
97062

Drew, John

**From:** John Drew [mailto:jdrew@farwestfibers.com]  
**Sent:** Monday, October 05, 2009 1:26 PM  
**To:** Deborah Redman  
**Subject:** 2035 RFP Draft Plan Dated 09-15-09

Hi Deborah,

It was very nice to visit with you at our meeting last week. I had a lot of fun at our wrap-up session. There are always new topics and so many questions to discuss and attempt to answer. As promised, here are some of my nit-picking notes to address in the final document:

1. Page 1. Jobs. In 2008, 14,80 ???
2. Page 5. . impacts- How about "environmental and other impacts" ???

3. Page 6. Top. Please look at the type set for Portland "Metro".
4. Page 6. Footnote 3. "Population forecasts of 58% ..." Does this mean that the population in 2005 was 2,070,000 and shouldn't this number be stated?
5. Page 10. Second line from the top: " Another to 8 to 10..." Too many to. Should read " Another 8 to 10..."
6. Page 10. Go down to the second arrow. " The 2002 commodity flow survey projects on overall doubling of freight tonnage moved in the region by 2030." Please see Page 23. 5.1 Highway. Second sentence. "West coast truck traffic is expected to increase 200 percent by 2035." See footnote 8. I am confused by the apparent conflicts in dates due to quoting different documents.
7. Page 10. Last sentence. " The region is forecast to have an additional 1.13 million residents..." See Page 6. First sentence. "With nearly 1.2 million..." Which number is correct for 2035?
8. Page 22. 4.2 Port activities. Third sentence. " Another to 8 to 10..." Too many to. Should read " Another 8 to 10..."
9. Page 23. 5.1 Highway. Second sentence. Already mentioned on Page 10 correction above.

My hope is that the staff and Metro Council formalize the bench concept in the 2035 FRP. Please inform and draw upon your interested parties in freight and goods movement who are outside of government.

It's been a pleasure working with you and Councilor Rod Park. Thank you for a positive experience.

Best wishes,

John

**Dreyfus, Richard**

**From:** Richard Dreyfus [mailto:dickdreyfus@comcast.net]

**Sent:** Saturday, October 03, 2009 8:11 AM

**To:** Regional Transportation Plan rtp

**Cc:** Margie Bradley; Carl Hosticka

**Subject:** traffic plans

I wanted to add my support for your concept of all three arterials in and through Tualatin, especially the Central Arterial through Tualatin to Sherwood. I believe these proposals will alleviate the need to create a new connector between I-5 and 99W. I realize the City Council of Tualatin may oppose the North and Central Arterials, but I believe they are being selfish and

shortsighted. Anyway, your proposals are the only ones that stand a chance of achieving a better traffic flow in the future.

Thank you for your efforts.

Richard D. Dreyfus  
21103 SW Jameco Court  
Tualatin, OR 97062

**Duenas, Agustin P**

**From:** Gus Duenas [mailto:Gus@tigard-or.gov]  
**Sent:** Thursday, October 15, 2009 11:14 AM  
**To:** Pat Emmerson; Joshua Naramore  
**Cc:** Clark\_Berry@co.washington.or.us; Mike McCarthy; Ron Bunch  
**Subject:** Comment on Metro's 2035 Draft RTP - Project Missing

Josh and Pat,

I reviewed the draft RTP posted on your website (Appendix 1) and compared it against the list of Tigard projects submitted by Clark Berry (the final version, since there were quite a few drafts leading up to the final draft). There is one project missing, and unless I just missed it, is not included in the Metro draft. That project is:

Project No. 10747 (Highway 217 Overcrossing – Cascade Plaza). This is one of the two overcrossings recommended by the Washington Square Plan. It is listed in the financially constrained system. The draft RTP from the Metro website goes from 10746 to 10748, and skips 10747.

Please add this project to the draft list out for public comment. For reference, I am including the final draft spreadsheet from Washington County with the project and details listed. If you have any questions on this request, please let me know.

Thanks.

Agustin P. Duenas, P.E.

**Eccleston, Michele**

**From:** michele eccleston [mailto:thepurplegarden@gmail.com]

**Sent:** Tuesday, October 13, 2009 1:36 PM

**To:** GreatestPlace

**Subject:** Take Sunnybrook off the RTP Map!

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map! This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. Oak trees support numerous native wildlife species, as well, a large number of lepidoptera species, which are a critical diet for birds.

It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas. Thanks for considering my comments,

Michele Eccleston  
Wetland Biologist

**Esler-Rowe, Jan**

**From:** CCWPortland@aol.com [mailto:CCWPortland@aol.com]

**Sent:** Tuesday, October 13, 2009 9:35 AM

**To:** GreatestPlace

**Subject:** Opposed to Sunnybrook Rd extension

Dear Metro Council Member:

As a Milwaukie resident I am writing to oppose the current plan to extend Sunnybrook Rd. Highway 224 was designed for light rail extension into downtown Milwaukie and should be

used to mitigate the damage this plan would do to wetlands and green space. Highway 224 has done enough damage to wetlands, lets not create further damage.

Respectfully submitted,

Jan Esler-Rowe  
5101 SE Park Street  
Milwaukie, OR 97222

Forest, L.

From: LA Forest [mailto:wolfstars13@gmail.com]  
Sent: Wednesday, October 14, 2009 3:43 PM  
To: GreatestPlace  
Cc: radiance  
Subject: New Freeways/ regional growth

To expect and then decide to accommodate growth by building freeways through areas of countryside, forest and wild animal habitats seems to me to be not only short sighted but irresponsible. If one is always building freeways, where will it end? All freeways going through now devastated areas where imbalances have been created or weighted?  
Allowing/encouraging more cars on the road is not a via solution for long and moreover, it supports major factors in making an area NOT a great place to live.

I really support creative ways of looking at existing and future traffic issues. Some of them could be: having businesses stagger their hours of operation to relieve road traffic; large companies could provide pick up by private bus at various locations for their employees; people who work from home could commit to staying off the roads during certain hours (even days) except for emergencies and some tax deduction or other monetary incentives could be used to help people more happily adapt to these changes. Money is better spent this way than on new freeways and creating less livable environments.

Controlling growth is also a very healthy idea. Why does one have to accept that one million more people should be able to live here within 25 years? This population increase means that resources have to be more thinly spread, more pollution, more loss of special identity for areas- the 'old town' special character of many outlying Greater Portland Area towns has often been reduced to a few square blocks, the rest having been overcome and rubber stamped by strip malls, movie theater chains, identical housing developments....anywhere USA and just how great is that? Not great for a lot of us or for the environment.

hoping for good news and wishing us all the best!

L. Forest

Garfinkle, Dr. Richard

From: Richard Garfinkle [mailto:dr.rknrol@gmail.com]  
Sent: Tuesday, October 13, 2009 2:05 PM  
To: GreatestPlace  
Subject: your questionnaire

Dear Robert,

To begin to answer your questions:

Preserve open spaces, farm and forest land!!!!

Encourage communities to be located near Transit and to develop with locally desirable services in close proximity.

Encourage and support bicycle transportation.

Any 50 year stratagity for growth must include water and energy planning also.

Much like we've done in Hillsdale, which you visited a while ago, encourage planning WITH the people living within neighborhoods and communities not FOR them.

Best Regards,

Dr. Richard Garfinkle

Gelhar, Jim

**From:** Gelhar, Jim [mailto:Jim.Gelhar@greshamoregon.gov]  
**Sent:** Thursday, October 15, 2009 2:23 PM  
**To:** Deena Platman  
**Subject:** RE: TSMO Plan released as part of Making the Greatest Place initiative

Deena-

I don't know if you're still taking comments on the TSMO, but after being prodded by our Trans Planning staff to review John Dorst's response to Metro on the RTP, I've found a couple of typos in the corridors matrix. Nothing critical to fix, but if you still can, great. (Jay may already have addressed these.)

On page 67 under Corridor 6, the Division facility is defined as being from “Birdsdale to US 26,” but Division never crosses US 26. I think this should be “Birdsdale to Burnside.”

On page 97 under Corridor 15, there is a typo for the 238<sup>th</sup>/242<sup>nd</sup> Ave./Hogan Dr. facility. Palmquist is misspelled Palmquest.

That’s it.

Thanks,  
-Jim

Germond, Marianne

From: Marianne Germond [mailto:mcgermond@verizon.net]  
Sent: Thursday, October 15, 2009 5:35 PM  
To: GreatestPlace  
Subject: comments on regional transp plan affecting Tualatin Road

I live in the Apache Bluff neighborhood in North Tualatin, just west of the Tualatin Country Club. I oppose the efforts to make Tualatin Road go over the park, the railroad tracks and the Tualatin River all the way to Boones Ferry Road. The reason is that the increased traffic will make it nearly impossible to turn out of our neighborhood onto Tualatin Road. It can already be very difficult during rush hour traffic as it is.

Please consider our problem here.

Thanks

Marianne Germond  
17935 SW Shawnee Trail  
Tualatin, OR 97062

Gibbons, Lynne

**From:** Lynne Gibbons [mailto:lynnegibbons@comcast.net]  
**Sent:** Tuesday, October 13, 2009 7:44 AM  
**To:** GreatestPlace  
**Subject:** Sunnybrook Extension

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas County.) off the RTP map!



This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Lynne Gibbons  
8564 SE 58<sup>th</sup> Ave  
Portland, OR 97206  
503.701.4046

**Gilmour, Campbell**

From: Campbell Gilmour [mailto:campbell.gilmour@comcast.net]  
Sent: Friday, October 09, 2009 3:54 PM  
To: Deborah Redman  
Subject: Sunrise phased improvements

Page 55 of draft references the PRC again. Just leave it as "Sunrise Corridor phased improvements."

**Glover, Lyn**

From: Lyn G [mailto:identmind@gmail.com]  
Sent: Friday, October 02, 2009 10:29 AM  
To: Regional Transportation Plan rtp; Carl Hosticka  
Subject: Metro's plan for an I-5-99W connector - public input

To Whom It May Concern:

It is my understanding that within the City of Tualatin, Metro is proposing three major arterials (Northern, Central and Southern Arterials) instead of the I-5/99W connector:

- \* The Northern Arterial includes widening existing roads (4-5 lanes for Tualatin Rd. by the County Club and Herman Rd. out to 99W) that would connect to a widened Lower Boones Ferry Rd. (4-5 lanes by Club Sport and the Claim Jumper restaurant) -- this thoroughfare would be connected by a new 4-5 lane road and bridge that would be built over the Tualatin River and through Tualatin Community Park.

- \* The Central Arterial includes widening Tualatin-Sherwood Rd. to 4-5 lanes through the City of Tualatin to Sherwood.

- \* The Southern Arterial includes extending 124th (it already exists from 99W to Tualatin-Sherwood Rd.) down south to Tonquin Rd. connecting near North Wilsonville.

As a resident of the City of Tualatin, I strongly support the Southern Arterial, 124th extension as a more positive and constructive way to handle increasing traffic needs between 99W and I-5. I absolutely do NOT support any plan that would disrupt Tualatin Community Park in any way, shape or form.

Thank you for your time and consideration,

Lyn Glover  
8693 SW Iroquois Drive  
Tualatin, OR 97062

Goodson, Charles

**From:** Charles Goodson [mailto:cggoodson@gmail.com]

**Sent:** Tuesday, October 13, 2009 3:52 PM

**To:** GreatestPlace

**Subject:** Proposal 10731

To Metro,

Re: 10731, Hearing scheduled Oct. 15, 2009 at 5PM>

We have become aware of a proposal to change traffic for Tualatin Road proposal 10731. This proposal would GREATLY impact the side traffic for those who live on the streets feeding into Tualatin Rd./Lower Boones Ferry Rd. traffic. It is already difficult to get onto Tualatin Road at heavy traffic times in the morning and evening.

The proposed road also would negatively impact our Tualatin Community Park and would go over the Tualatin River area. Also the maps used by the city and the 99W to I-5 Steering Committee show Cheyenne Way incorrectly.

This proposal does not seem to have environmental impact data input or traffic control data input. There is minimal control for ongoing traffic issues as it is.

Also, there has not been involvement of citizens in review of this plan. Please do not allow this proposal to go through.

This is a poorly planned proposal as well as a lack of review by citizens of Tualatin.

Thank you for your consideration.

Charlie Goodson  
17565 SW Chippewa Trail  
Tualatin, Oregon 97062  
phone 503-692-6498

Hallberg, Shannon

**From:** Shannon Bierly [mailto:shannonoregon@yahoo.com]

**Sent:** Monday, October 12, 2009 12:49 PM

**To:** GreatestPlace

**Subject:** Public Comment

To whom this may concern at METRO:

I am a resident of rural Washington County and wanted to register comments regarding transportation developments and urban/rural reserves.

Regarding public transportation, I am in strong favor of continuing the MAX line along Hwy 26 at least as far as North Plains. I specifically advocate for MAX routes that are not in "competition" with existing roadways and neighborhoods. When MAX is on a designated line (as it is along hwy 26, or when it is underground) then the speeds are legitimate for commuter transportation. I was a 14 year resident of New York City in which the subway is the lifeblood of transportation. I cannot help but be disappointed by the slow winding of the MAX train. It is rare that I use MAX since it is always faster and more convenient for me to go to Portland in my car. On occasion, my husband and I will park at Sunset Transit Center and ride MAX to attend an event in Portland. Parking is often a challenge at Sunset so sometimes this does not work. If, however, MAX were expanded to North Plains (in addition to other stops along 26 of course)

with a commuter parking structure, AND the train speed was swift, our ridership would increase dramatically.

Additionally, I am in strong favor of dedicated biking paths and lanes to connect neighborhoods to public transportation opportunities. Right now, in rural North Plains there is significant recreational biking, which is great, except that there are no bike paths and locals constantly complain about accommodating cyclists on the road, especially cycling groups. If there could be an investment in bike paths then recreational and hopefully commuter riding would increase, hopefully bringing some economic development to the economically depressed mill town that is North Plains.

Regarding rural/urban reserves, I am in strong favor of maintaining established urban growth boundary limits. With all of the redevelopment potential, I see no reason to expand further and every reason to preserve what green space we have. What I would like to also strongly support, however, are strict design standards for new development. Standards that include both aesthetics and sustainable design. I am not sure if you have any influence in this but if you do, please use what muscle you can to place wise limits on new design.

Many thanks for your time,

Sincerely,  
Shannon Hallberg  
PO Box 1505  
North Plains, OR 97133

**Hallock, Cara**

From: cara [mailto:carabellawine.com]  
Sent: Tuesday, October 13, 2009 11:04 AM  
To: GreatestPlace  
Subject:

I strongly oppose the latest I-5 connector. As a vineyard owner in Clackamas County on Parrett Mountain I oppose a highway that would go through prime vineyard land.

Sincerely,

Cara Hallock  
Carabella Vineyard

Hammond, David

**From:** David [mailto:[scoutx@gmail.com](mailto:scoutx@gmail.com)]  
**Sent:** Wednesday, October 14, 2009 10:01 PM  
**To:** GreatestPlace  
**Subject:** Project 10731

NOO!!!!

This city project will kill Tualatin Road with traffic.

David Hammond

Hammond, Shirley

**From:** Shirley Hamilton [mailto:[shirl@hevanet.com](mailto:shirl@hevanet.com)]  
**Sent:** Thursday, October 15, 2009 12:57 PM  
**To:** GreatestPlace  
**Subject:** Against transferring Rural Reserve Land to Urban Reserve Land

First and foremost I am opposed to converting more farm and forestry land within the vicinity of Sherwood, Wilsonville and Newberg into Urban use.

There is already an ample supply of residential property within the Urban Reserve land. A ten year supply is adequate for projected growth.

Once farm and forestry land is covered in concrete there is no going back.

This contradicts all that Oregon has always been about and admired for.

We must conserve rural areas not only for our own farm, forestry, wine-growing and animal husbandry uses, but also as a line to preserve the continuance of many species of wild life and flora which abound in such rural climates but cannot flourish within urban constraints.

The City of Sherwood itself is desirable as a small town. If allowed to exceed into urban sprawl it would never be included in any surveys best ten list.

I am opposed to any more major connector roads running through and polluting our beautiful countryside. Instead we should be working hard and determining ways to provide means of employment in locations closer to home so that the idea of huge connector roads will become obsolete.

I have a Sherwood address yet live in rural Clackamas County and strongly oppose the transfer of any Rural reserve land to Urban reserve land.

Thank you.

Shirley Hamilton.  
[shirl@hevanet.com](mailto:shirl@hevanet.com)

**Hein, Chris**

**From:** Chris Hein [mailto:ChrisH@thedussingroup.com]  
**Sent:** Monday, October 05, 2009 9:46 AM  
**To:** Regional Transportation Plan rtp; Carl Hosticka  
**Cc:** lou.ogden@juno.com; Jay@H-Mc.com; smbekman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us; jmmac@aol.com; Carl Rumpf  
**Subject:** Tualatin Arterials

**Dear Metro:**

**Within the City of Tualatin, Metro is proposing three major arterials (Northern, Central and Southern Arterials) instead of the I-5/99W connector:**

**As a resident of Tualatin I am opposed to the Northern and Central Arterial's you are considering.**

- The **Northern Arterial** includes widening existing roads (4-5 lanes for Tualatin Rd. by the County Club and Herman Rd. out to 99W) that would connect to a widened Lower Boones Ferry Rd. (4-5 lanes by Club Sport and the Claim Jumper restaurant) -- this thoroughfare would be connected by a new 4-5 lane road and bridge that would be built over the Tualatin River and through Tualatin Community Park.
- The **Central Arterial** includes widening Tualatin-Sherwood Rd. to 4-5 lanes through the City of Tualatin to Sherwood.
- The **Southern Arterial** includes extending 124th (it already exists from 99W to Tualatin-Sherwood Rd.) down south to Tonquin Rd. connecting near North Wilsonville.

The Northern and Central Arterials would negatively impact the community (livability, environment, traffic, safety) in the north and central city areas. I cannot imagine a new 4-5 lane bridge over the river and through one of our city's best parks. I don't know where you live but how would you like a plan to come into your neighborhood and build a 5 LANE VIADUCT OVER OR ALONG SIDE YOUR PARK!!!!!! Not to mention the traffic that it will bring into our neighborhoods!!!

I think that a I-5/99W connector is the answer and trying to divert the traffic all across Tualatin is not the answer!! If a connector needs to be built the Southern Arterial would have the least impact on our city!

The plan needs to take into account all of the metro area and not just divide up Tualatin.....Why not use Durham Road for the Northern Connector....That would give a presence in Tigard?

Trying to balance the needs of different cities, the environment and traffic within the region is a tall order for Metro. I can completely appreciate the challenges that you have. I would hope that you understand my and concerns, and hopefully you will adjust your plans accordingly.

Regards,

Chris Hein  
10975 SW Tunica St.  
Tualatin, Oregon 97062  
503-691-9052

Hill, Rowena and Randy

**From:** Randy and Rowena [mailto:rowena.randy@verizon.net]  
**Sent:** Wednesday, October 14, 2009 9:18 PM  
**To:** GreatestPlace  
**Subject:** Project ID #10731 for Tualatin Road - NO NO NO

As property owners on Cheyenne Way we are completely opposed to the proposal to add a traffic bridge over the Tualatin River, Tualatin Community Park, and train lines. We are also opposed to any proposal to further widen Tualatin Road to five lanes near the golf course or any where else. Property values have already plummeted in the current economy, and turning Tualatin Road into a major arterial would make our property impossible to sell. We are already struggling with heavy traffic during morning and evening rush hour and widening the road would make it nearly impossible to get out of our own neighborhood. Noise levels would

increase dramatically with the addition of even more heavy traffic - and this would be on top of the WES train blasting all morning and afternoon (not to mention the freight trains that have to run all night because of the WES). Another serious concern is the environmental impact from increased truck and car traffic with the resulting air pollution spilling over into our neighborhoods, schools and open spaces.

Instead of looking to increase traffic why aren't you looking for ways to **REDUCE** traffic in the form of improved bus service (greatly needed in Tualatin), more bike lanes and bike friendly areas, plus a light rail that actually goes somewhere (instead of WES - the train to nowhere).

We ask you to think about how YOU would like it if this were proposed for the home and neighborhood where YOU live!

Rowena and Randy Hill  
17995 SW Cheyenne Way  
Tualatin

**Holloway, Patricia**

**From:** Patricia Holloway [mailto:holloway2@q.com]  
**Sent:** Tuesday, October 13, 2009 7:47 AM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook Extension off the FTP Map

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas County.) off the RTP map!

The Sunnybrook Extension is a one of the only publicly accessible nature areas in a neighborhood that is under urban renewal as blighted. We have almost no open space and only one tiny pocket park for a population of over 12,500 citizens.

Our Community Planning Organization (Southgate Planning Association) is solidly behind protecting this unique resource. It is simply not fair for more affluent areas to receive protection of their natural areas, while ours would be stripped away.

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak



habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thank you for responding to this request,

Patricia Holloway  
President, Southgate Planning Association  
Resident of North Clackamas Revitalization Area urban renewal zone  
Telephone 503-772-0085

**Holloway, Patricia**

**From:** Patricia Holloway [mailto:holloway2@q.com]  
**Sent:** Tuesday, September 15, 2009 8:57 AM  
**To:** 'Dolly Macken-Hambright'; GreatestPlace  
**Cc:** Carlotta Collette; 'BCC-Clack'  
**Subject:** RE: Regional Transportation Plan request, SUNNYBROOK Extension

Dear Metro Staff and Councilors,

The Southgate Planning Association adds its voice to Ms. Maken-Hambright's recommendations (below). Our CPO which represents nearly 12,500 members has repeatedly stated its opposition

to running a roadway (and now, apparently, utility lines) through the Three Creeks area south of Clackamas Community College.

Patricia Holloway, President  
Southgate Planning Association  
Telephone 503-772-0085

**From:** Dolly Macken-Hambright [mailto:dollym-h@hotmail.com]  
**Sent:** Tuesday, September 15, 2009 7:00 AM

To: greatestplace@oregonmetro.gov

Cc: carlotta.collette@oregonmetro.gov; BCC-Clack

Subject: RE: Regional Transportation Plan request, SUNNYBROOK Extension

Since it now the 15th of September, here is my comment for the record...

Dear Metro Staff and Councilors,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

As you are aware, METRO COUNCIL just recently approved the expenditure of over a third of a million dollars from the Metro Nature in Neighborhood Bond fund to pool funds with the city of West Linn and the state to purchase up to 20 acres of White Oak habitat in West Linn above I-250 near the 10th St. exit.

**It makes no sense** to place high value on Oak Habitat in one area of the region and not think twice about a comparable (and highly visible) habitat in another part of the county that is also irreplaceable and also very involved with our local watershed issues. There is little justification for this connection which the Clackamas County administration is now proposing.

**It makes no sense** to run utility lines through this area, either. This appears to be merely a segue to running the proposed roadway through the area and is equally unacceptable.

Further, the county (presumably Metro has agreed) has abandoned the Harmony Road EIS process and stated that they now prefer a "local solution" to meeting the traffic needs of the area. The Milwaukie City Council has requested the county reconsider their options in the area servicing the CCC Harmony Campus. The City Council, adjacent neighborhoods, several environmentally involved groups and other concerned citizens in the area are on record for planning strategies that would direct non-local traffic to use the Milwaukie Expressway, rather than the Harmony Corridor.

This last plan was considered during the adoption of a regional center concept in the early 2000's. Traffic planning assumptions have changed since then. The neighborhoods, environmentalists and citizens have not!

Local CPOs, Milwaukie neighborhoods, the environmental folks, etc., have never been notified by the county of its intent to submit the plans they have. The last public involvement piece regarding this issue clearly directed the county to drop both the

Sunnybrook extension and the Harmony Road build-out for some other neighborhood/environmentally friendly means of utilizing Highway 224. Suggestions were submitted for the county to explore alternatives some years back by the PAC and it is time these ideas received a serious look and review.

Please remove the Sunnybrook Extension designation/project off the RTP.

Dolly Macken-Hambright

503-659-8908

Linwood Neighborhood Assoc. Treasurer

The Grove Homeowner's Assoc. President

and small business owner

Ingram, Nicole

From: Niik Sophistilass [mailto:luv2mec@yahoo.com]

Sent: Tuesday, October 13, 2009 8:37 AM

To: GreatestPlace

Subject: project 10731

Hi,

I live off of Cheyenne Way in Tualatin and I struggle to take a left from Cheyenne Way to Tualatin Road every day. Sometimes it takes 2-3 minutes to take this left turn. The traffic is so heavy already in the morning we don't need anymore traffic. There must be another way to improve the flow of 99W.

Thank You

Nicole Ingram

Jackson, James

**From:** James Jackson [mailto:jackson.js@comcast.net]

**Sent:** Wednesday, October 14, 2009 8:05 PM

**To:** GreatestPlace

**Subject:** Some Comments re Making the Greatest Place

I have filled in the surveys on the Metro website Making the Greatest Place. The comment boxes do not allow me provide much context for my responses, so I am sending this note as an addendum.

I moved to Portland as a college student 1967. I was raised in the suburbs of New York City and Washington DC. Several family vacations in the west did not prepare me for the scale and variety of the landscape that I encountered in Oregon. With only a few hours travel, one could reach a stunning coast line, a high desert, a diverse array of ranches, farms, and orchards, and of course a remarkable range of volcanic peaks. Portland was a compact city then. Gresham and Beaverton were isolated towns where dairymen and orchard owners could be found in the local cafes. It seemed that every third adult male had worked in the woods in his golden youth, either logging or on a fire crew. And if you wanted to experience the “Great Northwest Woods”, but did not have a car, or did not have an hour for a drive, you could take a bus to Forest Park. After walking for less than an hour, you would be in a forest unlike anything to be found within any of the cities of the northeast: elk tracks, perhaps signs of bear, a variety of bird song, sometimes a few deer, and of course the trees. Little did I realize Forest Park was “only” a second growth forest, burned or logged a few decades before my first visit.

Much has changed since 1967, but with some effort you can still visit farms, orchards, and ranches in day's drive. You can still meet people who are engaged in these activities in cafes, coffee shops, and taverns. And Portland's urban core is a much more interesting place to live and work in than it was in 1967, while Beaverton and Gresham are in some ways less interesting and less unique than they were then.

In my ideal future Oregon some 40+ years from now, Portland will have grown more urban in the best sense of the term: diverse career opportunities and diverse urban amenities serving a diverse population. The suburban fringe would be only a little larger than it is today, and its business districts would offer amenities that compete with central Portland's urban life and work.

In my ideal future Oregon, tax payers in the region will not be burdened servicing bonds for infrastructure placed in distant suburbs. Local politicians will not preside over abandoned office parks, factories, and malls built by out of state companies that earlier politicians lured to their cities with ten year tax abatements.

Ideally, adequate funding will enable Oregon's schools and universities to finally offer the education that Oregon's students require. As adults, these well educated citizens will create the organizations that will populate business communities in Portland and its sister cities. No one will fantasize that the region can develop business activity by luring out of state corporations to build satellite facilities here. The region's home-grown companies will support local schools,

parks, and cultural activities with enthusiasm. No one will look with envy upon the business support for the communities in Seattle, the Bay Area or Los Angeles.

A personal car will be optional, not because cars are expensive to own or operate, but because public transit, bike, and pedestrian paths will reduce the present absolute need to own one or more cars. You will still be able to visit the Coast on the weekend without enduring grid lock on a highway that snakes through the Coast Range. You will still be able to ski on Mt Hood during the day, and spend the night at home after a satisfying day out. Possibly, you will not need a car to go the coast or Mt Hood for a day trip.

And in my ideal Portland in 50 years, Forest Park will continue to offer a stunning experience of wildlife and forest for no more than the modest cost of a bus fare. It's connection to the Coast Range habitat would be preserved, and possibly improved. Indeed, the hike (or bike ride) might be better: you might be able to take a bus to one end of the park, and walk (or bike) to the other end, and perhaps continue walking (or biking) on well tended trails for a few days, until you reach the Pacific. You will not need to arrange a pick up there, as public transport between Portland and the Coast will have been restored. And although you may not be alone on these trails and bike paths, your journey will not be crowded, as the Portland area will enjoy a network of parks, trails, and paths that link every neighborhood. A walk to the Coast will be one of many possibilities in my ideal Portland 40 or 50 years from now.

These comments expose a degree of nostalgia and romance. Two technical comments must be added. I have worked as a geologist for over 30 years, much of that time as a petroleum geologist. I do not subscribe to the inference that oil production peaked recently, but I do forecast that conventional oil will peak in the next 40 years. During the next four decades, conventional oil will become increasingly expensive, and its principle refined products, gasoline, diesel, and jet fuel will also become increasingly expensive. This is common knowledge. Less well understood is that the low cost/low margin refined products will also become increasingly expensive. Specifically, asphalt will prove to be a "luxury" road surface. Some serious consideration must be given to the nature of road construction materials that we will have ready, affordable access to in the future.

I have taught a few classes each year for the past decade at Portland State and Mount Hood Community College. My impression is that our high schools are providing a less impressive grounding in mathematics now than they did when I began teaching these classes. Most of my students have been confounded by simple problems, such as division by a number expressed as

a percent. I think this reflects the states ever decreasing support for K-12 education. I am not alone in this experience as university teacher. The university system's problems are well known, and should be an embarrassment to all who live in this state.

Jim Jackson  
Portland, OR 97206

Kelly, Candice

**From:** Candice KELLY [mailto:candicekelly16@msn.com]  
**Sent:** Sunday, October 04, 2009 5:02 PM  
**To:** Regional Transportation Plan rtp; carol.hosticka@oregonmetro.gov  
**Cc:** Bethany Wurtz; Frank Bubenik  
**Subject:** 3 arterials

My name is Candice Kelly and I am a resident of Tualatin (Zip: 97062). I am also the present Co-Chair of Tualatin Tomorrow. So I am speaking first and foremost as resident of this wonderful City and secondly also as the voice of the Visioning project requested by the citizens of Tualatin for the future of this city going towards 2030.

I want to voice my full and complete opposition to the Northern and Central Arterials being considered by the RTP Plan. I don't believe these are in the best interest of my city. First of all, the Central Arterial will only help complete the dissection of the city by the Tualatin-Sherwood Road which is only a partial dissection right now. We are trying to build a town center that will be used by all Tualatin residents and this will be a huge deterrent to those on the south side of T-S Blvd. We are trying as a city to find ways to make T-S Blvd LESS of a problem to our community not more of a difficulty. Secondly, the idea of a 4-5 lane highway for thru "non-local" traffic thru our Northern residential area and thru or even over our Tualatin Community Park is UNTHINKABLE. I can't imagine why ANYONE would planning a 4 or 5 lane highway thru a park as small as this, MAYBE if the park were, say the size of Central Park in New York City. Tualatin Community Park is park of the HEART of this city. I can't imagine why you would even consider it OK to such vivisection of any community with these two ideas.

I do however support the Southern Arterial and we have begun that process which should be supported. This makes so much more sense than the other two. It will help Sherwood, Tigard, Tualatin and to a lesser extent Wilsonville. Connecting 124th thru to Elligsen Rd seems the right choice to me for all of these cities.

I hope you will please take my concerns into account as you are looking at where to spend our

very valuable funds in this economy. Please keep in mind that our community hangs in the balance. We need transportation avenues and connections but NOT at the expense of our quality of life. This is a very VIBRANT city and we plan to keep it that way and build towards this future you are planning our transportation for well. If we do our part and you do a good job with YOUR part then the future inn 2030 and 2035 and beyond will be bright for Tualatin as well as all our surrounding areas.

I will be paying attention and I do plan to be vocal on this subject to all I meet and speak with regarding these issues.

Thank you for your time and good work.

Candice Kelly  
Tualatin Resident and Co-Chair for Tualatin Tomorrow  
Tualatin, OR 97062  
[candicekelly16@msn.com](mailto:candicekelly16@msn.com)  
503 691-1155

**Kisor, Michael**

From: metro@magicpubs.com [mailto:metro@magicpubs.com]  
Sent: Thursday, October 15, 2009 2:57 PM  
To: GreatestPlace  
Subject: Public testimony for long-range plan - Metro Project ID # 11116

I would like to voice my support for Metro Project ID # 11116 (SW Garden Home Rd. Multi-modal Improvements). Due to medical reasons, i am unable to testify in person.

Currently there is little to no space for pedestrians to safely walk along Garden Home Road. The western end does have a dirt path, but 8-9 months out of the year (when it rains) that can be slick and treacherous. In many areas, pedestrians have only 4-5 inches of gravel (next to the fog line) to walk on. There is a clear and present danger of getting hit by a car in these areas. Even with these hazards, many people do walk along Garden Home Road. This number will no doubt increase substantially with pedestrian improvements (as was the case on nearby Oleson road, when sidewalks were added). Likely mass transit use would increase as well, especially if bus shelters were constructed.

For bicyclists, Garden Home Road is the gateway to areas outside of the neighborhood. Anyone wishing to use their bicycle for transportation must run the gauntlet of Garden Home Road. For many, this is a serious impediment to bicycling. The section between SW 46th and SW 54th is steep and curvy. Motorists often race around the curves, making it a treacherous section to bicycle. While other sections of road tend to be straighter and less steep, bicyclists in uphill

travel directions are nonetheless constantly passed by faster moving automobiles. The “bicycle lane” consists of the width of the fog line, plus another inch or two of pavement; the danger of getting sideswiped by an automobile is ever-present.

I ask that this project be funded as soon as possible. It could make a significant improvement to the health and safety of those wishing to walk and bicycle, and help to reduce the use of automobiles and the coincident generation of greenhouse gases and other pollutants.

Sincerely,  
Michael Kisor,  
Resident of the area

**Klinker, Jack**

**From:** Jack Klinker [mailto:jklinker@focussemi.com]  
**Sent:** Wednesday, October 14, 2009 1:48 PM  
**To:** GreatestPlace  
**Cc:** Samadams@ci.portland.or.us; Director@pdxtrans.org  
**Subject:** RE: 2035 RTP and Garden Home Rd improvements in Ashcreek

Dear Sir,

Please find attached a letter concerning 2035 RTP projects in the Ashcreek Neighborhood Association in Southwest Portland.

Sincerely,

Jack Klinker  
President, Ashcreek Neighborhood Association

ASHCREEK NEIGHBORHOOD ASSOCIATION  
October 14, 2009

Metro Council  
Regional Transportation Plan Comments  
Planning and Development  
600 NE Grand Avenue  
Portland, OR 97232

**RE:** Regional Transportation Plan, Proposed Improvements in Ashcreek Neighborhood Association

Dear Sirs:

The Ashcreek Neighborhood Association strongly supports improvements to and signalization of the intersection of Garden Home Road and Multnomah Boulevard (Metro Project ID # 10191). Please ensure that this project remains on the Federal Priority list for funding



eligibility. At our October 12th, 2009 monthly meeting, we passed a motion (unanimously) in support of this and the following transportation improvements.

We also support improvements specific to pedestrian safety on Garden Home Road contained within Metro Project ID # 11116 (Garden Home Road), with some suggestions regarding the design. This road through our neighborhood is in good condition and does not need major reconstruction. We would like to preserve the existing character of the road, and do not support major road widening or addition of turn lanes.

The average daily traffic counts (please see attached report) for Garden Home Road provide evidence that road widening is unnecessary. Garden Home Road (east of the intersection with Multnomah Blvd) is a minor collector, not an arterial. Multnomah Blvd serves that function quite adequately and is within one quarter mile of Garden Home road. However, the existing conditions of Garden Home Road are not safe for walking or bicycling. Minor safety improvements are possible, such as adding a pedestrian path on one side of the road, and road shoulder widening to accommodate bicyclists on the uphill segments.

Besides Garden Home Road improvements, the Ashcreek Neighborhood supports other bicycle and pedestrian improvements in our neighborhood. Taylors Ferry Road (Project ID # 10284) should be moved to the Federal Priority list because it serves as an important east - west connection between Washington County and the West Portland Town Center and Barbur Blvd.

Other important streets that serve as north south collectors include SW 45th / SW 48th Ave between Multnomah Boulevard and Taylors Ferry Road, and SW 62nd / 61st / Pomona / 64th. These roadways are not even mentioned in the Metro 2035 Regional Transportation Plan but the combined improvements would create a grid-like system of connected streets in our neighborhood.

All of these roadways lack shoulders, are not safe for pedestrians or bicyclists, and have inadequate storm water management facilities. Multnomah Boulevard lacks sidewalks and storm water facilities, forcing pedestrians to walk in the bike lanes. This important east – west arterial is also not mentioned in the Regional Transportation Plan. Please add SW 45th / SW 48th and SW 62nd / 61st / Pomona / 64th and Multnomah Boulevard to the Regional Transportation Plan, and elevate the Taylors Ferry Road project to the Federal Priority List. Thank you for your consideration.

Sincerely,

Jack Klinker, President  
Ashcreek Neighborhood Association  
C/O Southwest Neighborhoods, Inc  
7688 SW Capitol Highway  
Portland, OR 97219  
CC: Mayor Sam Adams, Commissioner in charge of Transportation  
Sue Kiel, Director, Portland Bureau of Transportation

**Garden Home Road Survey and Research Results**  
**Ashcreek Neighborhood Association**  
**October 2009**

As the Ashcreek Neighborhood Association representative on the Southwest Neighborhoods, Inc., Transportation Committee, I conducted an informal survey on transportation improvements to Garden Home Road between SW Capitol Highway to the east, and the intersection with Multnomah Boulevard to the west. At the request of the neighborhood association at our monthly meeting on Monday 9/14/09, I researched past and current proposals associated with transportation improvements along Garden Home Road. The question below was sent via e-mail to the Ashcreek Neighborhood Association list server, with 94 recipients, and to 43 households in the Orchard Lane Homeowners Association list server.

**As a part of this research, I am interested in what you, the local residents would like to see, or not see, occur in the future for this section of road.**

Responses were requested in writing, via e-mail or snail mail to me, by Friday October 2nd, 2009. The survey e-mail request included the following: "Please be assured that the identity of anyone who provides comments will remain confidential, no names or return addresses will be made public or shared in any way".

**Summary of Survey Results:**

Of the 94 people on the Ashcreek mailing list, 28 people, or 30% responded. 17 of 43 people, or 40% responded from the Orchard Lane Homeowners Association. Even though some people may be on both lists, 94 plus 43 equals 137 survey recipients, divided into 45 responses, equals an impressive 33% response rate!

Safety improvements for pedestrians were the most requested item. The combined total of responses that supported some type of pedestrian improvements was 35, or 78%. Many expressed that improvement to the intersection at Multnomah Boulevard is needed. Support for some type of bicycle improvements and safety was often mentioned. There was significant concern for preserving the existing character of Garden Home Road. Opposition to turn lanes or road widening to increase capacity was also significant.

The responses received are tallied as follows. Improvements that are supported are listed first, specific improvements opposed are listed next. All improvements either supported or opposed are listed in approximate order of number of "votes" received.

Please see Appendix A: Written Responses; the actual comments received.

Background information on past proposals, existing conditions, and current project proposals follows the tally of survey responses.

**Improvements Supported:**

|                                                           |          |
|-----------------------------------------------------------|----------|
| Sidewalks                                                 | 15 (33%) |
| Traffic Signal at Multnomah Boulevard                     | 14 (31%) |
| Bike Lanes                                                | 13 (29%) |
| Ditches to Swales                                         | 9 ( 2%)  |
| Asphalt Walking Paths                                     | 7 ( 2%)  |
| Multi Use Path                                            | 6 ( 1%)  |
| Widened Shoulders                                         | 5 ( 1%)  |
| Speed Bumps                                               | 6 ( 1%)  |
| Reduce the Speed Limit                                    | 2 (<1%)  |
| Guard Rails on Curves                                     | 2 (<1%)  |
| Maintain City Right of Way / Mowing & Trimming Vegetation | 2 (<1%)  |
| Marked Crosswalks at Path Intersections                   | 1 (<1%)  |
| Improved Illumination                                     | 1 (<1%)  |
| Improved Bus Stops                                        | 1 (<1%)  |
| Roundabout at Multnomah Boulevard Intersection            | 1 (<1%)  |

**Improvements Opposed:**

|                                                    |         |
|----------------------------------------------------|---------|
| Center Turning Lanes                               | 6 ( 1%) |
| Sidewalks                                          | 5 ( 1%) |
| Bike Lanes                                         | 5 ( 1%) |
| Curbs                                              | 3 ( 1%) |
| Road Widening                                      | 3 ( 1%) |
| Disturbance to Vegetation in Right of Way          | 3 ( 1%) |
| Traffic Signal at Multnomah Boulevard Intersection | 3 ( 1%) |
| Ditches to Swales                                  | 1 (<1%) |

**Project Background and Past Proposals:**

In May of 1992, an intergovernmental agreement transferred the jurisdiction of the intersection of Garden Home Road and Multnomah Boulevard from Washington County to the City of Portland. This agreement remains in effect in 2009. The county line crosses Garden Home Road at approximately SW 65th Ave. The portion of Ashcreek NA to the west of SW 65th Ave is in Washington County, however Garden Home Road and the intersection with Multnomah Boulevard are maintained by the City of Portland.

As a response to neighborhood requests for pedestrian improvements in the mid 1990's the City of Portland's Dept. of Transportation developed a project planning proposal that was included in the city's Transportation System Plan. The 1998 (Project # 90033) description reads: "Reconstruct road to three lanes with signal improvements at Multnomah intersection, drainage improvements, bike lanes, sidewalks and curbs. The original project proposal was identified as a priority for the Southwest District, and the estimated cost was \$6,475,000.00. No additional engineering or design studies of the project have been conducted. This is not

normally done until project funding is obtained. When funds are obtained, designs that realize city transportation policy will be developed and refined that include community participation.

In the 1998 Portland Pedestrian Master Plan, the section of Garden Home Road (GHR) from Capitol Highway to SW 45th Ave is listed as a (Phase Two) Pedestrian Access to Transit Project. This project was described as: Improve sidewalk access in vicinity, improve ease of crossing and install curb extensions at transit stops with enhanced stop amenities. The segment of GHR from Capitol Hwy to SW 65th Ave is listed as a (Phase Three) Pedestrian Corridor Project. This project description was: Construct a walkway for pedestrian travel and access to transit. The cost for both projects combined in 1998 was \$1,600,000.00 and it they were rated medium in regard to safety concerns, and low as to community support.

In May 2007, with the aid of a grant from Southwest Neighborhoods, Inc., a written survey of Ashcreek and Crestwood neighborhood residents was conducted by members of both neighborhood associations. The survey was mailed to 2440 households, and 151 surveys were returned, a 6% response rate. Approximately 37% of respondents indicated that Garden Home Road / Multnomah Blvd. intersection was their largest transportation concern, followed by 30% concerned about speeding along Taylors Ferry Road.

The survey included an open-ended question: What do you see as the biggest problems / shortcomings of this area: 32% of the respondents cited the lack of sidewalks, bike paths and walking routes in the neighborhoods. 31% of the respondents supported the addition of pedestrian paths or bike paths on Garden Home Road. 38% of the respondents indicated they would be willing to pay for new pedestrian paths on collector streets through a "HALO" Local Improvement District.

In November 2008, the SWNI Trails Committee submitted the Bicycle Facilities Strategy to the Portland Office of Transportation. In this report, Garden Home Road was recommended for "Priority Two" bike lanes on uphill shoulders. Priority one projects were considered necessary to create a basic bike route network. Priority two projects are those to be added later to complete the system and allow safe and convenient access to all neighborhoods. Garden Home Rd. did not meet the criteria for priority one, and was not considered an immediate need.

### **Existing Conditions:**

The 1.7 mile segment of GHR covered in this report includes 1.3 miles within Ashcreek NA from SW 48th Ave to the east; to Multnomah Blvd to the west. The segment from SW Capitol Hwy to SW 48th Ave (approx 0.4 miles) is within the Multnomah NA, with mixed use (residences, apartments, and small businesses). The remaining 1.3 miles within the Ashcreek NA is mostly single family residential, with some apartment complexes near the west end. Multnomah Village business district lies to the east, along Capitol Hwy and Multnomah Blvd. The Garden Home shopping center is just west of the intersection of Garden Home Road and Multnomah Blvd.

The entire road segment in both NA's includes approximately 29 intersections with local / residential streets, not including Capital Hwy to the east and Multnomah Blvd to the west. There approx. 105 driveways along the entire length. The city owned right of way is approx. 60 feet in width. Currently, there are two 12 feet wide travel lanes, one in each direction, with a double yellow center line, except at intersections, and a white fog line on the outside edge of each travel lane, although the fog line needs repainting in some stretches. The road surface is asphalt in generally good condition, and is not scheduled for maintenance in the near future.

Road shoulders range from narrow segments of pavement or gravel to nonexistent, with some exceptions near intersections. The road contains several curves between SW 47th Ave and SW 52nd Ave with a descent in and out of the Woods Creek drainage crossing. Steep cut and fill slopes near the curves constrain the road corridor. A moderate grade exists between SW 65th Ave and SW 67th Ave, in the Washington County portion of Garden Home Road, and the pavement in the westbound lane is approx. 20 feet wide in this area.

Availability of on street parking varies from limited to moderate, most residences have off street parking, but current spaces exist for about three or four dozen vehicles along the roadway in both NA's combined. Ditches of variable depth are present along some stretches of Garden Home Road, creating difficulties for pedestrians if no shoulder exists in the same segment. Roadside vegetation in the city right of way also prevents safe passage by pedestrians along some stretches of the road. In some portions of the western part of Garden Home Road, dirt or gravel pedestrian trails exist in the city right of way, usually with drainage ditches between the trail and the roadway.

According to portlandmaps.com, GHR is currently described as a neighborhood collector; designated for community transit; a local service truck route; a community bikeway & walkway; a minor emergency response route; and the street design classification is "local street". The speed limit is posted as 30 mph, except on the curves where it is 20 or 25 mph. The most recent traffic counts from 2006, provided by PBOT are as follows: Weekdays (SW 56th & SW 65th) = 1787 Average Daily Traffic (ADT); (SW 41st & SW 45th) = 1888 ADT; (On Garden Home at Multnomah Blvd) = 1995 ADT; and the weekday range for all locations = 1438 – 2169 ADT. The weekend average for all locations = 1466 ADT, with a range of 1044 – 1835 ADT.

Please see Appendix B: Photos of Existing Conditions.

#### **Current Projects and Proposals:**

In the current (2009) draft of Metro's Regional Transportation Plan (RTP), the project has been split into two separate projects. Metro Project ID # 10191 is described in the RTP as "Improve and signalize the intersection at SW Garden Home and Multnomah Blvd". The current estimated cost is \$1,931,033.00, and funding may be available from System Development Charges (SDC), a fund for infrastructure improvements. This project is listed as a federal priority in the draft 2035 RTP. Projects on this financially constrained list are considered likely to receive funding.

Metro Project ID # 11116 includes Garden Home Road from SW Capitol Hwy to SW Multnomah Blvd. This project is described as “Reconstruct road with drainage, bike lanes, sidewalks, and curbs”. The estimated project cost is \$15,396,476.00. No funding is currently available. Although this project is listed in the draft 2035 RTP, it is not on the federal priority / financially constrained list, and obtaining funding is not likely in the near future.

Please note that the current project description does not mention three lanes. According to Kirk McEwen at PBOT’s Planning Division, “when these improvements are funded, the configuration of the street will be determined through a design process that includes extensive public involvement”.

In the recently (10/5/09) released Draft of the Portland Bicycle Plan for 2030, the 1.7 mile segment of GHR is listed as a Tier 3 project, suggested for a future separated in-roadway bike lane. Tier 3 projects are the lowest priority in the plan, and would require a “dramatic shift in local, regional, state and federal transportation funding priorities”, according to the draft bike plan. Construction costs for Tier 3 projects have not been estimated. No site specific bike improvement designs exist for Garden Home Road.

City guidelines for installation of bike lanes is a threshold of approx. 3000 ADT. In a 10/9/09 telephone conversation with Denver Igarta, PBOT Transportation Planner, we discussed vehicle traffic counts and possible options regarding uphill shoulder widening on Garden Home Road to accommodate cyclists.

Please see Appendix C: Portland Bicycle Plan for 2030; Ashcreek Neighborhood Map & Project List.

Please note that the public comment period for the bike master plan is open until November 8th, 2009, the plan is draft plan is available online at:  
<http://www.portlandonline.com/transportation/index.cfm?&c=44597>

All citizens are encouraged to send comments to: [bicyclemasterplan@pdxtrans.org](mailto:bicyclemasterplan@pdxtrans.org) .

### **Relevant Laws and Policies:**

Oregon State Law: ORS 366.514 (The “Bike Bill”) was passed by the Oregon Legislature in 1971. 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. The law requires the Department of Transportation, counties and cities to provide walkways and bikeways on all roadway construction, reconstruction or relocation projects. The funding source or amount are not the determining factors; what is important is that pedestrian and bicycle facilities be provided as part of road improvements.

City of Portland Comprehensive Plan Policies: The Comprehensive Plan (required by state law) is the adopted land use plan for the City of Portland.

Goal 6 – Transportation: Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. 6.4.C. All of a street’s classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street.

Goal 11 - Public Facilities: 11.10.F. Provide planned bicycle facilities in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street because of severe environmental or topographical constraints, unacceptable levels of traffic congestion, or the need to retain on-street parking. 11.10.G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.

Respectfully submitted,

Roger Averbeck  
PO Box 19893  
Portland, OR 97219  
503-679-1447  
[roger.averbeck@gmail.com](mailto:roger.averbeck@gmail.com)

**Knight, David**

**From:** dleeknight@aol.com [mailto:dleeknight@aol.com]  
**Sent:** Wednesday, October 14, 2009 5:59 PM  
**To:** GreatestPlace  
**Subject:** Light rail

Greetings:

Please don't bring that here. Clark county has rejected it twice. Many people I know, are here to escape Portland. Not that Portland is all that horrible other than the taxes, high density and crime. They want a more rural environment, and it is here. We don't expect to have the density to support light rail for a long, long time.

You know, a 3rd bridge that would complete the freeway wheel around the city, might also incorporate a light rail commuter express train from a hub in the Ridgefield/Woodland area. This would not require us to tear down these bridges for at least another 50 years, and drastically reduce traffic in the central Portland area.

Please upgrade flawed Keynesian economic models. (breaking windows does not stimulate the economy in the long run)

Thank you for getting this far,

David Knight

**Krueger, Matthew**

**From:** Matthew Krueger [mailto:mattkrueger1@hotmail.com]

**Sent:** Tuesday, October 13, 2009 9:38 AM

**To:** GreatestPlace

**Subject:** Please- no Sunnybrook Rd extension

Dear Metro-

Please do not allow for Sunnybrook Rd to be extended through the beautiful natural area west of 82nd. My understanding is Metro works to protect these kind of places. It makes no sense to me that any part of this area of beautiful old oaks would be sacrificed for more road. I thought this was a trend that had been reversed in the Metro area. Please do not make the mistake of allowing the Sunnybrook Rd extension.

Thank you,

Matt Krueger  
5273 N. Amherst St.  
Portland

**Krueger, Matthew**

**From:** Krueger, Matt [mailto:Matt.Krueger@BES.CI.PORTLAND.OR.US]

**Sent:** Thursday, October 15, 2009 5:28 PM

**To:** GreatestPlace

**Subject:** Please do not allow the Sunnybrook Rd extension



Dear Metro,

Please remove the Sunnybrook Rd extension from Metro's RTP. Isn't this extension fundamentally against Metro's Nature in Neighborhoods initiative? The Oregon Oaks that would be impacted are priceless. I personally have spent many hours collecting Oregon Oak acorns on behalf of the City of Portland's Grey to Green Initiative. If just one of these acorns becomes a mighty oak, it will have been worth the effort. Oak habitat in the region is so fragmented due to development. It's hard for me to comprehend Metro allowing for further impacts. Please do not allow for any more oaks to be removed from the beautiful Three Creeks natural area.

Accommodate more trees, not more cars.

Thank you for your consideration.

Matt Krueger  
Grey to Green Tree Canopy Program  
City of Portland Environmental Services  
503-823-2978  
[matt.krueger@bes.ci.portland.or.us](mailto:matt.krueger@bes.ci.portland.or.us)

**Lashbrook, Stephan**

**From:** Stephan Lashbrook [mailto:stephan.lashbrook@yahoo.com]  
**Sent:** Thursday, October 15, 2009 10:12 AM  
**To:** Karen Withrow  
**Cc:** Carlotta Collette  
**Subject:** MGP testimony

Please submit the following as my personal written testimony, following up on my verbal comments at the Happy Valley hearing on October 8.

First, my commendations and congratulations for the Making the Greatest Place effort. It is a monumental effort of which both the Metro staff and Council should be proud. That said, I still feel that there are many ways that the MGP effort can be improved.

Second, I am concerned about the lack of emphasis on connecting transit service from Clackamas County to Washington County via I-205. At the current time, neither SMART nor Tri-Met provide service between West Linn and Tualatin or Wilsonville. From a larger perspective,

there is no transit connection between the new Clackamas Town Center light rail stop and any WES commuter rail station on the west. I consider this to be a serious oversight at a time when many thousands of commuters drive from homes in Clackamas County to jobs in Washington County every day.

Third, I support the testimony of Mara Gross from the Coalition for a Livable Future. I can accept that it is too late to fix the process in this round of RTP updates, but the next round should include an open process of ranking RTP projects against a set of criteria that support Metro's vision for the region. This kind of open public process cannot be completed within a 30-day comment period. I fear that the current round of RTP projects will not really do enough to move the region towards Metro's stated goals of vibrant communities, economic prosperity, safe and reliable transportation, sustainability, clean air and water, and fairness and equity. More importantly, I fear that it will do more harm than good in terms of achieving a reduction in greenhouse gas emissions.

Thank you for your consideration of these comments and thank you for your efforts on behalf of the region.

Stephan A. Lashbrook  
4342 S.E.. Rockwood Street  
Milwaukie, OR 97222

Lauvray, Logan

**From:** Logan Lauvray [mailto:loganlauvray@yahoo.com]  
**Sent:** Thursday, October 15, 2009 10:45 PM  
**To:** GreatestPlace  
**Cc:** Logan Lauvray  
**Subject:** Take Sunnybrook off the RTP Map!

Dear Metro,

Please take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West

Lynn) and at the same time support cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thank you for considering my comments,

Logan Lauvray  
6906 SE Harold St.  
Portland, OR 97206

Layman, Genevieve

From: genevieve layman [mailto:genevievebriery@gmail.com]  
Sent: Wednesday, October 14, 2009 12:05 PM  
To: GreatestPlace  
Subject: Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds! The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas.

The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Genevieve Layman

Layman, William

**From:** William Layman [mailto:billotter@nwi.net]  
**Sent:** Wednesday, October 14, 2009 1:09 PM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook off the RTP Map!

To Metro

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments.

William D. Layman  
434 Orondo Ave.  
Wenatchee, WA 98801  
509 662 7285

Lehmann, Peter

**From:** Peter.Lehmann@Sun.COM [mailto:Peter.Lehmann@Sun.COM]  
**Sent:** Thursday, October 15, 2009 6:54 AM  
**To:** GreatestPlace  
**Subject:** Portland Metro Regional Freight Plan

Metro,

My comments are directed at the Regional Freight Plan. I'm the Site Director at Sun Microsystems in Hillsboro. Sun is a \$11.5B company that creates network computer infrastructure, and the Hillsboro site is the last remaining internal manufacturing location. A slight majority of Sun's revenue goes to North/South America and the reminder is abroad. The Hillsboro plant mirrors that distribution and 100% of the product is shipped outside of Oregon.

One of Sun's options is to outsource these Oregon jobs to contract manufacturing companies in low cost geographies. That hasn't happened, but one of the biggest challenges to remain in Portland is freight transportation. Specifically, the two problems for Portland's ability to support an exporting company are 1) lack of international flights that support large freight and 2) our location on the west coast, since many large customers are East-coast based. We can't help the second problem, but we can work on the first.

The goals in the Freight Plan are supportive of Sun's goals: fund and sustain investment in our multimodal system and create first-rate networks. The product will produce outcomes such as reduced delay, better travel time reliability, and lower costs. Sun support the specific focus areas of reducing core bottlenecks, including the I-5, I-405, and US26 areas. These locations have a direct impact on the goals identified by the Freight Plan and the ability of businesses to remain competitive.

Portland is one of twelve US cities with direct international flights. That is a huge advantage for the business community. What is missing from Portland is the freight capacity to move goods internationally. For example, since Sun's computer equipment is often over 66" tall, we must ship to international locations via "main deck." Main deck is the place where tall freight is secured on freighters; passengers sit in this space on commercial airplanes. 100% of Sun's International main deck shipments truck to LAX or SEATAC airport before taking off. The business impact is increased shipment costs and lost time. Taking 25% longer to move product to the end customer and to invoice that customer has a negative impact on a firm's cash flow. PDX does not provide main deck international service, so the Port loses several million of revenue from Sun's business alone, plus countless other firms with similar situations. Investing in that capability would bring additional revenue, jobs, and, most importantly, keep Oregon companies competitive.

A few key facts on shipping 1200 kg over 66" tall, using various cities:

Cost to ship Houston to AMS = 30% less than PDX

Cost to ship Chicago to AMS = 50% less than PDX

Time to ship Houston to AMS = 1 day faster than PDX

Time to ship Chicago to AMS = 1 day faster than PDX

The Port subsidizes several carriers with international passenger routes. The Port needs to do the same for freight. Find five to ten companies in the same situation as Sun, size the freight load, and then offer that business to a freight carrier. The Port may need to subsidize initially, but the long run should result in self-sustaining flow of goods.

You may be skeptical. What is in it for the Port, Metro, and the citizens of Oregon? Answer: jobs, jobs and more jobs. Consider the situation with Sun. We have a distribution center in California. Our contract manufacturers ship goods to that location to be consolidated before shipment to the end customer. Sun's Hillsboro location also uses a warehouse, so Sun evaluated moving the distribution center to Portland. The location next to the Hillsboro factory made sense, and Oregon has a lower cost of labor than California. The problem was lack of main deck freight capacity out of PDX (zero capacity). A Portland distribution center would still be trucking 40% of the shipments to SEATAC or LAX, and that tacks on an additional 100% cost. If the distribution center would have moved to Portland, hundreds of jobs would likely have moved with it. It's possible that Sun's contract manufacturers would have also relocated near Sun's distribution site. Sun would have added dozens of jobs to support the distribution center. That core of people may have snowballed into thousands of tax payers and voters.

About the Freight Plan, I've read chapter 10, From Goals to Implementation. Sun agrees with continuing the Task Force relating to freight and goods movement. The business community needs to have a voice, as the Freight plan is meant to serve their needs. Good recommendation. The Freight plan includes data collection and reporting - yes! Develop a set of business oriented performance goals and start tracking data. Goal F is the most critical to successfully supporting companies shipping product - strategic investment in transportation. The areas of focus that appeared most beneficial were the addressing the core throughway system bottlenecks: I-5, I-5/I-405 loop, US26 and I-5 South to Wilsonville. For Sun Microsystems, shipping international freight through PDX would be a huge advantage. Ultimately, Metro should to steer more of the budget to transportation. The region needs jobs to sustain a high quality of life, and jobs won't survive without transportation infrastructure. Capital projects will need funding to make a noticeable difference.

Sun's bottom line message is expanding and improving the freight network will keep jobs in Oregon and bring new jobs into the area. Freight is a competitive weapon and Portland's

geographical disadvantage makes our freight infrastructure extremely important.

Best Regards,  
Pete Lehmann  
Sun Microsystems  
Director of Site Operations  
Hillsboro, OR

**Leiser, Walker**

**From:** Walker Leiser [mailto:WalkerL@desantislandscapes.com]  
**Sent:** Tuesday, October 13, 2009 8:39 AM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) while at the same time cut down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include a provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Walker Leiser, PDC  
New Business Development  
7907 State Street  
Salem, OR 97317  
503-364-8376 Main office  
503-639-0151 Portland Branch  
503-480-4789 Cell  
503-364-8064 Fax  
[walkerl@desantislandscapes.com](mailto:walkerl@desantislandscapes.com)  
[www.desantislandscapes.com](http://www.desantislandscapes.com)

**Leth, Dian**

**From:** DIAN LETH [mailto:Dleth1@msn.com]  
**Sent:** Monday, October 12, 2009 3:35 PM  
**Subject:**

I do not want any more traffic on Tualatin and Herman Road. It is hard enough to get out on Tualatin road right now from Cheyenne Way. We don't need any more increased traffic. Project #10731 is a bad idea. I say NO to this PROJECT.

Sincerely.

Dian Leth  
18245 SW Cheyenne Way

**Lipsomb, Joseph**

**From:** Joe Lipscomb [mailto:tgc205@comcast.net]  
**Sent:** Friday, October 02, 2009 6:43 PM  
**To:** Regional Transportation Plan rtp  
**Subject:** Tualatin Arterial Proposals

I am supportive of all three arterial proposals ( Northern, Central and Southern ) through Tualatin with the following condition that all would be designed as 4 lane with landscaped



median strip ( or 5 lane ) and limited and/or controlled access to prohibit left turn movements.

Joseph Lipscomb  
Tualatin 97062  
503 692 2899

Livingston, Helen  
Walcutt, Susan

**From:** Crimesucks@aol.com [mailto:Crimesucks@aol.com]  
**Sent:** Thursday, October 15, 2009 10:51 AM  
**To:** GreatestPlace  
**Subject:** RE: SAY NO TO PROJECT 10731

My family and I have resided on Cheyenne Way since the late 1990s. This is a close neighborhood where established families have raised their children and now, their grandchildren have become a part of the fabric of our neighborhood.

Feeling safe for our children and grandchildren to ride their bikes and scooter and their skate boards from our street to the park has been one of the things I have felt good about. Adding a five lane highway at the end of our block would certainly change this.

Some of us who live on Cheyenne Way are people who appreciate having the grocery stores, parks and library so close by and not having to drive on the freeways is something that I know I value.

By going forward with Project 10731 would be a step backward for us and for all of Tualatin. Please reconsider the Project and find another way to accomplish what you want to accomplish! It has never been a problem to drive to Bridgeport to shop or to enjoy the restaurants and concerts and other events. If I have to travel to Bridgeport on a five lane highway, I know I will not go there nearly as often!

Thank you,  
Helen Livingston  
Susan Walcutt

Luis, Amber

**From:** Amber Luis [mailto:ALuis@mcfarlanesbark.com]

**Sent:** Wednesday, October 14, 2009 1:35 PM

**To:** GreatestPlace

**Cc:** Kathleen McFarlane

**Subject:**

Hello, my name is Amber and I work at McFarlane's Bark which is just north of the property proposed to be destroyed (the 3 creeks natural area). I recently took a tour of the property, and was amazed at all the old growth oak trees and the other vegetation habitating right in my back yard, well my work back yard, also the animal life back there was enjoyable. While I was back there I did notice that it was quiet and peaceful which is somewhat of a hard feature to come by in the city, you would have to travel at least 30mins to find somewhere around here where you could enjoy the outside life and not have to deal with a ton of surrounding person and vehicle noise, I found that all that noise was blocked and I was truly alone with just my thoughts it was VERY nice. I believe we already have plenty of roads in the city and it is not unacceptable for people to continue the routes that they have already been taking, we need to stop thinking of ways to make things faster in this ALREADY fast paced world, and as they say take some time to stop and smell the roses, must we take everything away ourselves, we complain about the city life yet we want to take any of natural areas away, just because its an open and unused space, Well newsflash if you haven't been paying attention the space is not unused but in fact is in full use by our neighbors and wildlife, the space has been left alone for many years, why go now. Just leave it be and enjoy what we already have.

Thank you very much for your time and I hope this helps in changing the minds of the involving parties trying to take this home away from us.

Sincerely

Amber at McFarlane's Bark

Macken-Hambright, Dolly

**From:** Dolly Macken-Hambright [dollym-h@hotmail.com]

**Sent:** Tuesday, September 15, 2009 6:59 AM

**To:** GreatestPlace

**Cc:** Carlotta Collette; BCC-Clack

**Subject:** RE: Regional Transportation Plan request, SUNNYBROOK Extension

Since it now the 15th of September, here is my comment for the record...

Dear Metro Staff and Councilors,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

As you are aware, METRO COUNCIL just recently approved the expenditure of over a third of a million dollars from the Metro Nature in Neighborhood Bond fund to pool funds with the city of West Linn and the state to purchase up to 20 acres of White Oak habitat in West Linn above I-250 near the 10th St. exit.

It makes no sense to place high value on Oak Habitat in one area of the region and not think twice about a comparable (and highly visible) habitat in another part of the county that is also irreplaceable and also very involved with our local watershed issues. There is little justification for this connection which the Clackamas County administration is now proposing.

It makes no sense to run utility lines through this area, either. This appears to be merely a segue to running the proposed roadway through the area and is equally unacceptable.

Further, the county (presumably Metro has agreed) has abandoned the Harmony Road EIS process and stated that they now prefer a "local solution" to meeting the traffic needs of the area. The Milwaukie City Council has requested the county reconsider their options in the area servicing the CCC Harmony Campus. The City Council, adjacent neighborhoods, several environmentally involved groups and other concerned citizens in the area are on record for planning strategies that would direct non-local traffic to use the Milwaukie Expressway, rather than the Harmony Corridor.

This last plan was considered during the adoption of a regional center concept in the early 2000's. Traffic planning assumptions have changed since then. The neighborhoods, environmentalists and citizens have not!

Local CPOs, Milwaukie neighborhoods, the environmental folks, etc., have never been notified by the county of its intent to submit the plans they have. The last public involvement piece regarding this issue clearly directed the county to drop both the Sunnybrook extension and the Harmony Road build-out for some other neighborhood/environmentally friendly means of utilizing Highway 224. Suggestions were submitted for the county to explore alternatives some years back by the PAC and it is time these ideas received a serious look and review.

Please remove the Sunnybrook Extension designation/project off the RTP.

Dolly Macken-Hambright  
503-659-8908  
Linwood Neighborhood Assoc. Treasurer  
The Grove Homeowner's Assoc. President  
and small business owner

**McCarthy, Darren**

**From:** darren.michael.mccarthy@tektronix.com  
[mailto:darren.michael.mccarthy@tektronix.com]  
**Sent:** Thursday, October 15, 2009 2:35 PM  
**To:** GreatestPlace  
**Subject:** RTP Projects 10598, 11339, 11340, 11342

How can the RTP projects remain under consideration when they were rejected in committee. This seems out of process, and there is a reason for these being rejected.

Please remove these projects from the RTP: 10598, 11339, 11340, 11342

Thank you,

Darren McCarthy  
Sherwood Heater Road resident

**Mai, Rod**

**From:** Rod Mai [mailto:rgmai@hotmail.com]  
**Sent:** Tuesday, October 13, 2009 7:50 PM  
**To:** GreatestPlace  
**Subject:** project #10731

I am a 16 year resident of Tualatin living near Tualatin Rd. I am very opposed to the Tualatin Rd/Boones Ferry Rd project #10731. I have to fight traffic to get out of my street on to Tualatin Rd currently. The change proposed would funnel heavy volumes of traffic directly off I-5 to my neighborhoods front door. The bottleneck created at the existing infrastructure will destroy the quality of life in what is currently a very nice area. Please consider that this is a short sighted,

expensive bandaid and will only create another traffic problem at the expense of a very populated family neighborhood.

Rod Mai

**Mai, Saari**

**From:** Saari Mai [mailto:saarimai@msn.com]

**Sent:** Tuesday, October 13, 2009 8:56 PM

**To:** GreatestPlace

**Subject:** project # 10731

I am a 16 year resident of Tualatin living near Tualatin Rd. I am very opposed to the Tualatin Rd/Boones Ferry Rd project #10731. I have to fight traffic to get out of my street on to Tualatin Rd currently. The change proposed would funnel heavy volumes of traffic directly off I-5 to my neighborhoods front door. The bottleneck created at the existing infrastructure will destroy the quality of life in what is currently a very nice area. Please consider that this is a short sighted, expensive bandaid and will only create another traffic problem at the expense of a very populated family neighborhood.

Saari Mai

**McFarlane, Kathleen**

**From:** Kathleen McFarlane [mailto:KMcfarlane@mcfarlanesbark.com]

**Sent:** Thursday, October 15, 2009 11:06 AM

**To:** GreatestPlace

**Subject:** Helping Metro Save the 3 Creeks Natural Area

Administrators ~

Please take the necessary action to remove the Sunnybrook Extension west of 82<sup>nd</sup> Avenue off of the RTP map. The 3 Creeks Natural area has been the neighbor on the McFarlane's Bark, Inc. north property line for our 40 years in Milwaukie. Please do not be in favor of destroying old-growth White Oak trees of 100 to 300 years (concern under Title 13) and please do not be in favor of any roads through this space, it would be devastating to the creeks and animals that are there. Remember that the park takes on water at flood levels in the northwest rainy seasons; this, subsequently is a natural habitat for the wildlife that lives in the 3 Creeks.

Be cognizant of the other negative impacts such as the flooding upon the homes and businesses down from the streams . For the past 40 years homes and businesses alike, within a several miles of our 6 acre site, have been dealing with flooding caused by excessive development and a poorly managed system. Managed poorly, only because the development in the easterly regions of Highway 205, for about 20 miles, has been too fast for our responsible departments to keep up with. Flood clean up and repair at McFarlanes is over \$35,000 for last January 2009. There have been up to 3 floods per year. And that is every year for the past 20 years. McFarlane's has many tools to deal with flooding; other businesses, homes, condominiums and apartment complexes do not. Will they decide to move because of flooding? If so, then that

means empty property and no taxes paid on those properties. This will be a direct impact upon the county's financial structure.

Many of the neighboring property owners do not see any urgent need for road changes or road additions. There are roads ALL AROUND US. Let's see if the new Green Line eases things up and wait until we see how the transit system "shakes out".

It would be congruent with *Metro's Nature in Neighborhoods* goals to keep The 3 Creeks in tact. In Kathleen McFarlane's opinion:

Three Creeks, "the property that looks a lot like Central Park in New York",  
Sustainably,  
Kathleen McFarlane  
Owner, *McFarlane's Bark, Inc. Since 1932*  
503-659-4240

**Miller, Lewis M**

**From:** Immiller7@juno.com [mailto:Immiller7@juno.com]

**Sent:** Tuesday, October 13, 2009 8:46 AM

**To:** GreatestPlace

**Subject:** sunnybrook extentsion

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Linn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

This just shows the lack of concern for the citizens of Milwaukie and our desire to keep a naturally beautiful area for future generations to enjoy.

Thanks for your consideration of this project.

Lewis M. Miller

Morton, Susan C.

**From:** Susan Morton [mailto:scmorton49@yahoo.com]

**Sent:** Thursday, October 08, 2009 9:37 AM

**To:** GreatestPlace

**Subject:**

I have always felt that Max lines were Boondoggles, bringing about more crime, not enough ridership to validate the lines, and of course ruined neighborhoods.

Having not kept up with the news regarding the street car expansion, I still believe this is added expenditure the taxpayers do not need.

The latest is the new streetscape project ongoing with Denver Av. in the Kenton neighborhood. The speed limit is still listed at 35mph but now has added "traffic calming" curb extensions, Islands, and speed bumps at what added cost to taxpayers! Now they are tearing up Denver Av in the heart of Kenton, ripping out good trees, and for what reason? except to add an extra tax burden to an already crippled economy.

Susan C Morton

Neely, C Richard and Mary

**From:** fairway1286@comcast.net [mailto:fairway1286@comcast.net]

**Sent:** Thursday, October 15, 2009 11:04 AM

**To:** GreatestPlace

**Cc:** John Cesnalis; dohurtad@havanet.com

**Subject:** Regional Transportation Plan #10731

**To:** Metro Commissioners:

**From:** C. Richard Neely, 8665 S.W. Chinook St., Tualatin, Ore.

My wife, Mary Neely, and I are opposed to including this project in Metro's Regional Transportation Plan. We join in the reasons expressed to you by memos and testimony presented by homeowners of the Northern Tualatin area.

In addition, I would like to suggest that before this project could be built it would have to pass

environmental review. As it has been stated in other communications to you ,that environmental impact to the area and the park lands is substantial. Furthermore, because a bridge over the Tualatin River is involed it would be necessary to obtain the approval of the Corps of Engineers. These are all substantial hurdles that must be overcome before this project can go forward.

Because there are so many questions concerning the feasibility of this project it would be unfair to those of us in the Northern Tualatin area to have the project included in the Metro Plan. To do so will impact the marketability of our properties.

Thank you, C Richard Neely and Mary Neely

**Odermott, Don**  
**City of Hillsboro**

From: Don Odermott [dono@ci.hillsboro.or.us]  
Sent: Thursday, October 15, 2009 1:55 PM  
To: Joshua Naramore; Clark Berry  
Cc: Mark Sullivan; Andy Back; Patrick Ribellia; Alwin Turiel; Colin Cooper  
Subject: FW: RTP changes

Josh,  
On behalf of the City of Hillsboro, please make the following project additions, or corrections, in the RTP:

State \$XXX      Federal \$XXX

|                                                                                |                |               |
|--------------------------------------------------------------------------------|----------------|---------------|
| #10844 Cornelius Pass Road (TV Hwy to Rosa Road)<br>lane      \$45.0M          | Major Arterial | Construct 3/5 |
| #10845 Evergreen Parkway (Glencoe Rd to Hornecker Road)<br>lane      \$12.512M | Minor Arterial | Construct 3   |
| #10814 Evergreen Parkway (25th to Sewell)<br>to 5 lane \$4.0M                  | Minor Arterial | Widen from 2  |
| #10819 Century Blvd (Baseline to Cornell)<br>lane      \$6.80M                 | Minor Arterial | Construct 3   |
| #10575 West Union Rd (Cornelius Pass to 185th)<br>lane      \$26.192M          | Arterial       | Construct 5   |
| #11285 Farmington (209th to 198th)<br>to 5 lane \$18.0M                        | Arterial       | Widen from 3  |

Please note that your regional model continues to include an incorrect capacity coding for Evergreen Road between 15th Avenue and 25th Avenue, which has been 5 lanes wide for the past 8 or so years. The model has it as a 3-lane, resulting erroneously in red on the V/C plots



including mid-day. Project #11285 reflects a widening of Farmington, which is already largely improved to 3-lane, as a result of Area 69 development per our South Hillsboro analysis work.

Don Odermott, PE  
Transportation Planning Engineer  
City of Hillsboro

From: Mark Sullivan  
Sent: Thursday, October 15, 2009 12:06 PM  
To: Don Odermott  
Subject: RTP changes

Don, here's a list of what I found missing from the RTP projects list, it matches up with my memory of our conversation with Josh a few weeks back

- Cornelius Pass extension south of TVH
- Evergreen extension west of Glencoe
- Evergreen between 25th and Sewell (missing piece of 5-lane widening)
- West Union between Corn Pass and 185th

Mark Sullivan  
Traffic Analyst  
City of Hillsboro Planning Department  
150 East Main Street, Fourth Floor  
Hillsboro, OR 97123-4028

503-681-5256  
fax 503-681-6245  
[marks@ci.hillsboro.or.us](mailto:marks@ci.hillsboro.or.us)<<mailto:marks@ci.hillsboro.or.us>>

**From:** Brad Parker [mailto:bparker@lzbpx.com]

**Sent:** Thursday, October 15, 2009 7:00 AM

**To:** GreatestPlace

**Subject:** Tualatin portion of RTP

To Metro council, My name is Brad Parker and my family owns and operates the 6 La-Z-Boy Furniture Galleries stores in the Portland metro area. We have a store at I-5 and Nyberg Rd, and our regional distribution center is on TSW at 120th.

I am well aware of the traffic issues in this area. I also live on Shawnee Trail which is on the north side of Tualatin Rd near the Tualatin Country Club.

I would like to submit my comments regarding the proposed changes to the RTP known as Project #10731.

Constructing a parallel 5 lane highway to TSW makes absolutely no sense if considering any impacts on the city of Tualatin.

There is a statement that this option would "enhance local access and circulation", as stated by the Executive Management Team.

This is utterly false and misleading. Jamming a 5 lane highway through the heart of Tualatin only enhances regional traffic access to HWY99 from I-5 while destroying long time neighborhoods and the city of Tualatin itself.

This community does not need a 5 lane highway added to it's core seated directly on top of the city park.

Additionally, a proposal such as this requires public comment and involvement of which there has been none.

Current truck traffic is banned from Tualatin Rd from Boones Ferry to Teton. This makes sense as there are only neighborhoods and the country club located in this area.

This is a peaceful and quiet area and should remain as such. The traffic issues should be resolved by solutions already on the table that do not include destroying the heart of Tualatin.

This proposed change is not in the best interest of Tualatin. The regional traffic that is such an issue should be routed on a bypass that actually does bypass Tualatin not cut it's heart out. This proposal requires comments and should have no possibility of adoption without comments and community involvement.

I strongly oppose this plan to create a 5 lane highway through the middle of Tualatin. This is not good for the city, the neighborhoods, business, and the people of Tualatin. I urge to not operate in secret and to involve the affected communities on your plans.

Respectfully submitted,

Brad Parker  
503-691-4440

Peach, Phillipa

**From:** phillipa peach [mailto:phillipa\_peach@yahoo.com]  
**Sent:** Wednesday, October 14, 2009 6:05 PM  
**To:** Regional Transportation Plan rtp  
**Cc:** Carl Hosticka  
**Subject:** Metro's 3-Arterial Road Plan through Tualatin

Hello

I am a resident of Tualatin (97062) and have been following Metro's proposals for the I5/99W connector. I am writing to state my objection as a resident to the plans for the Northern Arterial route, and the Central Arterial Route.

Plans for the Northern Arterial route would blight the best park the city has (Community Park), and one that is used most frequently to bring the city together in community events. It would ruin the downtown feel that Tualatin is fostering, turning the Northern side of the town into yet another zone where it feels comfortable only to travel by car.

The Community Park sits next to the Tualatin River and recent investment in this area has created huge improvements in the green space for the city. My family spend a lot of time enjoying quiet and picturesque walks by the river from the Community Park; and bike rides from our house, along Tualatin Road, over the new pedestrian bridge to Durham and Cook Park. This is a ride I currently feel comfortable taking my five and six year olds on. How enjoyable and viable will this be next to a 4-5 lane road?

Road planning should be sensitive to the long-term livability of the city's residents. This plan is certainly not that. The environmental impact of this plan for local residents can only be negative.

Similarly the Central Arterial would split the city further into two halves accessible to one another only by car. Let's create a plan (focus on the Southern Arterial) that keeps heavy traffic out of our town center, so we can create an environment downtown that can be accessed by foot, is good to the environment, and has green, open spaces for all our families to enjoy together as a community.

Thank you for considering my opinions.

Sincerely

Phillipa Peach

**Pearce, Sue**

**From:** Sue Pearce [mailto:sue@suepearce.biz]

**Sent:** Thursday, October 15, 2009 12:26 AM

**To:** GreatestPlace

**Cc:** sue@suepearce.biz

**Subject:** greatestplace: how best to use it

Dear Councilor Liberty and fellow Councilors,

A previous commitment (South Corridor Portland/Milwaukie Lightrail CAC) limits the chances for my attendance at Metro on October 15. Given the hour that I am at last able to send my comments, I will make them brief and informal.

Do you have an opinion about whether farmland and forestland should be developed or conserved? Forest and farmland should be conserved. They are a treasure and legacy that we should not squander. Further, , we will need that farmland to feed the the hundreds of thousands to a million plus more people expected to populate in the region in the next few decades.

Do you have ideas about how we should invest your tax dollars on transportation projects? We should maintain existing roadways, build those necessary for access to areas within the urban growth boundary. We should be investing on the infrastructure that will allow the creation of

homes and mixed-use development, as well as jobs in undeveloped areas within the UGB; and then concentrate on transit and ped-bike routes, and 20-minute neighborhoods..

Are there investments governments should be making to maintain and improve existing neighborhoods, main streets and downtowns? Mixed use, "20-minute Neighborhoods", open spaces and parks, as well as repair of existing infrastructure.

Do you have concerns or proposals for how redevelopment occurs in your neighborhood? As much as I am a believer in the UGB and building up and in-fill, I, and many of my neighbors, have been troubled by projects with the correct mixed-use concepts, but that ignore the existing neighborhood by using very modern design and materials in a neighborhood of small Victorian homes merging into those of Craftsman style, and large projects that block the light and air space of a much smaller home next door. New projects can and should be done with designs that fit into, and do not encroach upon the existing neighborhood.

Are there ways our neighborhoods and region can attract and retain jobs? Improved support for education so that businesses have a well-educated pool of potential employees. (I am in no way convinced that the tax structure is unfair to business). The permitting system should become more user-friendly. The City of Portland seems always to struggle with the challenge of assuring safe and appropriate building practices while avoiding a back-log and extra expense.

Creative zoning and innovative combination of land use may also attract business. I was intrigued by recent article in the Oregonian about a farmer who continues to farm while living within the expanded city limits of Damascus and providing space and experience to teach others to farm using sustainable and healthful techniques.

Some of my answers and suggestions address city or county government more than Metro. However, Metro may be able to influence other jurisdictions with which Metro interacts.

Thanks for considering our input, and for all you do.....

Susan Pearce  
3142 SE 25<sup>th</sup> Ave  
Portland 97202

Perazzo, Dawn

**From:** Scott & Dawn Stoddard [mailto:dbkstodd@wildblue.net]  
**Sent:** Friday, October 09, 2009 1:17 AM  
**To:** Regional Transportation Plan rtp  
**Subject:** put me on the email list

Urban and Rural Reserves. I live South of Sherwood and am upset that I my road is on the list for possible 99-I5 bypass.

Dawn Perazzo

Perry, Marilyn D

**From:** Laundryloo@aol.com [mailto:Laundryloo@aol.com]  
**Sent:** Tuesday, October 13, 2009 10:04 AM  
**To:** GreatestPlace  
**Subject:** Re: Project #10731

Metro Council: To whom it may concern:

I have just been advised of the inane proposed new arterial, project #10731, on Herman Road and Tualatin Road to connect 99W to I-5. I must offer my resistance to this plan. I have lived on Cheyenne Way in Apace Bluff since 1972, in a quiet and safe neighborhood. A proposed freeway going through would drastically change everything. It was my understanding for many years that this was proposed from 99W to Norwood, which is a much better idea, as it is for the most part undeveloped and would not impose on residential areas. Presently, Tualatin-Sherwood road get the brunt of the traffic from 99W to I-5 and I think that also would be the answer for this overpass freeway. The property values in north Tualatin would drop drastically. Our children would not be safe walking or riding bikes to school and the noise level would exceed standards set by DEQ. Has there been an environmental impact study done or even a public meeting? Not to my knowledge. PLEASE reconsider this proposal as a BAD ONE. I do not want Metro to add this project to its next regional transportation plan.

Sincerely,

Marilyn D. Perry

Person, Jeremy

**From:** Jeremy Person [mailto:jeremylperson@hotmail.com]  
**Sent:** Tuesday, October 13, 2009 7:41 PM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thank you for considering my comments,

Jeremy Person  
3727 SE 28th PL  
Portland

Peterson, Debbie

**From:** Debbie Peterson [mailto:debbie@debbiepeterson.org]  
**Sent:** Thursday, October 15, 2009 10:54 AM  
**To:** GreatestPlace  
**Subject:** If it's so great...

Metro, you are ruining Portland with your huge light rail budgets. Schools are failing, roads are failing, the Marquam Bridge has a worse rating than the I-5 Bridge. If Portland is so great, why did it rank lowest in people's happiness/contentedness survey, last summer. Your budget is out of control. Stop spending. Do what we have to do. Look, analyze, spend wisely. Tighten your belt!

**Peterson, Shelby and Jon**

**From:** shelbypete@aol.com [mailto:shelbypete@aol.com]

**Sent:** Thursday, October 15, 2009 7:21 AM

**To:** GreatestPlace

**Subject:** Project 10731 Tualatin

I think there needs to be more involvement from the citizens on this project. I heard a little about it in the past, but no one notified residents of Tualatin to my knowledge to have any input. I live on the North end of Tualatin and know that we have such a difficult time getting on to Tualatin Rd that we will never get out once they make Tualatin Rd busier than it is now. We do not want that much traffic in our neighborhood, also disturbing the Park and noise on the golf course. Please let us have some input before this comes to pass.

There are others in this neighborhood that has not even heard about this and do not even have an opportunity to voice their opinions.

Sincerely,  
Shelby & Jon Peterson  
18050 SW Shawnee  
Tualatin, Or. 97062

**Platter, Daniel**

**From:** DANIEL PLATTER [mailto:danlplatter@hotmail.com]

**Sent:** Tuesday, October 13, 2009 11:24 AM

**To:** GreatestPlace

**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is



a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

As a milwaukie resident i have nowhere nice to run or view wildlife, few quality parks or natural areas, and in Three Creeks is one of our last chances to have that which others in the metro area have in abundance. please don't cut down our oaks for more roads or pavement. oald growth in town is being celebrated in other communities (such as in Nashville, TN where THEY WILLINGLY just paid 16 million to preserve a place similiar to the Three Creeks area). this is also a riparian area on one of our most intact creek systems and we need the oaks above that creek!!!!

Thanks for considering my comments,

SINCERELY DANIEL L PLATTER 12320 SE 25TH AVENUE MILWAUKIE OREGON 97222 503 449  
3378 CELL

**Raikoglo, Dwight**

**From:** dwight raikoglo [mailto:rako@comcast.net]

**Sent:** Monday, October 12, 2009 5:49 PM

**To:** GreatestPlace

**Subject:** Project 10731

Metro Council;

It is my understanding that a major project (#10731)impacting Tualatin Road residents is being proposed by some members of the Tualatin City Council and Metro.We object to this proposed regional arterial.It will greatly impact our neighborhood with nonlocal traffic and ruin the visual beauty that we have enjoyed for the past 37 years.We have lived in this neighborhood since

1972 and have seen the City grow from a population of 600 to its present size. The city has managed growth fairly well until now, but this is an illconceived idea to substitute for the long term goal of connecting I-5 around Norwood with traffic west of the City.

Environmentally, this plan is a disgrace and trafficwise it will cause a major disruption to our ingress and regress, particularly from Cheyene Way to the west. Nearly 20 school buses travel to and from the middle school in this area and many of us travel this route to parks and Sherwood neighbors.

Our suggestion is quite simple: leave Tualatin Road to local traffic as intended for the last 37 years and pursue the Norwood connector for regional traffic as promised many times in the past.

Sincerely,  
Dwight Raikoglo

**Raikoglo, Jeanne**

**From:** JRaikoglo@aol.com [mailto:JRaikoglo@aol.com]  
**Sent:** Monday, October 12, 2009 9:29 PM  
**To:** GreatestPlace  
**Cc:** Laundryloo@aol.com; rako@comcast.net  
**Subject:** Project #10731

Metro Council;

It is my understanding that Metro is at this time considering a major project submitted by the City of Tualatin (Project #10731) which proposes a major arterial from the Herman/Tualatin Rd. intersection to Bridgeport Rd with an overpass over the river. While an alternative access to I-5 is sorely needed in this area, the city has not followed traditional due diligence and investigatory process for this proposed 3 to 5 lane highway. To my knowledge no environmental impact studies for the area surrounding the proposed roadway have been initiated and no public input has been sought by the project proposers. The negative impacts of this proposal on the homeowners in the surrounding areas are overwhelming and need to be addressed. They are as follows:

1. The construction period of this project would bring traffic to a standstill on Tualatin and Herman Roads and impact the use of the only arterial into the city of Tualatin from this area (Tualatin Rd.).

2. The additional truck and construction traffic during the construction period would present a high risk situation for the area children who are bused or walk and ride to school using Tualatin Rd.

3. The new arterial would bring thousands of additional vehicular traffic to an already overburdened roadway making it a major thoroughfare and increasing risk factors for all of the surrounding homeowners and their families.

4. The roadway would adversely affect the ingress/egress of all of the homeowners in the abutting area of Apache Bluff at what is already a dangerous intersection.

Most of the homeowners in this area purchased here because of the quiet and peaceful nature of the area. To force them to live adjacent to a major thoroughfare breaches their trust. I am shocked that the City of Tualatin sought to propose this project to Metro without any kind of public hearing or environmental impact study. Certainly this area is no less adversely impacted than the Norwood area for which the alternative I5 access has always been proposed. I am hopeful that Metro will initiate a full due diligence process before putting its stamp of approval on this irresponsible proposal.

Sincerely,  
Jeanne Raikoglo

**Raikoglo, Dwight & Jeanne**

**From:** JRaikoglo@aol.com [mailto:JRaikoglo@aol.com]

**Sent:** Wednesday, October 14, 2009 11:17 AM

**To:** GreatestPlace

**Subject:** Project #10731, Alternative 7

To the Metro Council;

This EMail will followup our earlier comments to the Metro Council regarding Project #10731. As we have delved further into the alternative planned in the RTP we are even more dismayed at the impacts of the this project. Alternative 7 (three arterial corridor) has not had public hearings nor public involvement. It creates a major impact on four large communities. The report presented to Metro is misleading and nonfactual as noted below:

1) There have been no public hearings for Alternative 7 as stated in the February 17, 2009 memorandum from EMT to PSC.

This alternative was created after public hearings on the original five alternatives. It is characterized as a "hybrid solution" which is seriously flawed and has had no community input.

2) It will present a major impact on four communities.

The following four major residential communities will have their local access disrupted or destroyed for many years if this alternative is built:

- a) Tualatin residences along Tualatin Road, Herman Road, and Cheyenne Way
- b) Durham residences along Lower Boones Ferry Road including the City of Durham
- c) Tigard and Summerfield residences along Durham Road which connects with Lower Boones Ferry Road.

3) It will also have a major impact on three schools and all Businesses along Lower Boones Ferry, Tualatin, Herman, and Durham Roads.

- a) Hazelbrook Middle School
- b) Durham Grade School
- c) Tigard High School
- d) Tualatin Country Club
- e) All small businesses along these roads

4) The report contains misleading and false statements

Cited below are just a few examples:

- a) Alternative 7 will not "enhance local access and circulation", as stated by the Executive Management Team. In fact, it will destroy or ruin present flows and use particularly during the construction phases.
- b) Alternative 7 will not "protect livability and economic viability of communities as it is implemented in phases over time". Again, it will disrupt present orderly use and block or restrict access to town centers, Bridgeport Mall, and the I-5 connection off Lower Boones Ferry Road.

We only learned about this hybrid proposal three days ago as the City of Tualatin has chosen not to inform the homeowners and businesses most impacted by this proposal. We are shocked that the magnitude of the potential disruption to our communities and businesses in the northern Tualatin-Southern Tigard area has been ignored. The team and working group responsible should be directed to go back and reevaluate the original 5 build alternatives and not this hybrid created without community involvement.

Sincerely,

Dwight and Jeanne Raikoglo

**From:** Marlene Reischman [mailto:mreischman@rfmseating.com]

**Sent:** Friday, October 02, 2009 10:59 AM

**To:** Regional Transportation Plan rtp

**Cc:** Carl Hosticka

**Subject:** In regards to the Northern Arterial

Hello,

I live at 8720 SW Tualatin Rd, 97062, in the Tualatin Green Condominums. My view is of the Tualatin Country Club and of course, Tualatin Rd.

I am completely against widening the roads out behind my building. At this time, the noise level from the two lane is just barable. I know many people use the road as a shortcut to I-5, including many semi-trucks, which are not suppose to be down this road in the first place. I personally would like to see less traffic, not more, and to find a way to deter the semi-trucks from this area completely. The turns in the road are not designed for that large of a vehicle, but it doesn't seem to stop them. They disrupt the movement of passenger vehicles by having them have to stop and move out of the way. I even witness one stuck and having to back themselves all the way back to 90th ave.

The area in back behind my building happens to be a nice walking and biking area. I can't imagine how you would fit more lanes in there without disrupting what so many people find to be a value to the commuity. I know I frequent it a lot, and my safety is very important. I worry that more traffic in an area that is frequented by many kids would be a safety hazard. In widening the roads, more semi-trucks would be moving in this area. Our area is a residential area, not a commercial, and the traffic heading down this road should be of such.

It would make more sense to widen Tualatin Sherwood road with the Central Artrial project and improve that area to allow for more traffic.

Please reconsider the Northern Arterial construction. Our community is very happy with the wonderful walking and biking area, and the sense of safety.

Thank you for your time,

Marlene Reischman

Customer Service Manager

RFM Preferred Seating

619 SW Wood Street

Hillsboro, OR 97123

800-447-5542ph/800-734-6377fx

[marlene@rfmseating.com](mailto:marlene@rfmseating.com) - [www.rfmseating.com](http://www.rfmseating.com)

**From:** Charles Reynolds [mailto:charlesreynolds@tr-law.com]

**Sent:** Tuesday, October 13, 2009 3:01 PM

**To:** GreatestPlace

**Subject:** 50 yearregional plan comments

Robert Liberty:

Thanks for asking.

Do you have an opinion about whether farmland and forestland should be developed or conserved?

Farm land and forest land around the urban center should be conserved; further development only very selectively. High(er) density urban life is more economical, safer for the environment and ecological. Quality of life can be enhanced, not destroyed by careful urban planning for higher density. Americans aren't so used to it, but high density has alot of positive features.

Do you have ideas about how we should invest your tax dollars on transportation projects?

Less for autos, more for mass trans, pedestrian and bicycle.

Are there investments governments should be making to maintain and improve existing neighborhoods, main streets and downtowns?

Goal should be to enhance neighborhoods so people can walk and ride bike to many urban amenities (theaters, restaurants, convenience markets, parks, rec. centers, schools, etc.).

Do you have concerns or proposals for how redevelopment occurs in your neighborhood?

Yes. Neighborhood associations help set agendas driven by local concerns. In many parts of the city of Portland, neighborhoods lack adequate sidewalks or safe pedestrian ways, even as there are more and more walkers.

Are there ways our neighborhoods and region can attract and retain jobs?

"Liveable cities" are attractive to employers and businesses.

Charles Reynolds SW Portland

**From:** Debbie Reynolds [mailto:DReynolds@mcfarlanesbark.com]

**Sent:** Wednesday, October 14, 2009 11:59 AM

**To:** GreatestPlace

**Subject:**

Subject heading: Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

I was included in a tour of the 3 Creeks Nature area a few weeks ago. I am an employee of McFarlane's Bark, just south of the area. I was amazed at what existed there. Old growth Oak, wetlands and other plants provide sustainability for many animals, birds and many small creatures. I have seen deer occasionally in this area. What a shame that we keep destroying all the places that non-human life needs to exist. Wildlife needs living space too. I vote we leave this area to the creatures that are slowly being pushed from there homes.

Thanks for considering my comments,

Debbie Reynolds

**From:** Beth Roach [mailto:varoaches@hotmail.com]  
**Sent:** Friday, October 02, 2009 11:23 AM  
**To:** Carl Hosticka; Regional Transportation Plan rtp  
**Subject:** Comments on the Regional Transportation Plan (RTP)

Carl and Regional Transportation Officials,

I am writing to you today to express my deep concerns about the proposed Northern and Central Arterials through the city of Tualatin. I am a resident of Tualatin and am extremely concerned about the impact you will be making to the livability of Tualatin. I am concerned about the community feel of my town and the ability of residents to live a safe and healthy life with proposed changes.

I have young kids and we use the Tualatin Park through which the RTP proposes to put a major road. Not only have we used the park for play dates to meet with friends, but we also attend the city events and festivals in the Park. The Park is an important park of the Tualatin city center. If you put a major road through the middle, not only will residents lose a park and green space, you will be discouraging the sense of community we are trying very hard to build. The Tualatin Community park also provides one of the few connections that the citizens of Tualatin have to the Tualatin River. Placing a major road through the park would destroy the one place where we connect our downtown with a major greenspace and the river. The hopes that we have of encouraging residents to be connected to the river with recreational kayaking/canoeing and to gather near the river will be lost. Lastly on a personal note, my husband and I walk and run through the trails in Tualatin Park to Tigard's Cook park. If you build a major road over the park, we will no longer have the peaceful runs that we currently enjoy.

If you widen Tualatin-Sherwood Road, you will be slicing the town in two making it harder for a large portion of the Tualatin community to walk or bike to the city center. We are trying to build a sense of community in Tualatin and encourage residents to eat and live healthy. I am on a committee to start a farmers market downtown right on the commons starting next spring. Our vision is that residents will be able to walk/bike downtown to buy their local produce each weekend. Not only will a major road be a physical barrier to walking/biking downtown, but it will also be a mental barrier that disconnects us from the town center.

Please do not destroy the livability of Tualatin by building the Northern and Central Arterials through our town.



Thank you,  
Beth Roach  
22382 SW 107th Avenue  
Tualatin, OR 97062  
503-691-1820

**Robinson, Beverly**

From: Beverly Robinson [mailto:robinbev43@yahoo.com]  
Sent: Saturday, October 03, 2009 4:35 PM  
To: Regional Transportation Plan rtp  
Subject: I-5, 99W connection

I support the 124th street expansion as the best, least disruptive method of connecting 99W and I-5. I have lived in my zip code 97062 for 20 yrs and watched Tualatin's growth. The other solutions suggested come at the cost of separating neighborhoods or lessening the appeal of our town. Please consider our local needs in addition to regional ones.

Beverly Robinson  
503.486.5784  
[robinbev43@yahoo.com](mailto:robinbev43@yahoo.com)

**Ross, R**

**From:** r ross [mailto:cent21fitness@yahoo.com]  
**Sent:** Thursday, October 15, 2009 10:39 AM  
**To:** GreatestPlace  
**Subject:** from a Vancouver resident

Though a Portland native, one reason I relocated to Vancouver was to escape the effects of your policies. I am among the numerous Vancouverites who oppose any plans you have of infiltrating Vancouver via a grandiose I-5 bridge with lite rail and tolls. We'd rather our current bridge stay and for you to keep your hands on your side of the river.

R Ross  
1111 w. 22nd Street

**From:** Carl Rumpf [mailto:crumpf@zpoint.com]

**Sent:** Tuesday, October 06, 2009 12:06 PM

**To:** Regional Transportation Plan rtp; Carl Hosticka

**Cc:** lou.ogden@juno.com; Jay@H-Mc.com; smbeikman@verizon.net; maddux01@verizon.net; etruax@royalaa.com; chris@mustardpeople.com; joelle.d.davis@gmail.com; slombos@ci.tualatin.or.us; jmmac@aol.com

**Subject:** Tualatin Arterials

**Dear Metro:**

**Within the City of Tualatin, Metro is proposing three major arterials (Northern, Central and Southern Arterials) instead of the I-5/99W connector:**

**As a resident of Tualatin I am opposed to the Northern and Central Arterial's you are considering.**

- The **Northern Arterial** includes widening existing roads (4-5 lanes for Tualatin Rd. by the County Club and Herman Rd. out to 99W) that would connect to a widened Lower Boones Ferry Rd. (4-5 lanes by Club Sport and the Claim Jumper restaurant) -- this thoroughfare would be connected by a new 4-5 lane road and bridge that would be built over the Tualatin River and through Tualatin Community Park.
- The **Central Arterial** includes widening Tualatin-Sherwood Rd. to 4-5 lanes through the City of Tualatin to Sherwood.
- The **Southern Arterial** includes extending 124th (it already exists from 99W to Tualatin-Sherwood Rd.) down south to Tonquin Rd. connecting near North Wilsonville.

The Northern and Central Arterials would negatively impact the community (livability, environment, traffic, safety) in the north and central city areas. I cannot imagine a new 4-5 lane bridge over the river and through one of our city's best parks. How would you like 5 LANE VIADUCT and all of its traffic in your neighborhood!!!!!!

I think that an I-5/99W connector is the answer and trying to divert the traffic all across Tualatin is not the answer!! If a connector needs to be built, the Southern Arterial would have the least impact on our city!

The plan needs to take into account all the metro area and not just divide Tualatin.....Why not use Durham Road for the Northern Connector as that would give a presence in Tigard?

Trying to balance the needs of different cities, the environment and traffic within the region is a tall order for Metro. I can completely appreciate the challenges that you face. I hope

my and concerns don't fall on deaf ears, and you will consider adjusting your plans to fit the needs of the Tualatin community.

Sincerely,

Carl Rumpf  
21484 SW Christensen Ct.  
Tualatin OR 97062  
503-692-4518

Runyard, Chris

**From:** CHRIS RUNYARD [mailto:crunyard@msn.com]  
**Sent:** Thursday, October 15, 2009 6:28 PM  
**To:** GreatestPlace  
**Subject:** RTP: Sunnybrook Blvd. Delete  
Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas County.) off the RTP map!

As a group of volunteer stewards of the 3-Creeks Natural Area this road extension would severely impact old Oregon White Oaks and the surrounding habitat. At a time when Metro works so hard to protect and enhance other White Oak habitat why would you destroy this section for a cut-through road that is not necessary? It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

I know Clackamas County Commissioner Lynn Peterson has been assuring everyone that this will be a "green road", but there is no physical way that this road could be built without significant impact. I can prove it to anyone willing to visit the site. This is another example of a "green" politician paving over rare habitat and convincing everyone that she is doing it in the name of "sustainability".

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Chris Runyard

**Russell, Linda**

From: Linda Russell [mailto:lrussell3@comcast.net]  
Sent: Wednesday, October 14, 2009 5:28 PM  
To: GreatestPlace  
Subject: opposition to Project #10731

WHY AM I JUST HEARING ABOUT THIS PLAN??? There has been no citizen involvement in this. Citizens of Tualatin need to be aware of such a huge project that will directly effect us.

I live on Cheyenne Way, and we would definitely be effected if this plan goes forward as proposed. For the residents of Cheyenne Way, there is a special problem. The maps used by the city and 99W to I-5 Steering Committee show Cheyenne Way incorrectly. It does not come into Tualatin Road at the bend. It comes into Tualatin Road before the bend, just past the country club and apartments. Cheyenne Way residents must enter and exit our street onto Tualatin Road. There is no other way in or out.

Heavy traffic has been a prime concern for Tualatin residents for several years. Project #10731 would add regional traffic to the current burden.

According to various officials, the increase in traffic would amount to 3000 vehicles or westbound evening rush-hour traffic on Tualatin and Herman Roads.

I am opposed to Project #10731 as it stands.

Please respond to this e-mail.

Mrs. Linda Russell  
17435 SW Cheyenne Way  
Tualatin, Oregon  
97062

**Russell, Pat**

**From:** Pat Russell [mailto:flanagan112@hotmail.com]

**Sent:** Tuesday, September 15, 2009 9:49 AM

**To:** GreatestPlace

**Cc:** County (BCC) Commissioners; Carlotta (METRO) Collette; Tom (NCCA) Carothers; Cyndi Lewis (NCCA) Wolfram; John (NCCA) Hilley

**Subject:** Greatest Place/RTP Comments, Clack. Co.--SUNNYBROOK BLVD EXT w/o 82nd Ave  
Dear Decision-makers and Participants in Making our Region the Greatest Place,

On behalf of the North Clackamas Citizens Association (a county-recognized Community Planning Organization --CPO), please consider the two attached letters as testimony for **NOT PLACING the EXTENSION OF SUNNYBROOK BLVD. west of SE 82nd Avenue on the RTP and related mapping of the Greatest Place (presumably update of Region 2040).**

Local public agencies and Metro have invested too much money in addressing habitat needs of the Kellogg-Mt. Scott Watershed and salmon recovery (Nature in Neighborhood) in this area to be compromised by a road extension, which by the county's own admission would be narrowed considerably from the original intent, at one time being considered under the HARMONY ROAD CORRIDOR DEIS process as a FIVE lane arterial, as one alternative to consider. During the Harmony Road Corridor DEIS public involvement process, there was considerable public debate about the corridor and many concerns about the extension of Sunnybrook Blvd through the Three Creeks Natural Area (a recipient of regional Nature in Neighborhood bond proceeds). The public record also shows that the county (and apparently with the agreement of Metro) decided NOT to proceed with the corridor environmental process, but rather consider "local solutions" to the transportation needs of the community AFTER spending considerable dollars from the \$1 MILLION MTIP funding for the "Harmony Road Corridor Project," authorized by Metro.

Therefore, the county policy-makers are also implying that Harmony Corridor (along with the Sunnybrook issue) is no longer a regional issue (under federal NEPA processes). Therefore, it makes no sense to place Harmony Corridor or Sunnybrook on the regional maps. The City of Milwaukie, City Council last year also emphasized its interest in directing more of the out of area traffic to the Milwaukie Expressway (SR 224) corridor.

In a parallel, multi-year process, known as the Harmony Unified Vision process, a number of public agencies came together with the citizens of the community to plan for the area generally north of the Union Pacific Railroad from Lake Road/Linwood Avenue (on the west) to SE 82 Avenue (on the east) and north, beyond the Harmony Road corridor. It was clearly stated by many citizens and environmental/educational groups that protection and restoration for fish and wildlife (CPR in salmon recovery terms) of the Three Creeks Natural Area, including the

historical, native old oaks along the bluff (and on top of the bluff) was one of the highest priorities in the planning effort. On balance with competing uses (such as roads, frontage roads or through roads, and parking lots), protection and restoration as habitat of the natural was the overwhelming public preference. Public agencies involved included O.I.T., Clackamas Community College, No. Clackamas Park & Rec District, City of Milwaukie, THREE CPOs, at least two recognized Milwaukie Neighborhood groups, ODOT, Metro, Tri-met, Clackamas County, the City of Happy Valley and many stakeholders.

Please remove all project reference numbers off the regional maps for the extension of Sunnybrook Blvd. through the Three Creeks Natural Area (west of SE 82nd Avenue). Thank you.

TWO ATTACHED LETTERS FOR PUBLIC TESTIMONY

Pat Russell, President-Secretary

NORTH CLACKAMAS CITIZENS ASSOCIATION (NCCA)

A county-recognized Community Planning Organization (CPO)

16358 SE Hearthwood Drive

Clackamas, OR 97015

(503) 656-9681

Email: [flanagan112@hotmail.com](mailto:flanagan112@hotmail.com)

**Scholes, Laura**

**From:** Scholes, Laura [mailto:Laura.Scholes@BES.CI.PORTLAND.OR.US]

**Sent:** Thursday, October 15, 2009 2:13 PM

**To:** GreatestPlace

**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,  
Laura Scholes  
City of Portland  
Watershed Revegetation Program  
503-823-2940

**Schouten, Dick**

**From:** Dick Schouten [mailto:Dick\_Schouten@co.washington.or.us]  
**Sent:** Thursday, October 15, 2009 4:32 PM  
**To:** GreatestPlace  
**Cc:** Peter Lunsford  
**Subject:**

I believe the Draft Regional Transportation Plan at Chapter 1, Changing Times, Security and Emergency Management, would benefit from a discussion of future energy uncertainty and price instability, aka Peak Oil. This discussion deserves its own section as you have done for "Climate Change," at pages 10-11 of Chapter 1; and a Peak Oil discussion could as well be placed in RTP's Chapter 1, the "Security and Emergency Management" section, at pages 36-37.

Sincerely,

Dick Schouten  
in my capacity as Washington County Commissioner for Aloha, Beaverton and Cooper Mt. areas

**Seamons, Joe**

**From:** Joe Seamons [mailto:rminstreels@gmail.com]  
**Sent:** Thursday, October 08, 2009 11:21 AM  
**To:** GreatestPlace  
**Subject:** Preserve Current Boundaries on Development in PDX

Hello,

I am writing to encourage you folks at Planning and Development to plan on maintaining tight containment of development. Please retain our current urban growth boundaries. Do not give an inch to the hungry developers who crave to carve into each precious Rural Reserve.

I want to live in the most walkable, bike-able city on the planet. I'd prefer it if you aimed on banning all cars from Portland by 2100. I want folks to get wherever they need to go by train, bike, and foot. Let's set goals for tearing up miles of asphalt and concrete in favor of green acres of trees and other *native* plants. That's the Portland I want to live (and grow old) in. Please plan accordingly.

Sincerely,

Joe Seamons  
2647 NE Wasco St.  
Portland, OR 97232  
Cell # 971-533-6299  
[www.renegademinstreels.com](http://www.renegademinstreels.com)  
[www.myspace.com/renegademinstreels](http://www.myspace.com/renegademinstreels)

**Shawn, Susan**

**From:** Susan Shawn [mailto:sbshawn@comcast.net]  
**Sent:** Tuesday, September 15, 2009 9:21 AM  
**To:** GreatestPlace  
**Cc:** Dolly Macken-Hambright; Chris Hearthwood Wetlands Runyard; Dick Shook; Carlotta Collette; Rex Burkholder; Ed Riddle; Charles Stephens; Chips Janger; Bob Murch; Eric Shawn; Catherine Blosser; Steve Berliner; pappa kappa; Nicole West; deborah barnes; Jeremy Ferguson  
**Subject:** Comment re RTP

Hello.



My comment falls under the Regional transportation Plan.

Please remove the Sunnybrook Extension road, which would go from Sunnybrook Road in Clackamas County across 82nd west to the new Harmony Road campus, and through that campus to the Harmony Road/Linnwood connection. It will bring unwanted and congested traffic not only by the Aquatic Center where children and their families go for family time, but also will cause a large number of very old White Oak Trees to be removed. These trees grow very slowly; we think that some of them may be as old as 400 years or more. They provide needed canopy for the entire area, as well as a drainage control system above the Three Creeks Natural Area, which is a flood control system for all the lands below Three Creeks, into Milwaukie. No one knows for sure what will happen to the flood plain and Natural Areas below if these trees are removed. It seems logical to me to assume that it would not be beneficial. It also seems logical to me that they are irreplaceable. There is no way to properly "mitigate" the loss of these trees. To try to say that it can is to be dangerously disingenuous.

This road would create a congested barrier between the newly developing campus and the Three Creeks Natural Areas, not only for the children and their families who might want to explore the new park that the North Clackamas Parks and Recreation District will be developing there, but also between the expanded Clackamas Community College campus and OIT. Students plan to use the Three Creeks Natural Area as a living study area for ecology and biology, as well as sustainability classes, so I assume that there will be substantial pedestrian use. Having a major road going through that area makes no sense to me at all.

If it is not a "major road", providing connectivity and all the reasons that the road folks are pushing it, then it is simply not needed.

It is simply wrong. Please remove it from the RTP.

Thank you.

Susan Shawn  
Urban Green  
Friends of North Clackamas Parks  
North Clackamas Urban Watersheds Council

**Shook, Dick**

From: dicksallyshook@juno.com [mailto:dicksallyshook@juno.com]  
Sent: Monday, October 12, 2009 3:07 PM  
To: GreatestPlace; BCC@co.clackamas.or.us  
Subject: Metro Regional Transportation Plan

To the Metro Councilors and Clackamas County Board of County Commissioners:

I understand that one of the projects on the RTP for Clackamas County is the Extension of SE Sunnybrook Blvd. west of SE 82nd Ave to SE Harmony Road at SE Fuller Road. Please remove this project from future consideration. Currently the majority of the traffic west bound on SE Sunnybrook Blvd. turns south on SE 82nd and continues west on the Milwaukie Expressway (Hwy. 212/224). If SE Sunnybrook is extended to the west the majority of this west bound traffic will be dumped onto SE Harmony Road causing congestion and inconvenience to the City of Milwaukie and the Cedar Crest neighborhood.

The purpose of this extension is supposedly to provide access to the Harmony Campus. There are other ways to provide this access other than pushing a three lane 40 mph road through this area of rare native Oregon White Oaks. Not only would this paved road cut off the upper campus from the 89 acre 3Creeks natural area below, but it would increase stream pollution and increased runoff into this unique wildlife open area.

Clackamas County promotes the idea in their tourist information that it is environmentally aware and doing all it can to save its riparian woodlands and natural areas. Let us be consistent in that. The neighbors don't want the SE Sonnybrook extension; the environmentalists don't want the SE Sunnybrook extension; the conservationists don't want the SE Sunnybrook extension.

Please don't approve this unwanted and unneeded road.

Thank You,  
Dick Shook (503) 654-4160  
Unincorporated Clackamas County

Sierhuis, Lori

Hello

My name is Lori Sierhuis. I own a home in Tualatin in the 97062 zip code. I just want to go on record as opposing the Northern and Central arterial expansions that are part of your 3 arterial road plan for Tualatin.

We already feel like our town is becoming a sacrificial lamb for the sake of smoother traffic. If you proceed with the plans that are currently under way you will hugely impact the livability of Tualatin. We love our park and our cozy atmosphere. We already have too many trucks, a loud

train, and traffic jams caused by railroad stoppages. We do not need more traffic, and we do not want our peaceful part destroyed by a 4- 5 lane highway. The traffic noise and pollution would make Tualatin just a wide spot in the road, instead of the lovely town it has historically been.

Please come up with something else.

Lori Sierhuis CPP

Implementation Consultant

(562) 404-5170

(714)676-9283 - Fax

Spohn, Hal

**From:** Hal Spohn [mailto:realgem2@q.com]

**Sent:** Wednesday, October 14, 2009 6:06 PM

**To:** GreatestPlace

**Subject:** Metro light rail.

Dear Sirs: Why do you keep pushing for such huge expenditures on light rail? I don't believe they are sustainable by revenue! Fix crumbling infrastructure in Vancouver first.

Hal C. Spohn

Steinfeld, Joan

From: Joan Steinfeld [mailto:jkstein@mac.com]

Sent: Wednesday, October 14, 2009 8:58 PM

To: GreatestPlace

Subject: Regional Transportation Plan

The number 7 alternative is vague and appears to be a mish- mash of the other alternatives. The southern arterial mentions a possible 5 lane road but doesn't say where. Is it limited to the line on the map? The map shows large red astericks on land that signify nothing.

What is being planned there, especially if the UGB is extended? The rumors are flying up here on Parrett mountain. I don't like rumors and have asked for sources from residents which haven't been answered. Red astericks don't help.

I plan to attend the hearing.

Joan Steinfeld

27875 SW Ladd Hill Rd  
Sherwood, OR 97140

**Stout, Mel**

**From:** Mel Stout [mailto:MelS@hhpr.com]  
**Sent:** Tuesday, September 15, 2009 1:22 PM  
**To:** GreatestPlace  
**Subject:** RE: How should the region grow? Review my recommendations

Thanks. Those three principles are fantastic! Save the best farm land for the future of our existence.

**Mel Stout, RLA, ASLA**  
Harper Houf Peterson Righellis, Inc.  
205 SE Spokane Street, Suite 200  
Portland, Oregon 97202  
503-221-1131 Phone  
503-720-2756 Cell  
503-221-1171 Fax  
[mels@hhpr.com](mailto:mels@hhpr.com)  
[www.hhpr.com](http://www.hhpr.com)

**Sullivans Gulch Corridor Trail Committee**

SULLIVANS GULCH CORRIDOR TRAIL COMMITTEE

October 14, 2009

Greatest Place Comments  
Metro Planning and Development  
600 NE Grand Ave.  
Portland, OR 97232  
[greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov)

The Sullivans Gulch Corridor Trail Committee urges Metro to resist the temptation to expand the urban growth boundary – and to focus, instead, upgrading the urban infrastructure in the area's existing Regional Centers, Town Centers and Main Streets. Building urban infrastructure (streets, water, sewer, parks, police/fire facilities, etc) from scratch is extremely expensive. The housing and jobs needed for the increasing population can be accommodated within the

existing urban growth boundary with a much more modest investment.

The group also urges Metro to implement the Integrated Mobility Strategy proposed by the Metro Greenspaces Blue Ribbon Committee – to link the many modes of transportation together into a seamless system. In order to accomplish that, a steady revenue stream needs to be identified that can be used for off-road multi-use paths like the Sullivans Gulch Trail, North Portland Greenway, Fanno Creek Greenway Trail, and Springwater Corridor. These trails are a critical piece of the system, especially for those bicycle riders that are not comfortable riding in traffic, estimated at 60% of the Portland residents.

Along each of these multi-use paths, especially where they intersect with existing streets, there are numerous opportunities for pedestrian-bicycle oriented development that can help meet the region's demand for housing and jobs.

In sum, the Sullivans Gulch Corridor Trail Committee supports leaving the urban growth boundary where it is for the foreseeable future and investing in improvements to existing urban infrastructure.

Linda Robinson  
Sullivans Gulch Corridor Trail Committee

**Swain, Christopher**

**From:** healthyworldworkshop@gmail.com [mailto:healthyworldworkshop@gmail.com] **On**  
**Behalf Of** Christopher Swain  
**Sent:** Tuesday, October 13, 2009 5:41 AM  
**To:** GreatestPlace  
**Subject:** Comments on Proposed Sunnybrook Extension

To the good folks at Metro,

When I swam the entire length of the Columbia River in 2002 - 2003, I got a first-hand glimpse of what happens when we don't protect rare forests. The loss of habitats and biodiversity that I witnessed on my journey was both awesome and discouraging. In many cases, forests had been cleared for projects of no environmental merit, and dubious economic value. So it doesn't surprise me that the proposed Sunnybrook Extension (west of SE 82nd Avenue, in Clackamas County) caught my attention.

As you probably know, this roadbuilding project would adversely impact a rare old growth oak

woodland, which is a special habitat of concern under Title 13. It would also cut off an underserved community from an already underutilized natural area.

Since the proposed road is unnecessary--and since this forest habitat is irreplaceable--I respectfully request that you take it off the RTP map.

We hear quite a bit about how Metro is committed to keeping the region green, building parks and trails, designating reserves, and protecting and restoring fish and wildlife habitats.

Now it's time for you to walk your talk.

Lots of us will be watching with great interest (even over here on the east coast).

Thank you for reading,

Christopher Swain

**Swanson-Davies, Linda**

**From:** Linda Swanson-Davies [mailto:linda@glimmertrain.org]

**Sent:** Tuesday, October 13, 2009 6:21 PM

**To:** GreatestPlace

**Subject:**

Thanks for asking and for working on our behalf:

Do you have an opinion about whether farmland and forestland should be developed or conserved? Farmland should be conserved. Otherwise, how can we eat fresh, healthy foods from our own local farmers?

Do you have ideas about how we should invest your tax dollars on transportation projects? Sidewalks in Maplewood where we take our lives in our hands with each evening walk. And good, ACCESSIBLE and FREQUENT bus lines. Really, I sure wish we had subways, but I guess that's well out of our price range.

Are there investments governments should be making to maintain and improve existing neighborhoods, main streets and downtowns? Sidewalks in outlying in-city areas like Maplewood.

Do you have concerns or proposals for how redevelopment occurs in your neighborhood? I would love to see small, cute, green homes in our neighborhood so when people get old, they can still afford to live here, not have to move out of the neighborhood they know and love. I can't understand why no one does this. I must be missing something.

Are there ways our neighborhoods and region can attract and retain jobs? I'll bet you just about anyone would love to be able to walk to work and walk by the grocery store on the way home.

All of these issues are relevant to Metro's proposed 40 to 50 year strategy for our region. As your Metro Councilor, I want to hear your opinions, information and ideas on our regional strategy.

**Swanson, Stacey**

**From:** Stacey <[arts.antiques@comcast.net](mailto:arts.antiques@comcast.net)>

**Date:** Fri, 2 Oct 2009 12:10:10 -0700

**To:** feedback <[feedback@oregonmetro.gov](mailto:feedback@oregonmetro.gov)>

**Subject:** Arterials I-5/ 99 w

I applaud you on looking into a solution for the I-5/99W issues

I strongly support your proposal for the Central and Southern Arterial. I am opposed to the Northern Arterial at this time because it takes away park land.

Stacey Swanson  
17445 SW 104th AVE  
Tualatin, OR 97062

**Swaren, Ronald N**

**From:** Ronald N. Swaren [mailto:[rswaren2002@comcast.net](mailto:rswaren2002@comcast.net)]

**Sent:** Thursday, October 08, 2009 10:59 PM

**To:** GreatestPlace

**Subject:** Barbur Blvd light rail

There already is a quick and easy connection from Tigard to downtown Portland and that is on I-5. Buses could make this trip just as quickly as a MAX train could without spending over a billion dollars on the infrastructure. Actually the Portland to Sherwood line is quoted at 2.15 billion dollars. This would buy about 2500 buses. If the demand exceeds the capacity of

standard buses just run some double decker or articulated ones at peak usage hours. Local buses already serve the Barbur Blvd area in the city of Portland.

**Swaren, Ron**

**From:** Ronald N. Swaren [mailto:rswaren2002@comcast.net]

**Sent:** Thursday, October 08, 2009 9:39 AM

**To:** GreatestPlace

**Subject:** My comments on "Greatest Place"

I am concerned that too much money is spent on repaving highways that seem to have no obvious problems. In the last two years I have seen repaving of Hwy. 224 in Milwaukie and Hwy 99E in Oak Grove. In the past I noticed other perfectly fine streets being repaved. I frequently travel these routes and had never noticed any serious problems. 99E had only a few mildly bumpy spots where something such as a sewer line replacement had taken place. These are not serious issues.

Why the frequent repaving? Isn't this an unnecessary expense?

The last thing: Let's find alternatives to MAX lines. The expense on these has risen way too much. Why spend upwards of \$200 million per mile on a MAX route--that may be little used except at rush hours, when we could buy modern, clean powered buses for less than a million each. Low polluting --and quiet--buses are coming. Major cities like London and Hong Kong use double decker buses. These would be adequate for even heavy passenger loads in our area.

Ron Swaren

**Sweeney, Sean**

**From:** sean sweeney [mailto:sweenes3@gmail.com]

**Sent:** Wednesday, October 14, 2009 12:55 PM

**To:** GreatestPlace

**Subject:** Stop cutting down our heritage  
Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut



off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas.

The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

We don't need anymore sprawl in our watersheds. Let's protect what little of this habitat we have left. Willamette Valley native oaks are marginalized and largely gone. Let's keep this urban gem. In 2009 do we still think that cutting down native old growth in an urban area is a good idea? For what? Another horrible intersection where concrete and roads already take up way too much space.

Thanks for considering my comments,  
sean sweeney  
503-867-3674

**Taft, Mark and Stacey**

**From:** Stacey Taft [mailto:taftms@designbinstudios.com]

**Sent:** Saturday, October 03, 2009 9:47 PM

**To:** Regional Transportation Plan rtp; Carl Hosticka

**Subject:** 3 Arterial Road Plan comments...

**Importance:** High

Comments from Mark and Stacey Taft, 97062 (homeowners north of Tualatin Rd)

We have reviewed all three plans thoroughly. On a ten point scale (10 being best):

- 1 – Northern – if you destroy our park (and hub of Tualatin) you also destroy our social community. With that goes security, livability and real value of our land.
- 9 – Central – Already considered near “arterial” level use by most motorists. The businesses in the area will have more visibility... this must include a budget for connecting surface streets in the southern business area each other.
- 10 – Southern – fits the traffic needs the best with the least amount of community destruction.

Always sad to see open fields go... but sadder still to see our neighbors go!

Thank you for your time,  
Mark & Stacey Taft  
(503) 691-9906

**Till, Richard**

**From:** rick till [mailto:ricktill@gmail.com]  
**Sent:** Thursday, October 08, 2009 8:22 PM  
**To:** GreatestPlace  
**Subject:** Take Sunnybrook off the RTP Map!

Metro,

Take the Sunnybrook Extension (between SE 82nd Avenue and Harmony Rd in Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Richard Till  
2515 SE 51st, #15  
Portland, OR 97206  
503-750-6599  
[ricktill@gmail.com](mailto:ricktill@gmail.com)

**Tobey, Reba**

**From:** reba@sofasbydesign.net [mailto:reba@sofasbydesign.net]  
**Sent:** Wednesday, October 14, 2009 1:49 PM  
**To:** GreatestPlace

Subject: Tualatin Road Work Proposed By the City of Tualatin Project #10731

Dear Metro,

This letter serves as my official opinion on Project ID # 10731. I live on SW Cheyenne Way immediately off of SW Tualatin Road at SW Herman Road and I am adamantly opposed to this project for a number of reasons.

First of all, there has not been adequate citizen involvement or notification. The Mayor of Tualatin said that he was opposed to this alternative in early 2009. Then, without notice, changed the project name and voted it through without neighborhood notification. There were no flyers, no signs posted of any public hearings, no mention in the City Of Tualatin newsletter so that we citizens who will be adversely affected would be informed of the name change and really what the project was about. That was deceitful and dishonest.

There is so much traffic now on Tualatin Road that it is already unpleasant to walk or bike alongside the exhaust fumes that the traffic produces. This is the only roadway to walk or bike in order to get to the town center. Now, you want to put a freeway through the center of town!!!! It has been very nice since the pedestrian bridge was constructed that connects Tualatin, Durham, and Cook Parks. HUNDREDS of people utilize these parks on a daily basis. If this road project is approved, parents and their children and women pushing their babies in strollers will be forced to walk or bike alongside a freeway just to be able to get to Tualatin Park breathing harmful exhaust fumes all the way! and having to navigate alongside dangerous traffic!! That is not right. We have a right to our quality of life, too as tax paying citizens!!!

The project will bring into Tualatin thousands of extra vehicles who will only pass through and will add nothing positive to the City of Tualatin- only negatives. ALL residents who live North of Tualatin Road will be negatively affected. There are children who stand on street corners on this road waiting for school buses to pick them up. Tualatin Road is dangerous enough!!! Vehicles are already traveling at freeway speed.

Children play softball and soccer at Tualatin Park and families enjoy the picnic areas and playgrounds. To have a freeway travel through the park, even if elevated, would defeat the purpose of even having a park there- a place to relax and play. It will be extremely noisy and dangerous to breathe the exhaust fumes. You wouldn't subject YOUR children to playing under a freeway overpass, why then is it fair to subject OUR children to it?

Additionally, our property values would be further reduced making it difficult to sell our homes in the future. The additional traffic would transform a nice quiet neighborhood into a noisy neighborhood that no one would want to live in unless at a severely reduced price.

I could go on and on. I am extremely upset and so are my neighbors who are now getting wind of this project.

Thank you,

Reba Tobey  
17815 SW Cheyenne Way  
Tualatin, OR 97062

**Truttman, Marguerite**

**From:** Marguerite Truttman <[maggiet12@comcast.net](mailto:maggiet12@comcast.net)>  
**Date:** Wed, 14 Oct 2009 19:47:50 -0700  
**To:** feedback <[feedback@oregonmetro.gov](mailto:feedback@oregonmetro.gov)>  
**Subject:** new portland to gresham light rail

I am adamantly opposed to the new Portland to Gresham mass transit corridor along Powell. Gresham already has light rail and does not need more crime, more low income housing, and more apartments that are usually encouraged along these corridors. Increased bus service would not adversely affect existing neighborhoods, is more flexible to change based off of ridership, and much more cost effective than the 146 million dollars per mile of light rail.

Metro seems think that citizens are aware of your plans, but they are not. Even Gresham city planners have not heard of it. I recently became aware of it at a neighborhood association meeting and will make it my mission to let Metro know that area citizens are not in favor of your plans.

In addition, your online transportation questionnaire is full of leading questions.

**Marguerite Truttman**  
*Trusted Real Estate Broker & Advisor*  
John L Scott Real Estate  
Oregon and Washington  
503-329-8793

**Tunstall, Christine Nyberg**

**From:** Gerry & Christine Tunstall [mailto:[famtunstall1@verizon.net](mailto:famtunstall1@verizon.net)]  
**Sent:** Thursday, October 15, 2009 1:11 PM  
**To:** GreatestPlace  
**Subject:** Project # 10731 - Alt. 7 I-5 to 99W on Tualatin Road

RE: Project # 10731

I have reviewed the alternative 7 proposal. As a resident of Tualatin most of my life, I believe that adding another major arterial through Tualatin will intensify the existing congestion. The city of Tualatin is already dissected by I-5, two railroad tracks, a meandering river, wetland areas that are increasingly expanded, and tightly packed neighborhoods with a few historical areas included. Congestion in our community is already impacted by highway 99W as well as I-205 and I-217.

The proposed expansion from Herman road east along Tualatin road would heavily impact the livability of our north Tualatin homes. Why bring truck traffic directly through neighborhoods where trucks are not allowed now? A bridge over the Tualatin community park would impact the quality of the park experiences we enjoy. The noise and air pollution would impact the baseball field, Saturday soccer games, the boat launch, tennis games, the skate park as well as tennis and basketball pick up games. The Tualatin Crawfish Festival is a yearly event in our community park that would be impacted by a major roadway over the event. The city planners have achieved a park system that makes Tualatin a desirable community to live in. The open space of the Tualatin Country Club is a major asset in our community. Why compromise these amenities? The traffic in the Bridgeport Village area is moving well with the corrections made to the I-5 bridge and Bridgeport Road when Bridgeport Village was built. Why funnel more traffic into that area?

I believe that a southern arterial would be a better long term plan for our area. On the Alternative 7 proposal, there is a potential route from 99W at Brookman road due east to a new access to I-5 that is a much better alternative. Also, an extension of 124th connecting to 99W at the Tualatin road west end could be a possibility. Why not move the heavy traffic around the Tualatin city center, rather than directly through it?

We have needed an upgrade of signal timing for years to allow the flow of semi trucks on Tualatin Sherwood road between I-5 and 99W to move uninterrupted. Why can't someone from the state highway department determine if a longer signal could be activated during congested periods on Tualatin Sherwood Road? By the time the semis gear up and get moving, the light changes, and they have to start all over again. Around midday, there is often a back up. As an auto driver, I have idled for long periods. However, I can thread my way through the area, and vow again not to go through Tualatin at midday. It is a serious problem that calls for cooperation between the state, Metro, Washington county, and city of Tualatin to find a solution.

As a fifth generation member of the Tualatin community, I hope that you will consider my input.

Christine Nyberg Tunstall

Turley, Stephanie

**From:** Stephanie [mailto:bsturley@comcast.net]  
**Sent:** Tuesday, October 13, 2009 2:01 PM  
**To:** GreatestPlace  
**Subject:** Light Rail

To Whom it May Concern,

I can remember the day, years ago, when I would walk and shop in downtown Portland, see the buildings, the shops and stores and marvel at all the architectural styles and the smiles on the faces of people I passed. When I drove down to an appointment I could easily maneuver through the streets, park and find my way to my destination.

Today, however is a much different story with a much different downtown. All the “do-gooders” have installed bike lanes that choke the flow of traffic to the point where a driver must literally crawl down the streets. One lives in constant fear of some biker—who does not obey the traffic rules—careens through the city causing many close calls for accidents. The other obstructions are the miles of light rail tracks and lanes to be observed, dodged and avoided. The rail cars obstruct the view of pedestrians who are constantly frowning, trying to figure out when it’s their turn to leap into the fray!

One point I would make—the light rail could have been designed to come into a specific location—i.e. the train station, deposit its passengers and deploy them around the city on buses. The same with the bicycles. Instead, you have allowed downtown Portland to become a traffic nightmare with more bottlenecks and delays that it ever had before.

Oh, while you’re at it, it’s time to charge the cyclists the same license fees as we pay for cars. You are building special lanes for them, they are vehicles, and should be required to license their bikes.

I live in Vancouver, WA. I do not want your light rail or the problems that the Portland Metro area has. You have ruined downtown. Leave us alone!

Stephanie Turley  
Vancouver, WA

**From:** Anne Voegtlin [mailto:annevoe@yahoo.com]

**Sent:** Wednesday, October 14, 2009 8:37 PM

**To:** GreatestPlace

**Subject:** Greatest place testimony

October 14, 2009

To Metro representatives and staff:

I attended last night's hearing at the Clackamas County Public Services Building in Oregon City. I did not sign up to testify as I wanted to listen, learn, and form opinions from arguments presented.

I appreciate this chance to submit testimony by email.

My testimony is in opposition to including land south and west of Sherwood in an urban reserve. Please do not expand the UGB to include these lands. It is unnecessary and, in my opinion, a political technicality to pave the way for building an I-5/Hwy 99 connector through rural farmland.

I am opposed to Alternative 7's southern route through rural Clackamas and Washington counties. In previous years, I have attended hearings on the connector. I asked to be on the mailing list for the project, but somehow I seem to have slipped off that list. As usual, I fear meetings outside the public forum will decide the fate of these lands.

I see little value in the connector. It would not serve truck traffic for commerce. Instead, car traffic would increase and the connector would provide a way for automobile traffic to flow from Yamhill County to Wilsonville and the Interstate 5 interchange.

When I went to hearings in the past, the idea was to relieve pressure on Tualatin Sherwood Road and facilitate movement around the metro area. I do not believe the southern route would accomplish this.

Has anyone truly looked at the topography and conditions of this proposed corridor? What is the cost of building a five-lane highway over a virtual mountain? Bridges and construction costs would be astronomical. Our money would be more wisely used to improve existing roadways and develop alternative forms of transportation that would reduce carbon emissions. Any

transportation plan needs to consider the environmental impact.

Please listen to testimony from the City of Wilsonville and acknowledge recommendations from Clackamas County. And, if I am reading the Sept. 15 report Metro's chief operating officer correctly, your own staff's recommendation is to work with existing boundaries and NOT include these lands south and west of Sherwood in an urban reserve.

Please take all these recommendations and reasons seriously.

On a personal note, I live near where the southern part of Alternative 7 is proposed. It would be an unforgivable act to bury this area of productive and scenic land under a swath of concrete. I am also uncertain what this would do to the city of Sherwood. Part of Alternative 7 calls for plowing right through the center of town, a town that has made substantial progress in improving its infrastructure and appearance in the last 15 years.

Please, do not support either the urban reserve designation for the lands south of Sherwood; please, do not support the building of a monstrous connector through farmland and forestland. Supporting either of these options would not enhance or create the greatest place.

Thank you for taking my testimony.

Sincerely,  
Anne Voegtlin  
15955 SW Bell Road  
Sherwood, OR 97140  
[annevoe@yahoo.com](mailto:annevoe@yahoo.com)  
503-625-5315

**Waldo, Matt and Lori**

**From:** Matt and Lori Waldo [mailto:waldopdx@gmail.com]

**Sent:** Thursday, October 15, 2009 11:58 PM

**To:** GreatestPlace

**Subject:** Cedar Creek Community follow up -



We wanted to address the Council's question about land before the comment period ended.

Just looking at our area from the perspective of smart growth, with the knowledge that industry is needed to thrive, we truly believe that smart, logical boundaries go from Portland city limits to Cornelius Pass. Cornelius Pass is also the only road that could be widened to create high capacity transit to our ports - which would support any new commercial business we could recruit.

Saltzman is a strategic transit corridor to create a half circle around the top of the city...it would need high capacity transit too.

So to the Council's question about - are we asking for land...we believe the answer is yes - but because we need to create the infrastructure and logical boundaries needed to establish an economic base to create a vibrant city. Once created, the city should and would take on Metro's vision of building up and not out.

We hope this addresses the Council's questions more clearly and we thank you for your support.

Sincerely,

**White, Laura**

**From:** lauraleeallen@comcast.net [mailto:lauraleeallen@comcast.net]

**Sent:** Tuesday, October 13, 2009 9:45 AM

**To:** GreatestPlace

**Subject:** Tualatin Road Project

To Whom It May Concern,

I moved to Cheyenne Way in June and just found out this week about metro's proposed transportation plan to connect I-5 to 99W. Apparently there has been little to no citizen involvement to date.

I have a concern about the amount of traffic this is going to bring through this residential area. Both Herman Road and Tualatin Road are 2-lanes and 35 MPH. During rush hour traffic moves slow along 99W, I can already envision long back-ups of vehicles along both Herman and Tualatin Roads.

At this point I am adamantly against Project 10731, the "99W to I-5 Connector," until there is further study done to find out what the impact is going to be to this part of Tualatin, if there are other better options, and Metro receives more public input.

Thank you,  
Laura White  
Cheyenne Way Resident

**Wiley, Donald**

**From:** Donald Wiley [mailto:dwiley@effectnet.com]  
**Sent:** Tuesday, October 13, 2009 5:06 PM  
**To:** GreatestPlace  
**Subject:** Stop messing with our neighborhoods!  
**Importance:** High

Metro,

Take the Sunnybrook Extension (west of SE 82nd Avenue, Clackamas Cnty.) off the RTP map!

This unnecessary road project would adversely impact a rare old growth oak woodland, which is a special habitat of concern under Title 13, and it would undermine Metro's Nature in Neighborhoods goals. It is plain silly for Metro to spend money on acquiring Oregon white oak habitat through Nature in Neighborhood grants (see the recent 20-acre acquisition in West Lynn) and cutting down that habitat with RTP funds. The Sunnybrook extension would also cut off an underserved community from an underutilized natural area, which would directly undermine the purpose of Nature in Neighborhood grants.

In addition, the RTP must include provisions that prevent similar projects in the future. The RTP must include provisions that ensure projects designed to reduce congestion do not sacrifice natural areas. The RTP should exceed Metro's Performance and Implementation Objectives and Indicators and include provision that would prohibit adverse impacts to special habitats of concern. We can't trade failing intersections for failing streams and failing natural areas.

Thanks for considering my comments,

Donald Wiley  
6930 S.E. Furnberg St

Milwaukie, Oregon 97222

Wurtz, Bethany

**From:** Bethany Wurtz [mailto:bethanygreg@verizon.net]

**Sent:** Thursday, October 15, 2009 11:28 AM

**To:** David Bragdon; Regional Transportation Plan rtp; Carl Hosticka

**Subject:** Public Comment regarding Alt 7 in the proposed RTP

Dear Metro, JPACT, and Councilor Hosticka,

I am a resident of the City of Tualatin, and would like these comments entered into the public comments for the proposed RTP 2035. I am also the new Transportation Lead for Tualatin Tomorrow, but here am expressing my personal opinion and understanding of the process to date.

Councilor Hosticka has sent a response to many Tualatin residents in regard to their recent public comments on the RTP, and I am very happy to learn that Metro's highest priority of the three arterials (Alt 7) is the 124th extension south (the Southern Arterial). I was also pleased to learn that the Northern Arterial is currently Metro's lowest priority for Alt 7, and that this portion could be dropped from the RTP altogether -- this is what I support and would like to see.

Tualatin's City Council also strongly supports the 124th extension south, and would like the Northern and Central Arterials taken out of the RTP altogether -- this is what I support and would like to see.

Unfortunately, the Northern Arterial was an idea that happened very late in the process (voted in officially as an option at the end of January 2009, and less than 30 days later was voted in as the final proposal). Most of the public was not given the opportunity to comment, and I would argue that most of the residents in the northern Tualatin area were not even aware of it until well after the Feb. vote. This timeline was unfortunate, and it is unacceptable that there was basically no public input prior to the Alt 7's inclusion to the proposed RTP this summer.

As for our representatives, my understanding is that the City of Tualatin has been working since last spring to remove the Northern and Central Arterials -- these requests have gone unheeded even though our city (out of the entire region) would incur most of the negative impacts environmentally/socially/economically. Basically these 3 Arterials route traffic *through* our city from I-5 to 99W -- this is not acceptable for the northern and central areas -- these are areas

that either need to stay residential and safe (a 5-lane road over our best city park?), or where traffic should be kept from dividing our city in half (damaging a community striving for cohesion).

I understand that the I-5/99W Committee was trying to find an acceptable compromise at the end of their process and came up with this proposed 3-Arterial Plan in order to get a unanimous vote (to honor their committee rule that it had to be unanimous) -- the final vote at 6-2 wasn't. Washington County's Chair Tom Brian sent a letter this summer to JPACT relaying this committee's majority vote. My understanding is that he did this to be official, however, not that he supports the Northern Arterial and was willing to write another letter as such.

I know that there has not been enough time to do proper impact studies on the areas affected by the Northern Arterial. Thankfully, Councilor Hosticka mentioned this in his response. I think if proper studies were done, they would find that the Northern Arterial would truly damage the residential area I live in, as well as others up and down Tualatin Rd. Our section of Tualatin Rd. would become the defacto Arterial, because it's 0.7 miles shorter than the proposed route down Herman Rd. -- it's an obvious shortcut especially with no traffic lights. With thousands of more cars and trucks coming through each day due to a 5-lane Arterial, our area, by a middle school, would be unsafe and alter our way of living -- no more bike rides to the library or park, pollution increasing, property values decreasing, etc.

It's not only that our neighborhoods would be damaged by the Northern Arterial, there appear to be several homes that would need to be razed (seniors living near the Country Club/park, as well as residents in a trailer park along Herman Rd.), part of the County Club would be sliced off, Tualatin's best park would have a 5-lane aerial highway going through it, and there would need to be a new 5-lane bridge built across the Tualatin River. I realize we need to keep the traffic moving *within* Tualatin, but I think the negative impacts outweigh any help that this area of Tualatin would provide for commuters from I-5 to 99W.

I realize that balancing regional and local needs is a tall order for Metro and our other representatives. **I appreciate your work on this matter**, your time in considering my thoughts and concerns, and hope that Metro keeps listening to the public and the input that is being provided by Tualatin residents many of whom are now aware of the Alt 7 plan. Councilor Hosticka mentioned in his email that "the final decision would be one negotiated among all the parties who are involved" -- I trust this includes public input.

Sincerely,  
Bethany Wurtz  
Tualatin, OR 97062

**Susan Patterson-Sale**

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**From:** GreatestPlace  
**Sent:** Friday, October 16, 2009 8:49 AM  
**To:** Susan Patterson-Sale  
**Subject:** RTP: Transportation plan comment.  
**Attachments:** LTireHairBLANK101509.doc  
  
**Categories:** Yellow Category

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**From:** zephyr moore [mailto:salmoneedshade@hotmail.com]  
**Sent:** Thursday, October 15, 2009 4:31 PM  
**To:** GreatestPlace  
**Subject:** Transportation plan comment.

October 15, 2009

13665 SW Larch Pl 19  
Beaverton, Oregon 97005-3760  
[salmoneedshade@hotmail.com](mailto:salmoneedshade@hotmail.com) 503 641-2798

Metro Transportation Plan for years to come  
Metro on Grand Ave  
Portland, Oregon

Dear Transportation Planners,

Maintenance of roads we build falls on the people and businesses who use the roads to commute and deliver products for sale. Car Dealers use roads to advertise for their business on vehicles they sold or serviced. Car Dealers escape all tax to repair pavement eroded by carrying THEIR ADVERTISING RECTANGLES over the front and back license plates of vehicles they sold or serviced.

Metal advertising rectangles weigh a pound front and back. License plates weigh only a half-pound. Adding one-pound to a 3,000 pound car is a tax of \$0.33 / \$1,000 on everything: oxygen-fuel-tires-brakes-pavement and an equal amount increase of air-water pollution.

You pay their tax when you repair a road.

Please see page 5 or 6, 5. of following report on ways to conserve oxygen. This report is attached.

We're all in this alone, together

Zephyr Thoreau Moore

October 14, 2009

13665 SW Larch Pl 19  
Beaverton, Oregon 97005-3760  
503 641-2798 [salmoneedshade@hotmail.com](mailto:salmoneedshade@hotmail.com)

President Barack Obama AND The person who ties your shoes.  
The White House Where they live on the local Planet.

1600 Pennsylvania Avenue  
Washington, D.C.

Honorable Barack,

The first climate change survey by your Administration found “unequivocal” evidence of man-made global warming with potentially dire consequences in the U.S., *TIME*, Briefing 6/21/09. Less oxygen-fuel will be changed to global warming gas if vehicle tires are manufactured to perform better while consuming less oxygen-fuel-tires-brakes and pavement.

Most people use a vehicle with unfinished rubber tires. Look at tires on bicycle or car. Are the sidewalls smooth or does it have rubber hairs and paper-thin rubber walls?

### RUBBER HAIRS RAKE AIR

Liquid rubber injected into a mold the shape of a tire cools to solid rubber. Rubber trapped in the injection ports solidifies also. When the mold is removed, rubber in each port remains like a hair on every tire tread and across the sidewall. Where molds abut, liquid rubber oozes then cools to a paper-thin wall. The hairs and walls have no value on the traction device.

Using unfinished tires with hairs and walls has a number of negative effects. The flaccid rubber hairs on tread face wear away instantly, polluting the watershed. The weight of rubber hairs and walls on sidewall wear pavement. Every tire revolution the hairs and walls move lineally the circumference plus the cycloid. The sail-area of hairs—30 centimeters square on tire sidewalls of four 13” wheels—rakes the air. Fuel is oxidized to accelerate the mass (*Physics*) of hairs and walls on the four rolling tires plus the spare. Hairs and walls do not grip road grit, do not strengthen the tire and oppose desired motion.

A tire manufacturer will stand above competitors by removing hairs and walls as the last step of production then recovering rubber debris.

A tire buyer will save oxygen, sugar or fossil fuel, tires, brakes and pavement to accelerate; start quicker, control velocity and stop shorter plus eliminate noxious gasses, land and water pollution—effortlessly, without technology, today--using smooth tires, only.

We're all in this alone, together,

Zephyr Thoreau Moore

Please forward this letter.

"Oregon's current environmental problems reflect cumulative effects of many small, diffuse, individual decisions and actions."

Executive Summary, Oregon State of the Environment Report 2000, p. 2.

"World leaders and the person who ties you shoes must collectively do everything simply to preserve the Earth's ability to sustain life. This is the last resort." Letter to Editor, "Earth last resort," *The Oregonian*, July 23, 1990.

From Earthweek, 10/3/09

### **Pushing earth's limits**

A team of the world's most eminent environmental scientists published a warning that human activity has already pushed three of Earth's nine biophysical boundaries to beyond the planet's ability to self regulate. Writing in the journal *Nature*, the researchers attempt to set "acceptable" upper limits on

man's influence on such environmental conditions as climate, biodiversity, stratospheric ozone and chemical cycles like that of nitrogen. They suggest that for some of these conditions, like the nitrogen in fertilizers and loading of atmospheric carbon dioxide, humankind may have already stepped outside the safety zone. It's feared we may have to backpedal quickly to avoid catastrophe. Human activities—largely due to growing reliance on fossil fuels and industrialized agriculture—have become so pervasive that they may trigger irreversible and abrupt environmental change by damaging the regulatory capacity of the planet, the group warned.

What can you do **TODAY**\*\* to create and conserve oxygen? \*\*See last news report—five-paragraphs at end of this proposal.

I wanted to know how much oxygen a person consumes. Appendix of BIOLOGY text: Oxygen, consumption. The list titled "Investigating Oxygen Consumption under Approximately Normal Physiological Conditions," has data for a woman weighing 57,900 grams: 0.204 ml of O<sub>2</sub>/gm of wet wt/hr. A 3.8 gm hummingbird consumes at rest 10.7 ml of O<sub>2</sub>/gm of wet wt/hr, while an active bird consumes 85 ml of O<sub>2</sub>/gm of wet wt/hr."

A Monarch butterfly uses oxygen also. A Monarch is 0.41-0.5 grams.

Numerous very simple ways to eliminate oxidation and pollution with one-time action or change of behavior follow. The cut in oxygen consumption are sometimes small but they are 100% cuts and permanent.

1. What other mass (*Physics*)\* on tires can be eliminated, minimized-removed or repositioned to cut cost of accelerating (*Phys*)\* the wheel?

Who manufactured the tires on your vehicle? **LOOK!** Raised letters on sidewall. [Visualize bending and straining neck, eyes *searching* to READ raised letters.]

How many times in the life of the tire have you *needed* to know the name of its manufacturer? How do these raised letters and numbers help create or conserve the things *used* to complete daily activities? Resources consumed and eroded to propel raised letters are no longer available to vector the vehicle you have chosen to safely deliver yourself and cargo. Salmon carry no baggage. (Related story, Tested by the Wind, *The Oregonian*, 12/26/08.)

If manufacturer positioned letters on sidewall closer to tire center the cycloid motion is smaller. Less work *Mech*\* is required to lever raised letters on a smaller radius.

\*Please grab a dictionary for every word whose meaning is questionable. Assume nothing. I'm learning all the time too.

2. The Obama administration just purchased thousands of vehicles as part of the Cash for Clunkers and to stimulate the auto industry. What a grand opportunity to demonstrate removing rubber hairs and walls from all those vehicles. This is an example tire manufacturers could instantly adopt. It will cut pollution, conserve oxygen-fuel and stimulate new production practices around the world.



I sent the first draft of this report with the first two-pages about tire hairs before the President took delivery on the American made vehicles. He didn't respond. All the tire smoothing could have been completed at the manufacturer. Now the wheels are on the road. Time and effort to smooth tires now is multiplied dramatically. It'll never get done.

3. I observed a GILLIG HAYWARD, CALIF metal advertising rectangle with raised letters and faded paint covering Oregon on TriMet public bus' license plates.

After phoning TriMet, I discovered that GILLIG manufactures busses. I requested the bus manufacturer advertising be removed. TriMet unscrewed it on that and many other busses. [Amazing. I saw GILLIG on busses--and alerted TriMet to unscrew the pound of metal--repeatedly over ten years.]

Investigating that bus' history, it was purchased 10 years past and had traveled 448,000 miles with 454 grams (a pound) of CALIFORNIA bus manufacturer advertising. 448,000 miles is farther than to the moon and back! How much free oxygen became bound to carbon after combustion to thrust pistons, turn gears and spin wheels punting 454 grams to the moon and back? A football is 404 grams. There are 1100 Monarch butterflies per pound.

"BOTH GAS TAXES SUBSIDIZE CAR DEALERS." Is the title of a report with brevity that fits on a post card. In Landscape page, it makes four-cards. Get a copy by email. One-card copied here:

### **Both gas taxes subsidize car dealers**

Gas tax and business' Weight Mile tax attempt to keep up with the cost of pavement repair. Weight on tire tread wears road. Businesses *use* common avenues to deliver raw materials and finished goods for purpose of profit, thus—equitably—*pay* tax on that weight. Slip, skid and sliding extra weight in or on a vehicle wears road proportionate to its increase. Less weight on road = less tax.

Car dealers profit by screwing advertising rectangles—TATTOOS--over State on license plate. LOOK! Metal rectangles weigh a pound (454 grams) and are punted [football 404 g] everywhere! Consider: 1000 miles/month average 33 miles/day--finished in about an hour. 33 mi = 970, 60-yard punts. The mental, chemical and physical forces applied with straining effort to propel one-pound ad rectangle/3,000 lb car consume man-made [\$0.33/\$1,000] and Earthly resources otherwise used or capable of being used to produce more wealth. Dealers pay no weight mile tax on the *perpetually* profitable-pound used and useful *only* on roads!

Think! Postal TAX = \$ 4.95/pound of advertising/delivery. RUBNUZD?

Cities, counties and State legislatures will have money to fill pits, cracks, ruts and holes after taxing car dealers for millions of pound-ad rectangles that will thanklessly; daily, rub our roads raw. [Scan card 2 legislator.]

Is your neighbor's plate TATTOOED? Beg them to *unscrew and recycle the pound.*

How far and at what speed do you travel in a month? A thousand miles a month is 33 miles a day, or 970 60 yard punts. A commuter would travel 33 miles in an hour or less depending on traffic congestion. Have you ever punted a football 60 yards? Can you imagine forces applied at shoe level to punt a label on underwear [one-butterfly]—or 454 grams of car dealer advertising rectangle--33 miles in an hour?

Unscrew the useless car dealer rectangle that covers the boarder, and all or part of the State on a license plate. See GILLIG, above. Metal rectangles are a pound, 454 grams. [Two-license plates are a half-pound.] If the daily 132,000 vehicles on ten miles of three-lane Freeway had a pound of car dealer advertising, that is equivalent in advertising-weight of 44 3,000-pound cars! If the useless 44 cars of advertising get 20 mpg, the

fuel oxidized daily to punt them 10 miles is 22 gallons. Oxidizing 22 gallons of fossil fuel generates 440 pounds of carbon dioxide. You—with opposable and notochord—can easily unscrew the advertising but salmon can't choose where to spawn.

W.W.S.D.?

What goes up as noxious gas—add rain—comes down. Salmon silently sip dinosaur soup as drivers mindlessly pack car dealer advertising. If salmon had vocal cords, we would be deaf. The Voice of the Salmon, *The Oregonian*, July 14, 2003.

Is extra carbon dioxide in the atmosphere a big deal? A chemical oceanographer at the University of Alaska, Fairbanks makes this report, appearing in *The Oregonian*, August 25, 2009.

**Acidic Alaska:** The state's marine waters are turning acidic from absorbing greenhouse gases faster than tropical waters, potentially endangering Alaska's \$4.6 billion fishing industry. The same things that make Alaska's marine waters among the most productive in the world—cold, shallow depths and abundant marine life—make them the most vulnerable to acidification.

Vehicles at TriMet's home office employee parking lot—and every other lot in North America—have rectangles on their plates. I am taxed to repair parking lot pavement eroded by weights of unknown-thankless car dealers who have TATTOOED TriMet employee's plates. Among the employee vehicles in their lot is a repainted maroon 1973 Chevy pickup with Oregon on its plate covered by an oxidized metal rectangle—old as the vehicle.

Vancouver, Washington has CTran public bus service. Ctran service area is SW Washington around Vancouver into downtown Portland and Portland Airport. ctran.com. Ctran busses have *polished* GILLIG HAYWARD, CALIF. Ctran is proud to serve our transportation needs on the finest bus manufactured by GILLIG.

But, why would I need to buy a bus? Why should I see GILLIG and question the bus operator, "What is GILLIG?"

TriMet, Ctran. During the next Bus Operator Meeting, question how many times passengers have asked, "What is GILLIG?"

Vancouver, Washington's busses travel over the Columbia River and through the woods season after season after season slip\*, skid\* and sliding\* 454 g of advertising for a California bus manufacturer as they start and stop picking up passengers. Many people could live a whole year on oxygen consumed punting 454 grams of advertising, 20 hours every day, on *each* of Ctran's fleet of busses. Flocks of Monarch butterflies [1100 butterflies per pound] could complete their 3000 mile journey from Canada to winter in trees in Mexico with oxygen one-bus consumes punting ad rectangles for a year. Have Ctran engineers calculated the oxygen consumed to punt a pound of advertising for a year? \*Please define.

A TriMet bus starts and stops 1,000 times a day while traveling about 45,000 miles a year.

Conserving oxygen is much easier than creating oxygen.

4. I saw an Oregon Crater Lake plate covered with BoiseAuto.com rectangle. I left a note under windshield wiper: "LOOK! Your plate is covered by advertising from Idaho. . . ."

This car was serviced at a Boise, Idaho shop while traveling out of Oregon. The shop TATTOOED the Oregon Plate. Without my note that got the driver to *see* it, the rectangle would be screwed on the car till the day it is towed dead through Wrecking Yard Gate. Or, it would be removed by an Oregon Dealer Service Shop then *replaced* by that dealer's advertising. This advertising would also not be seen by the vehicle owner.

5. Many motor vehicle operators get into car, close door, turn ignition key to start engine then fasten seat belt. In Oregon, it is law to wear seat belt while traveling.

Conserve fuel-oxygen and time by fastening seat belt THEN turning ignition. With seat belt on, one can begin traveling as soon as ignition is done rather than idling while putting on belt.

Some drivers let engine idle for some time to "Warm up." Department of Environmental Quality recommends starting engine and moving immediately at a slow pace for little while then to travel speed.

6. Most drivers with automatic transmission keep transmission in DRIVE while stopped. The engine labors through the transmission against the brake. The driver *presses* brake and the brake-foot side of body is stressed--consuming oxygen.

Exhaust analysis of idling engine at Oregon Department of Environmental Quality showed an 11% decrease in consumption of oxygen-fuel, generating hydrocarbon, after shifting from DRIVE to NEUTRAL on my compact car's four-cylinder gasoline engine.

While bicycling about, I'll see drivers stopped in D. I urge them to shift to N and explain the value of saving fuel, etc.

Drivers who go to N experience the benefits. The engine stops laboring. Engine idle increases. Instantly the engine stops laboring and is quiet. Many drivers thank me.

If drivers considered the oxygen required for them to live and how much oxygen is required to idle an engine and depress foot brake, then they would be eager to conserve oxygen by simply shifting to N while stopped. Or they could turn off the engine while stopped at a 90 second [or 30 second] traffic signal or while a freight train blocks the path of the bus. (Turning off diesel engine for moments may not be beneficial. For a gasoline engine, off is favorable—conserves oxygen and fuel—if idling more than 10 seconds, according to Department of Environmental Quality.)

Imagine two-identical auto transmission vehicles stuck in traffic. 90F degrees. Operator of X shifts transmission to NEUTRAL with park brake on, headlights OFF. Operator of Y remains in DRIVE *pressing* foot brake, headlights ON high beam.

Would one engine overheat? If both vehicles had a liter of petrol, would the idling internal combustion engines stop operating at the same time?

Conserving oxygen is much easier than creating oxygen.

August 25, 2009

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Beaverton, Oregon 97005-3760

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To the Editor

The Oregonian

1320 SW Broadway

Portland, Oregon 97201

Dear Editor,

Auto trans in N runs cooler

Imagine two-identical auto transmission vehicles stuck in traffic-stopped, hot day. Operator X shifts transmission to NEUTRAL park brake on, headlights OFF. Operator Y remains in DRIVE *pressing* foot brake, headlights ON high beam.

Engine in D will overheat sooner because it is *laboring* against brake plus generating electricity for lights. TriMet keeps its cool, *The Oregonian*, Aug. 21. Oxygen consumption is a measure of work-respiration. Department of Environmental Quality Exhaust Analysis on my 4-cylinder gas engine showed 11% less hydrocarbon shift D to N and a 2% less with headlights off. At rest a 57,900 gm (128 pound) woman consumes 11,812 ml of oxygen/hr. Oxygen conserved in N lights off, would keep many bus passengers alive. If both engines had a cup of fossil fuel, N would idle longer.

Very sincerely,

Zephyr Thoreau Moore

[The letter was not printed.]

1. Exhaust analysis at Dept of Environmental Quality gave data, above, on my 1983 4-cyl. I urge you to complete exhaust analysis on one or more of your vehicles and publish results. Talk with the nearby Department of Environmental Quality 811 SW 6<sup>th</sup>, Portland, Oregon. Phone 503 229-5636 to schedule appointment. Experiment with new spark plugs. Replacing 7,000 mile spark plugs with new cut exhaust hydrocarbon, too.

Spark plugs are recyclable at the curb. How many Oregonian readers know that?

2. The list titled Investigating Oxygen Consumption under Approximately Normal Physiological Conditions has data for a woman weighing 57,900 grams: 0.204 ml of O<sub>2</sub>/gm of wet wt/hr. A 3.8 gm hummingbird consumes at rest 10.7 ml of O<sub>2</sub>/gm of wet wt/hr, while an active bird consumes 85 ml of O<sub>2</sub>/gm of wet wt/hr. Reference book: Invitation to Biology, Helena Curtis, Worth Publishers, Inc. Second printing, July 1973; p 369. ISBN NUMBER 0-87901-020-7.

The 57,900 g (128 pounds) woman consumes 11,812 ml of O<sub>2</sub>/hr. Calculation assumes that body weight is wet wt.

7. Elementary schools across the Earth use wooden pencils with a core of graphite-- a "lead" pencil. A new pencil has a flat end that is shaped to a point in a pencil sharpener. The sharpener rasps the wood away to make conical point. As the pencil is used to form letters on paper, the graphite point becomes round. The round is pointed again and again in the sharpener until the pencil shaft becomes too short to hold in hand and too short to meet the rasping teeth of the sharpener.

What to do with the short pencil? The wood shaft is organic and graphite is carbon. The shaft may have paint. The paint is not leaded. If an eraser is fixed to the end, it is inert material. Eraser is fastened with a metal or paper band.

The pencil may be inserted into the ground or pierce the sod of a lawn horizontally. Here it will decompose. Pencil shavings may be sprinkled onto a lawn or compost pile.

Students can be responsible for emptying and adding recyclable litter to the lawn. Students can observe the decomposing pencil debris over the years and make a report on those changes when in upper elementary grades.

Please share this idea with elementary schools in your area. This is a great reason to go to and testify at a School Board meeting.

8. Dirt collects on the surfaces between the face of license plate and back of advertising cover. The dirt is a burden to motion, also. Without the advertising cover, dirt would be washed off plate face. THINK! Would NASA launch the Space Shuttle coated with dirt?

9. Unscrew the pound of metal from your plate. Eventually, recycle the metal. Before recycling, let cohorts and neighbors hold the **POUND** of advertising. They'll be shocked.

Urge your neighbor to unscrew advertising on their plate. They, like you, did not see the advertising rectangle covering the plate. Now you get to help them see advertising, just as I have helped you to see.

A business with many employees will conserve oxygen essential to complete daily tasks by requiring that employees unscrew ad rectangles from vehicles used to commute and in employment activities. If employees refuse to remove the cover, ban their cars from wearing your parking lot with the weight of advertising.

Removing 454 g (a pound) decreases force required to propel\*—accelerate (*Physics*)\*, decelerate\*--you and your baggage safely and quickly on the vehicle you have chosen to deliver yourself and baggage. \*Define these precious words.

10. THINK! If an **EMERGENCY** STOP is demanded, will your vehicle--with useless 454 grams--**STOP** in a short or longer distance? When rounding a corner, skidding friction occurs where rubber touches road grit. Greater skidding friction is required to safely round a corner at the same speed with extra functionless mass (*Physics*).

**Work** (wurk) n. 11 *Mech.* the product of force and the amount of displacement in the direction of that force: it is the means by which energy is transferred to one object or system to another

To propel 454 grams of car advertising rectangle requires work. Work is force applied times distance, dyne x cm = erg. Speed is distance over time, km/hr. More work is demanded to propel more mass (*Physics*) at the same speed.

Propelling\* any useless mass (*Physics*) consumes very precious oxygen<sup>2</sup> combined with sugar or fossil fuel to pump muscles or thrust pistons that turn gears and spin wheels which wear out against pavement that wears out and we won't tax ourselves enough to repair. Activating all these actions and reactions generates noxious gasses and gunk that goes down the storm drain. If salmon had vocal cords, we would be deaf. \*Define.

If your neighbor won't take the time to unscrew the advertising, offer to do it for them. Think. Everything you need--must have--to live is conserved by removing any useless mass (*Physics*) from things that move.

Oxygen consumed to punt the label on your underwear is not available for a butterfly.

W.W.B.D.?

11. Some underwear has labels glued to elastic band. The label is plastic. To remove, hold one-side of label then stretch elastic band on opposite edge. Glue will separate from stiff label and elastic.

12. Do you need to know HOW TO WASH a goose down coat while climbing a mountain?

THINK! Where would you be when washing a coat? Wash at home. Cut thread fastening manufacturer label, washing and care instructions and file labels in envelope-file: "Down coat, HOW TO WASH." Or, "White cotton underwear, HOW TO WASH."

Whether walking, bicycling, bussing or flying at 39,000 feet 500 mph, if the labels are attached to you they are moving. Moving mass (*Physics*) consumes oxygen-fuel and generates noxious gasses. You-everyone can remove the labels from new clothes with low technology tools **TODAY!**\*\* \*\*See last five paragraphs of this report.

W.W.B.D.?

Please urge employees and neighbors to unscrew the pound TATTOO from their plates and labels from clothing, backpack, shoes, etc. We're all in this alone, together.

13. Ask for my post card size report about how much oxygen and fuel are sacrificed to propel car dealer license plate advertising rectangles on daily commutes. The card has six-sketches. One sketch is a personalized Oregon State Douglas fir Tree Plate. The personalized tree plate has letters, URBNUZD (not shown below). The tree is decapitated by an advertising rectangle DISCOUNT USED CARS and truncated with 1-800-UZNGYOU.

DISCOUNT USED CARS

Mt. Peak: decapitated

Douglas-fir tree

Mt. Range with trees: covered

1 800 UZNGYOU

LOOK at a plate. See this is true. Urge your neighbor with a pet dog to remove the pound to conserve oxygen that their pet can use. A parakeet can live a whole month on oxygen consumed to punt a pound from Portland to Salem, Oregon at Freeway speed.

14. I had fun at a local car dealership. After delivering a message to management I walked toward the glass exit door. A salesperson sat in a stuffed chair near the door.

He said, "You're the guy who takes off license plate frames."

I said, "It's not a frame." A car just outside the window had an Oregon Tree plate with faded-paint dealer advertising cover.

I--standing in the Dealer's Showroom--stated, "See that plate? Oregon is covered by the advertising rectangle. The top of the mountain peak is decapitated. The tree is decapitated and truncated. The mountain range with trees is covered.

"It is an advertising cover, not a frame. Because the metal ad covers weighs a pound, oxygen and fuel are burned to propel it around the Planet for the life of the car. If the cover is removed the art is visible and everything required to move the car is conserved."

He was silent.

An adult Monarch butterfly is 0.41-0.5 grams, according to Xerces Society of Portland, Oregon. [Xerces is the name of a butterfly, now extinct because of human activity.] How much oxygen does a butterfly consume to flutter from flower to flower while collecting food at butterfly speed? How much oxygen does a Monarch butterfly use to hang in a tree in Mexico during the winter part of its lifecycle? Which part of the butterfly cycle of life is most important to survival?

A one-pound license plate advertising rectangle of a car dealer (The Voice of the Salmon, *The Oregonian*, July 14, 2003) is the equivalent weight of 1100 butterflies.

15. The 3/64" thick license plate is fastened to the vehicle with two-oversized-screws: 3/16 x 15/16," 12 grams. Sometimes a car dealer will also bolt the rectangle to the plate. Thus, the mass (*Physics*) of worthless advertising rectangle is fastened to the plate by two-equally-worthless bolts with nuts.

I have removed minimal and HUGE bolts that fasten ad cover to plate. Size of the two-bolts have varied, 3/16 DIA X 5/8" with *lock washer* and nut, 22 grams to 3/16 DIA X 1 9/16", 30 g! These bolts are one of the trophies in my "How to save the local Planet with a screw driver and scissors, collection."

Please recall. A hummingbird is 3.8 grams. Which do you think consumes more oxygen: a 3.8 gram hummingbird resting and active, or a car packing 30 grams of bolts fastening 454 grams of 24 carat-worthless advertising rectangle to a license plate of a car while it cruises along a Freeway with the top down—driver's hair tossed in the wind?

The driver on vacation from another State thinking, "Where's the next gas station?"

16. What other mass (*Phys*) can you remove from things that you need-use which move?

The windshield Ice Scraper is useful a few times a year in Northwest Oregon. Store the scraper inside the garage rather than under the car seat 365 days.

Conserving oxygen is much easier than creating oxygen.

17. Clip-remove the labels from underwear, hat, gloves, helmet, shoes, backpack, water bottle, ice scraper, seat belts, various components on vehicle engine—oil filter, radiator, air cleaner, hoses. Peel off bicycle metal wheel manufacturer stickers between spoke heads. Cut thread on the vomit-colored-2.5 gram patch on LEVI pants.

The four-oval fisheye three-dimension plastic stickers on a BELL bicycle helmet with visor along with the four paper-like stickers inside are 3 grams. **LOOK!** All these labels have inertia\*. Work is required to change the inertia of labels. FOREVER.

Yesterday a couple of gals with BELL stickers on bicycle helmet passed me. I caught up with them and asked, "Do you want me to think BELL when I look at you?"

"No, why do you ask?" One replied.

With few words of explanation, they understood why to peel off the stickers. They thanked me.

Strangers I enlighten about removing useless mass (*Physics*) of license plate ad cover frequently thank me and sometimes reach out window to shake my hand.

18. Someone with mathematical skill, please crunch the numbers to find oxygen consumed to punt a gram label on suit coat that flies non-stop across the U.S. A Jet Blue Airliner flies nonstop from JFK in Jamaica, New York to Long Beach, California at 39,000 feet (11,887 m), 500 mph (805 km/hr). Needed, distance from NY to CALIF. Total fuel oxidized. Needed math formulas for calculating oxygen consumed to complete work of holding a gram at 39,000 feet while propelling it miles (kilometers).

19. At a City Council meeting in early 2003 with a topic of whether the City of Portland should support the War in Iraq, my testimony started by quoting Councilor Eric Sten's opening statement, "As Commissioner Sten stated, 'We should do everything possible to avoid war.'"



I extended (like a fishing pole) a bicycle's white five-foot long fiberglass pole with safety flag that had a pound-WENTWORTH PORTLAND car dealer advertising rectangle on its tip. The rectangle's weight bowed the pole as it hung before City Commissioner Randy Leonard. The audience erupted in mumbling.

I proposed that the fuel used to punt the advertising is one reason the U.S. is at war in Iraq. I proposed that everyone unscrew and recycle the pound to cut waste of fuel. This reduces the need for war.

The testimony consumed three-minutes. I closed, "We're all in this alone, together."

The audience erupted again.

Hey! Portland Tribune Newspaper reported on the meeting and had picture of me from my back holding the pole with WENTWORTH dangling before an extremely disinterested Commissioner Leonard.

20. At a Portland City Council meeting with topic of cutting carbon dioxide a few years later I used the same rectangle but this time it was on one end of a balance beam.

The testimony started with a football at end of beam. I pumped the empty end of beam a couple times that levered the football then questioned the Mayor and four-Councilors, "Have you ever punted a football?" They all nodded, affirmatively.

"A football is useful playing on a field. If the football is in front seat of a car, it is useless," I said.

Then I put the WENTWORTH pound-rectangle on opposite end of beam. The beam slanted heavily toward the rectangle demonstrating how heavy and worthless the advertising. The audience erupted.

Now at a minute into testimony, I asked if there are questions. Hearing none, I continued.

I asked Mayor Tom Potter, "Mayor Potter, who manufactured your suit coat?"

He responded, "I dunno."

I said, "Look. It's inside your breast pocket." He lifted his coat and looked inside.

"It weighs a gram," I said. "You can clip it off."

"I can't do that," he said instantly as if God had commanded the hidden label remain in place.

I held a shirt by its collar label at arm length above my head then clipped the label with scissors. The shirt fell to my lap.

With label held high I said, "Whether walking, bicycling, bussing or flying at 39,000 feet, 500 mph; if the label is attached to you it is moving. When it moves, oxygen-fuel-tires-brakes and pavement are consumed while noxious gas and gunk that goes down the storm drain are produced." I let the label flutter to the testimony table.

The stadium audience instantly erupted. Again.

I exposed many other low-tech ways to cut oxygen consumption and closed the presentation with, "We're all in this alone, together."

The audience erupted again.

Mayor Potter looked to Councilor Leonard and sarcastically proposed that I "Talk to the Beaverton City Council." (I live in Beaverton.)

Councilor Randy Leonard followed by asking me, "How's my (his) hair."

For good humor, get a video copy of my presentations from City records.

21. Cloth bill caps have a button on top where sewn triangle points meet. Look. The button is metal riveted through tiny hole on cap top center. Remove metal button with pliers.

The fabric covered button is four-parts: Cloth outermost cover, metal top button, metal button pressed inside it to hold on the cloth and metal rivet through the cap into the pressed button. 3 grams!

Recall, a hummingbird is 3.8 grams. A Monarch butterfly is 0.41-0.5 g.

Do you *need* a 3-gram metal button on top of hat used to keep weather off head?

22. The President of the United States will help citizens realize simple things add up to cut carbon dioxide. See quote from Oregon State of the Environment Report, page 3. The President, after removing labels from suit coat, shirt, underwear, etc., can urge citizens of the Planet to do the same: "Remove labels from clothing and tools to eliminate oxygen and fuel required to propel useless stuff. Oxygen is used to burn fuel that propels us. A million citizens who travel 20 miles a day at 20 miles per hour will conserve x atoms of oxygen and reduce y carbon dioxide molecules by clipping 5 grams of labels from clothing.

"I took z grams of labels off the clothing I wear today." Hold labels in hand then toss them in air. "Everyone but a nudist can clip labels and cut CO<sub>2</sub>."

The last sentence will broadcast across the world and people will read the rest of the story.

23. Before I donate clothes to a shelter or Goodwill, all labels are clipped. If special WASHING INSTRUCTIONS label, I write instructions inside collar with indelible marker. I knifed one huge Manufacturer label from a coat, 9g!

24. Fingernails are organic. The clippings are a treat to earthworms. Worms eat and digest fingernails. Fingernails become poop.

Look at the soil beneath a deciduous tree or beneath fallen leaves. You'll see excrement from a worm around the entrance of its hole. The little piles of dirt-colored rounds, called casting, are dead leaf-organic matter after passing through the worm's digestive tract.

Hold a worm in hand. Within its translucent body are dark and red veins. That dark vein is the digestive track. The dark matter is leaf and algae matter after being rasped by scores of tiny teeth in its mouth. The red vein is blood.

Sprinkle fingernail clippings over a large area under tree. After sundown, night crawlers from different holes will head out and extend straight away their body stretching to mouth the nail debris then pull back to its hole. In the morning you'll see fingernails sticking out of the hole like upright fingers.

Fingernails: Part of balance nutrition.

After trimming nails what happens to clippings from your fingers? Do they make a journey in your house to garbage can then outside garbage and then lifted into a garbage truck that moved to a waste transfer station and from there trucked to a landfill where the organic matter will mix with what was ice in a fountain drink that allows decomposition that generates methane gas?

Does a barber sweep clipping from your head to the waste can? Hair scattered on a lawn or under a tree will disappear.

The local sewage treatment manager informed me to *not* put nail clippings and hair in toilet or down the drain.

Conserving oxygen is much easier than creating oxygen.

25. Organic matter disposed of in Portland, Oregon garbage travels upriver to the desert side of the Cascade Mountains via the Columbia River Gorge National Scenic Area. What resources are required to slip, skid and slide organic matter 193 k (120 miles) to the landfill in Arlington?

The landfill is located in the desert because there's little rain. Organic matter stored in a sanitary landfill is stable, until water is added. Water allows decomposition. Wet food, fruit or vegetable will rot. An apple decomposing-rotting-oxidizing—the reverse of photosynthesis—beneath a tree releases sugar energy to ants, fungus and bacteria. The wastes from decomposition are water and carbon dioxide.

Oxygen allows aerobic\* decomposition\*. Oxidation\*: to combine with oxygen as in burning or rusting. Waste gas on aerobic decomposition is carbon dioxide, CO<sub>2</sub>.

A Sanitary Landfill is covered. Oxygen is unavailable in a sanitary landfill for aerobic decomposer fungus and bacteria. Anaerobic fungus and bacteria take over. The waste gas from anaerobic decomposition of organic matter is methane, CH<sub>4</sub>.

Chemical formula, anaerobic decomposition:

25a. August 8, 2009

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*To Create and Conserve Oxygen:  
Plant Trees and use AMSOIL.*

To the Editor  
The Oregonian  
1320 SW Broadway  
Portland, Oregon 97201

Dear Editor,

## WATER IS NOT GARBAGE

The heaviest and easiest to recycle item I excavate from Beaverton Saturday Market garbage cans is *WATER*. When iced coffee is gone, the ice is tossed with capped biodegradable plastic cup. Ten 16 or 20 ounce cups half-full of ice per garbage can is a lot of H<sub>2</sub>O. Portland events, similarly, post no instructions NO *WATER IN GARBAGE* nor are there containers next to garbage for collection of H<sub>2</sub>O and organic waste—napkins, paper plates and food.

Volunteers with a cart for garbage collection stood by while I dumped ice on the ground. One said, “Why are you doing that, its biodegradable?” I asked, “How far to the landfill?” He didn’t know. I explained that a garbage truck uses oxygen-fuel-tires-brakes-pavement to pack water to landfill, 61 miles away. Oxidizing fuel makes carbon dioxide. Wet organic matter rots without oxygen in a sanitary landfill, generating methane gas. “Which is easier,” I asked, “trucking water 61 miles--making carbon dioxide, then making methane in the landfill--or putting water on the ground here?” He said I should tell this to Saturday Market leaders.

We’re all in this alone, together,

Zephyr Thoreau Moore

More notes on water, see 41. & 42.

26. The package--bag or candy wrapper--remains after crunching through a bag of corn chips or eating a candy bar. Most citizens put the package in the garbage without rinsing it. The chip bag has residue of oil and salt. The candy package has some sticky candy residue. Rinse before disposal to save the organic matter—salt and sugar—from going to the landfill. After rinsing, let water dehydrate from package so H<sub>2</sub>O does not travel to landfill.

You may think this is complicated. Consider, which is easier: Using a little time and water to remove organic matter from waste or, creating oxygen you can’t buy to oxidize fuel you can’t afford to spin tires that wear out against pavement that wears out and we won’t tax ourselves enough to repair to propel food residue to a landfill where it will decompose and generate methane gas?

28. If you smoke cigarettes, when opening new pack, remove both the top and bottom clear plastic wrap seal. If the bottom wrapper remains on the pack, it moves every time the smoker moves. So whether walking,

bicycling, bussing or flying—at 39,000 feet and 500 mph--oxygen is consumed to propel the worthless plastic film.

There are 1100 butterflies per pound—454 g. One-cigarette wrapper bottom is the mass (*Physics*) of a Monarch butterfly. How much oxygen does a butterfly consume traveling a day at butterfly speed? If a smoker with plastic wrap travels 1,000/month, that is 33 miles (53.1 km)/day—completed in about an hour.

Which consumes the most oxygen to move: a butterfly at butterfly speed for a day or a cigarette pack wrapper bottom propelled 33 miles in one-hour per day? THINK. The only time a butterfly travels at Freeway speed is when splattered on windshield.

If all the drivers on a Tri-Met bus route 57--72 daily round trips Beaverton Transit Center to Forest Grove Transit Center—carries a pack of cigarettes with bottom plastic, the plastic wrap moves 2400 miles (3862 km) each day. Each bus starts and stops 1,000 times a day. Oxygen is consumed to propel both a butterfly and the clear plastic wrapper bottom on cigarette pack mindlessly in pocket of bus operators.

Mindlessly? Not an insult. My simple assumption is if a cigarette smoker knew that the oxygen they need--must have--to “smoke” is consumed by packing a wrapper both up and down a stair along with walking, bicycling, bussing or flying at 39,000 feet, 500 miles per hour; that they will remove the bottom wrapper too.

Remove all the wrapper is a practice without politics that instantly conserves oxygen we can't buy to oxidize fossil fuel we can't afford, which thrusts pistons, rotates cranks and turns gears to spin wheels which wear out against pavement that wears out and we won't tax ourselves enough to repair. Consuming all these things makes noxious gasses and gunk that goes down the storm drain. Would a smoker intentionally leave a broken seal-wrapper on a cigarette pack to consume oxygen and generate waste?

Cigarette smokers can make a larger savings of oxygen-fuel-tires-brakes and pavement with two very simple steps: After finishing the 20 cigarettes, place the pack in water overnight.

In the morning, the glue that holds the paper-foil insert has dissolved. Lift the foil out, let it dry then toss in garbage. What's left is the paper pack. Paper is recyclable.

THINK! Most smokers throw away the whole cigarette package = 100% garbage. By soaking the empty pack and separating its components--paper, plastic film and foil—then recycling the dry paper, 83% does not go to the landfill.

Oxygen consumed to slip, skid and slide the paper of a cigarette pack to the landfill could be used to smoke a pack of cigarettes.

Conserving oxygen is much easier than creating oxygen.

29. Whatever is thrown in garbage goes to landfill. Garbage from Beaverton, Oregon travels to a waste transfer station in Forest Grove then to the landfill in McMinnville, 61 miles. Portland, Oregon's garbage is trucked [plume of *visible* gas] 120 miles through the Columbia River Gorge National *Scenic* Area to Arlington, Oregon. Many folks thoughtlessly put food: apple core, banana peel, uneaten noodles, garden waste and water-beverages in garbage. If citizens thought about what is consumed and secondary waste produced after throwing something in garbage, they would find some other way of disposal.

Oxygen-fuel is consumed and CO<sub>2</sub> is generated to move garbage by truck. Once the wet organic matter is buried in a sanitary landfill, it rots but without free oxygen. Anaerobic decomposition of organic matter generates methane as a waste gas.

Rather than generating noxious waste gasses by disposing of water and organic matter in garbage, put the organic matter in the bushes, lawn, garden, compost or down the in sink food disposal. Pour the waste beverage on the ground then put the container in garbage—if it is not recyclable.

Photosynthesis—carbon dioxide + water are changed with sun light energy in chlorophyll to carbohydrate + oxygen as a waste gas--gathers energy from the sun and stores it in organic matter. Decomposition of organic matter is the opposite of photosynthesis.

Oxygen is essential to rot organic matter above ground. Rotting organic matter releases energy along with the water and carbon dioxide. When organic matter rots without oxygen—anaerobic, as in a sanitary [covered] landfill--the waste gas generated is methane.

Would a waste generating person--aware of this physics and chemistry--throw anything beside true garbage in garbage? Most people are stunned when I inform them the distance to landfill and about the waste gasses generated after disposing of living waste.

I dare you to ask your neighbor, bus rider or runner: "When you throw something in the garbage, where does it go?" Most people know, the landfill. Then ask: "Where and how far is the landfill?" Few people know. Then explore what is required to move garbage: A truck that consumes oxygen-fuel-tires-brakes-pavement. Consuming these things generate noxious gasses and gunk that goes down the storm drain. Then explore what happens with wet organic matter that rots in a landfill.

A report including the chemical formulas defining the waste gasses from transportation and decomposition would alter wasteful habits of everyone.

I desire to see the chemical formulas for photosynthesis, decomposition and anaerobic decomposition. If these are written simply then everyone will understand and CHANGE their waste disposal behavior. The local Planet will continue to support a variety of life.

This report is my brain in print. This is the best writing without your help. So if you've got a better way of interpreting the topic or have insights. Add on. Tell me where addition-corrections are made.

PHOTOSYNTHESIS.  $6\text{CO}_2 + 12\text{H}_2\text{O} > \text{GREEN LEAF IN SUNLIGHT} > 6\text{CH}_2\text{O} + 9\text{O}_2$ .

AEROBIC DECOMPOSITION = PHOTOSYNTHESIS IN REVERSE.

ANAEROBIC DECOMPOSITON. What is this chemical formula?

32. Bus operators can be leaders and train everyone—their passengers who also have a motor vehicle—how to use less oxygen-fuel. Two-examples follow.

"While stopped at this traffic signal, I set park brake then shift automatic transmission to NEUTAL," the operator states. "The engine relaxes instantly and consumes less oxygen-fuel. Brake-foot and brake foot side of body relaxes. Rest hands in lap and deep breath. Less engine rumbles and shakes. The bus body makes less noise, rattles and squeaks. We get these benefits simply by shifting to N.

"Pay attention to surrounding traffic, ready to engage transmission DRIVE release park brake and throttle forward as traffic allows."

Some topic related to conservation or safety may erupt from the operator every hour as the passengers change throughout a day. The operator can introduce a thought with "Energy saving idea!" This may stimulate conversation if topic were tossed back to passengers.

33. "Electricity is used to make glow of the headlights," the operator states. Electricity on this bus is generated as the engine pistons move up and down. To move pistons, fuel is oxidized. While stopped, headlights are clicked OFF to eliminate demand for electricity, thus consuming less oxygen-fuel and generating less carbon dioxide."

While at DEQ exhaust analysis station I compared hydrocarbons generated at idle with headlights ON high beam then headlights OFF. Although slight, the idle changed from laboring to higher-relaxed rpm. Lights ON to OFF cut hydrocarbons a couple-percent.

An easy place to have lights OFF is stopped at traffic signal or in a line of vehicles. When stopped behind a vehicle, the blinding reflection off the back of leading vehicle disappears. The eyes of the driver in leading vehicle relax when your lights are OFF. This is an easy to understand "Energy saving idea."

34. Oxygen used to "burn" x ml diesel/hr while idling an engine at y rpm: . On the same vehicle how much oxygen-fuel used in DRIVE then NEUTRAL. Oxygen-fuel consumed with the same vehicle headlight ON high beam, then OFF.

If vehicle operators knew that oxygen-fuel can be conserved with very simple actions then they will regularly apply them.

Would you rather breath free oxygen<sub>2</sub> or breath O<sub>2</sub> after its use oxidizing the additional fossil fuel required idling an internal combustion engine with transmission in DRIVE, headlights ON?

35. Remove things from your vehicle that is not needed to complete a task.

The back of my compact car has a fold-down seat. I used the back of car to sleep while camping. Camping trips occurred a few times a year. I rarely have a single passenger.

I wondered how the back seat comes out? A wrench turned one-bolt head and the seat lifted out of the car. With 12,712 grams (28 pounds) less on the car there is a noticeable difference-easier accelerating the vehicle.

If a journey with back seat passengers is anticipated, I simply take the back seat from storage in garage and return to automobile.

The experience with the seat stimulated me to remove other stuff. The carpet mats on the back and passenger seats went to garbage. So did the broken radio, the plastic molding over the rear wheel humps and everywhere else in the back. Over the spare tire that lay flat on back floor, is a rectangular two-layered corrugated metal cover. It is wide as the interior and taller than the tire diameter. I removed the tire cover 3,632 grams (8 pounds)! The plastic knobs covering the levers to move the seat forward and back plus the

knobs to tilt the seat back easily slipped off. [The manufacturer could have made holes in the metal lever arm and cut the square corners to reduce its mass (*Physics*) without limiting lever function.] Nothing of value was ever in the glove box so I always had it open. The door to the glove box and the four-huge-screws fastening it removed—a pound. The push-in cigarette lighter, recycled. Both upholstered (and I discovered had a 1/16" thick interior metal plate) rear door handles were replaced with a loop of rope. (Manufacturer could make holes in plate like on the lever above.) Eventually the plastic door panels on both back doors plus all their screw fasteners were removed. Removed the plastic paneling on the doorpost along with its screw fasteners. (If you are timid about stripping your car, consider removing most of the screw fasteners. One-screw will fasten the doorpost plastic cover and two will hold door panel. You alone will know most of the fasteners are gone. The paneling will not fall off.) The carpet edge under where door closes has an eight-centimeter wide plastic strip as long as the door with four-screws. Remove it and recycle the screws; you'll never notice its absence. The transmission hump forward of the front seats has a plastic tray flat on top and round bottom formed to the hump. The tray was used only to hold insignificant paper and a pen. It's removed. Numerous screws throughout the interior that didn't help the function of the car are removed. Tiny screws replaced some huge screws. The radiator grill has the Chevy logo. The three-dimensional logo is fastened to grill by two-3/16" x 1" bolts with nuts, removed. The Chevette three-dimensional name was glued on exterior paint--both sides of the car and the back. Along both sides of the car front ¼ panel, doors and back ¼ panel is a 1 ½" wide plastic with rubber bumper to protect from another car's door swing—that would chip paint. I never park where doors open into mine. These I pulled off and discarded.

What would be the value of all these things if I had to pack them on my lap while traveling? The car bore the burden of moving this sometimes useful and nonessential stuff until it was removed.

THINK! One key technology of the Apollo Moon project was lighter materials. Lighter materials are easier to lift from Earth's surface and easier to propel through space. Less fuel is consumed to start, direct and stop a light spacecraft than a heavier craft.

36. A decal has lettering or art. The decal is straight edged. There is clear film between the edge and colored letter or art. The clear film is equal to or greater area than the colored area. Its surface area is as heavy as the same area of a butterfly wing.

Before wetting the decal that is attached to slick paper backing, scissor or use a pen knife to remove clear film. Now the colored—meaningful--portion of the decal alone is fastened to the car window. Look at any decal on a window. See the clear film. Oxygen-fuel-tires-brakes and pavement are consumed to propel the almost invisible film, **FOREVER!** The oxygen consumed to propel clear film a butterfly can't use.

Manufacturer instructions to separate clear film from colored area will conserve everything formerly consumed to propel the clear film **FOREVER!** Plus the decal will look sharp without straight edge film.

Decal manufacturers can instruct users to remove clear film before wetting and sticking decal on surface. The message may be printed on the clear part of decal. User of decal will see message and clip it along with clear backing. Cost to manufacturer is near \$ zero. The manufacturer describes benefits of removing clear film: Less mass (*Physics*), less weight and visually appealing.

37. A stick ink pen like a "BIC," is longer than what is needed to hold it in hand and is longer than the ink tube a many centimeters. Clip off the top of pen shaft. Before cutting shaft, determine length needed to fit in hand. Before cutting shaft, remove the writing tip and attached ink filled tube. Clip the empty end of tube, too. Pen shaft and empty end of ink tube cut off at least a gram.



Return pen tip to shortened shaft. The ink tube will extend beyond shaft. As ink is used it tube empties. Clip off empty tube.

The Apollo Mission to the moon used a Saturn V three-stage rocket. At liftoff, the first stage consumed 12 tons of fuel a second. When the fuel was gone, the first stage separated and fell to the ocean. Similarly, cut off ink tube as it empties. Why pack the too long pen shaft or the empty ink tube?

When ink is gone, most people dispose of the whole stick pen. Instead, use pliers to pull metal tip. Recycle tip inside tin can that has lid partially cut—hinged on can. Use this can to store small metal pieces and lids off other cans. When storage can is full of ferrous metal pieces, lay down hinged top to close. If lid wants to open, use small piece of masking tape to lock lid. Why put small metal inside can? Pen tips and small metal get lost with newspaper when sorted at recycle center.

The plastic pen body and empty filler are recyclable at Far West Fibers in Aloha and in Beaverton. Portland, and many towns probably have locations for recycling odd types of plastic including plastic bags. Does the State have recycling info? Metro Recycling info in Portland, Oregon 503 234-3000.

Aluminum foil is similar in weight to paper. A sheet of foil may get lost with paper in recycling. Crush clean foil to a ball so it's dense. Gather many small aluminum pieces and contain them inside a large sheet of foil that is to be recycled. I collect small aluminum pieces in plastic tub then dump onto a large aluminum foil sheet. Fold the sheet around the pieces. Double wrap the wad of foil so it is secure while transported and processed at recycle center.

38. Before recycling a food or beverage container, rinse food, juice, soda and milk.

If dried sugary juice, milk or food remains in container, it is carried to the recycling center. Work is required to propel the dried juice or food. The dried organic matter is lost from the planet when the plastic, paper or metal container is recycled.

If the organic matter is washed off, it goes down drain or into compost. The water clinging to package will dehydrate to hydrogen and oxygen—no residue, weightless.

39. Do you know how many tin ore mines there are in America? Years past I wrote "The Promotion and Collection of Strategic Scrap Materials during World War II," 13 pages. While researching this time period, I was amazed to find how many tin mines in America. The TALE OF TIN, six paragraphs, answers the question. "How many tin ore mines in America?"

Please copy and share this story. It fits on a page of reused paper. Reused, one-sided paper is also known as "Stretched paper. Used twice, reused once."

## TALE OF TIN

One of the very few metals known to early man was tin. Tin had an important social influence on man in early times and is an essential element for our modern way of life.

Man's development has been shaped by the availability of different materials used in making tools and our ability for invention. The early importance of tin was that it alloyed easily with copper to make bronze. Bronze

is much harder than copper and it can be sharpened to make more effective weapons for hunting and better tools for making buildings and furniture.

The possession of bronze was so important in early social development that historians refer to this time as the Bronze Age. Tin, a key element in making bronze, became a strategic metal and it has remained in this class ever since. Because the sources of tin are distant from the areas where it is consumed, tin was a major influence on the trade routes of sailing ships.

There are few geographic sources of tin on Earth. Southeast Asia, West and Central Africa, South America and China are the chief sources of tin. In the 1940s the chief consumers were the industrialized areas: America, Europe, Russia and Japan.

America's major supply of tin is from the Southeast Asian Countries of Malaysia and Sumatra. During World War II these countries were captured by the Japanese so cut-off our source of tin. Bolivia, the Congo and Nigeria were the only American source of tin besides the tin coated steel container used by every householder. The "tin can" is America's only domestic source of tin. Every active and patriotic citizen who lived during that time of distress can remember how urgent it was to save and recycle tin cans—as my Mother said—"For the war effort."

Today we are in a war against waste. Billions of tin cans are thrown away each year--only a portion of the waste stream. The use of virgin resources to produce tin, glass, plastic and paper packages along with other useable items requires huge amounts of oxygen, energy, water and labor then creates air, land and water pollution. A healthy environment—air, land, water and climate—is the foundation for a successful society. By reducing waste we lessen the energy crisis, urban problems and environmental pollution. By consciously reducing our material consumption, reusing what we can and recycling, we will cut waste and preserve quality of life. Don't wait for another world war to break out or the further deterioration of the Planet before recycling at home and office. Declare PEACE! RECYCLE!

Zephyr Thoreau Moore  
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The TALE is from, "The Promotion and Collection of Strategic Scrap Materials During World War II," 13 p.

To inform about resources and stimulate conservation I ask, "Do you know how many tin ore mines in America?" Few people know the answer; and are shocked to find, "None." I offer the Tale of Tin.

40. Shoppers pull a surgically clean plastic bag off the roll at the bulk food section at grocery.

When I see this behavior I like to ask: "Ma'am (sir), do you wash vegetables before eating them?"

They say, "Yes."

I say, "You are using a surgically clean plastic bag to hold dirty vegetables. Do you know what plastic is made from?"

One response I get after their thought-filled pause is, "Plastic."

I help them to realize that plastic is made from petroleum and that they can reuse a bag for unwashed vegetables to conserve petroleum and all the resources consumed to manufacture and deliver the bag to the grocery.

41. "Water gives life to everything yet does not strive." Lao Tsu.

With the tiniest of effort, most of the water going down your drain can be second use water. If the water heater is five-meters from kitchen sink or bath and hot water is desired to clean dishes or bathe, over one-gallon must run before cold water is replaced by hot and the pipes lose their stagnant cold temperature and allow consistent "hot" water.

Collect the initial water in a dish washing type tub. Carry that water to a larger storage bucket in bathroom. Use stored water to flush toilet or water plants. The storage and in-bathtub collection bucket I use is 9" x 9" x 13". I got it from a restaurant. A handy container is made from liquid laundry soap bottle that has a handle. The three-quart and 1 1/2 gallon laundry soap bottle with top—where screw cap is—cut off are convenient. (To allow good thumb hold on a heavy water filled container, leave 2 1/2 inches of bottle top above top of handle. Cut twice to get the right thumb fit rather than cut too much on first cut.) Restaurants have larger containers that held cooking oil. Consider a five-gallon plastic "paint" bucket with a hoop handle.

The 9 x 9 x 13" bucket under bathtub faucet collects greater than a gallon before shower water is hot and catches dribbles from faucet while showering. I take a low pressure short shower yet nearly fill this bucket. Note: To catch water from faucet, place an inch high plastic lid under bucket bottom on side away from the faucet. Inch lift will tilt bucket top toward and under faucet.

Use the 1/2 gallon laundry soap bottle to catch water in the bathroom sink. Catch nearly a quart of cold before warm water arrives.

How to get the stored water out to flush toilet? Dip into storage with a 1/2 gallon plastic beverage pitcher or 1/2 gallon jug with handle and top cut out. The beverage pitcher works the best.

How to flush urine? With toilet seat up, hold pitcher hip high. Lightly depress toilet handle to begin filling toilet bowl and swirling the waste with tank water. Release handle—to stop flush from toilet tank--and throw the pitcher water into bowl. 2<sup>nd</sup> water drives waste to sewage treatment. Amount of water used from tank less than two-quarts. About a pint of 2<sup>nd</sup> water is used. Flushing of feces will require full flush from toilet tank.

Return toilet seat to down position. Men. Sitting to pee is so much easier and cleaner and noiseless than standing, spraying the bowl and splashing urine over bowl edge to floor. Sit to pee and just before releasing urine, reach back with one-hand and slightly depress flush handle. Water will flow across front of bowl and carry hot pee into bowl—diluting its temperature. No splashing, no steam, silent.

If a great amount of water is stored, if cannot all be used for flushing. To dispose of extra water, offset the toilet tank lid 8". Immediately after flush, pour from the laundry soap storage container to refill tank with clean stored water. I have a 1/2 and 1 1/2 gallon laundry bucket in bathroom.

The outer surface of 9 x 9 x 13" bucket in bathtub will get normal tub grime after a while. The bucket and inside of flush pitcher may be cleaned with non-abrasive soap.

Collect clean water (called Purple Water by professional water conservers). The water used to wash dishes is dirty water—2<sup>nd</sup> water. Always dispose of 2<sup>nd</sup> water first to flush toilet or water plants. Do not collect-add clean water to 2<sup>nd</sup> water.

42. Put a brick or a couple of liter water bottles in toilet tank. Add some rocks to bottles so they are not buoyant. These objects take up space in tank. Upon flushing and refilling tank, the volume of the objects is the amount of water not used.

If we had two-Earths to goof around with, then we could mess up this one and go to the second to live.

Become a member of the One-Earth Society: *Behave* as if there is one-Earth only.

Urge friends to become One-Earth Society Members. "All one need do," I say, "is *behave*, as if, there is one-Earth only. It's the *behaving* that is the key."

"World leaders and the person who ties you shoes must collectively do everything simply to preserve the Earth's ability to sustain life. This is the last resort." To the Editor, "Earth last resort," paragraph 3 of 4, *The Oregonian*, July 23, 1990.

Do check back with me because I will add to and edit this report and you'll want to get the latest no technology, no brain, low effort ways to create and conserve oxygen.

Share this report with cohorts. No Chief Executive Officer has thought of topics illuminated here. If CEOs have thought of these things, they have made no attempt to inform or enlighten me. Everyone can do little one-time acts with low technology tools or changes of behavior to eliminate oxidation of sugar or fossil fuel.

### End or the Beginning

Following are newspaper reports—which stimulated above proposals--related to vehicle mileage, pavement wear and the result of supernatural amounts of atmospheric CO<sub>2</sub>. Reports listed at end of this proposal.

There is no report educating citizens to change behavior or modify tools so they consume less oxygen-fuel while completing a task or using a resource. As reported: To achieve goals they have defined, legislators are using the tools available: regulation, writing laws, taxation, subsidy and permits to pollute.

Where is low-skill, no-technology conservation in the discussion? The person who ties your shoes has the greatest control over use of resources available. Simple acts or change of behavior applied all the time conserve oxygen-sugar or fossil fuel-shoes-brakes-tires and pavement.

Applying these ideas requires doing things differently. (One-Earth Society Member.) You must think for the tool or cohort so it-they works with least demand of resources.

For example: A leaf rake handle fastens to the plastic palm of the rake—shape of an isosceles triangle. Rake fingers extend from the palm. To make the rake appealing in the gardening store, the triangle palm has a 10" (25.5 cm) X 12" (30 cm) wide paper label glued on top. On label is written, "*Works like steel with a bamboo feel.*"

Every time the rake is extended out, instantly pulled back carrying leaves--working-- the label moves. The paper label equals the mass (*Physics*) of two-big leaf maple leaves. Oxygen-sugar energy is consumed to propel the label out and back, ***FOREVER***.

Consume no oxygen and make no carbon dioxide while using this tool by removing the label. To easily remove label, soak it with a wet cloth overnight. Then use stiff brush to rub the label. Dispose of the wet paper fuzz in compost or lawn.

The President of the United States will help citizens realize simple things add up to cut carbon dioxide. The President, after removing labels from suit coat, shirt, shoes, (most of the) neck tie label loop that small end of tie tucks into, underwear, etc.; can urge citizens of the Planet to do the same: "Remove labels from clothing and tools to eliminate oxygen and fuel required to propel useless stuff. Oxygen is used to burn fuel that propels us. A million citizens who travel 20 miles a day at 20 miles per hour will conserve x atoms of oxygen and reduce y carbon dioxide molecules by clipping 5 grams of labels from clothing.

"I took z grams of labels off the clothing I wear today." Hold labels in hand then toss them in air. "Everyone but a nudist can clip labels and cut fuel-oxygen use = CO2 generation."

The last sentence will broadcast across the world and people will read the rest of the story.

Months past his report--when 15 pages--I emailed to the President. Barack Obama did not respond. A National Public Radio broadcast, yesterday, October 5, 2009 quoted the President, seeking "innovative ways to reduce greenhouse gasses."

I'll email this now much longer proposal to President Barack Obama again. And I trust you too have low technology low effort means to cut oxygen consumption which the President will want to know.  
[www.whitehouse.gov](http://www.whitehouse.gov).

Informed cohorts make decisions when acted upon tax the local Planet the least.

Get the same outcome with tools and cohorts while consuming the least raw materials: time, effort, oxygen, fuel, material and other people's lives with simple one-time acts—removing labels. Or change of behavior—transmission in NEUTRAL.

Listen to my sister in the back seat, "But using stuff makes *jobs*."

The perfect opening for my business motto:

To Create and Conserve Oxygen:  
Plant Trees and use AMSOIL.

One of my business cards, front and back:

## HELPLANTTREES

503 641-2798

A tree improves air quality, conserves energy,  
filters storm water and absorbs carbon dioxide.

Neighbors of all ages can help collect acorns,  
plant and nurture seeds, shrubs and trees. Create  
Wilderness for bugs, bees and birds with plants.

PLANTTREES!!!! I have trees. Let's plan a dig.

*"If the only time you walk on your lawn is to mow it;  
you don't need a lawn."* Replace lawn with trees.

>>\_> >> salmoneedshade@hotmail.com>> (Yes. The > symbolize salmon.)

**"Understanding is planting a tree whose  
branches will shade your grandchildren."**

**Zephyr Moore** in Beaverton, Or. Best 2 phone: **503 641-2798**

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*AMSOIL*, Save \$, Fuel economy plus Comparison of motor oil and gear lube.

***Trees make rain makes trees.***

The reports that kindled this proposal—from page-one:

“EPA proposes new fuel standards,” *The Oregonian*, May 6, 2009 and “[Oregon] House Bill 2186 gives governor a win,” May 9, both are ways to cut carbon emissions through legislation.

Erosion of pavement decreases with less weight on tires. Heavier vehicles consume more oxygen-fuel and pay proportionately more Gas tax. Weight mile tax increases per pound. “Transportation bill runs on higher taxes,” *The Oregonian*, May 9. No suggestion of cutting the weight-useless stuff--on or in a vehicle to cut erosion of pavement.

Newer cars and trucks are “marginally more efficient;” “Cash for clunkers’ Subsidize buying cars with better gas mileage,” *The Oregonian*, May 9, 2009.

President Barack Obama proposes to combat global warming gasses through “cap-and-trade,” “U.S. smashes deficit record,” *The Oregonian*, May 12. “Under cap-and-trade, the government would auction permits to emit heat-trapping gasses, with the costs being passed on to consumers via higher gasoline and electric bills.”

Robert Lee Hotz [Robert Lee Hotz, [sciencejournal@wsj.com](mailto:sciencejournal@wsj.com)] The Wall Street Journal examines the effect of carbon dioxide in the ocean. Gain understanding, read, “A Look Into Future Oceans for Shellfish Reasons,” *The Wall Street Journal*, April 24, 2000.

\*\*This proposal, edited since May 6, has grown to 20 pages as of July 8<sup>th</sup>. Then I read two-news stories with a summary title FOCUS ON THE CLIMATE about dealing with climate change. Overview of the first story follows.

“U.S. climate moves called too weak,” *LA Times-Washington Post*, July 8, 2009.

“At a pair of international summits [in Italy] dealing with climate change, President Obama will point to a United States House-approved bill that would cap U.S. greenhouse gas emissions.

“U.S. and European negotiators may find common ground [on cutting emissions]—as long as they’re talking about goals *four decades away*. *Italic added.*

“European leaders want major emitters [of greenhouse gasses: China, India, the U.S. and Brazil] to set a goal of cutting global emissions 50 percent below 1990 levels by 2050. An Obama administration official said that the U.S. supports a 50 percent cut, but it was unclear if the administration would seek a baseline year of 1990 or 2005.”

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October 14, 2009

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President Barack Obama    AND    The person who ties your shoes.  
The White House                      Where they live on the local Planet.  
1600 Pennsylvania Avenue  
Washington, D.C.

Honorable Barack,

The first climate change survey by your Administration found "unequivocal" evidence of man-made global warming with potentially dire consequences in the U.S., *TIME*, Briefing 6/21/09. Less oxygen-fuel will be changed to global warming gas if vehicle tires are manufactured to perform better while consuming less oxygen-fuel-tires-brakes and pavement.

Most people use a vehicle with unfinished rubber tires. Look at tires on bicycle or car. Are the sidewalls smooth or does it have rubber hairs and paper-thin rubber walls?

#### RUBBER HAIRS RAKE AIR

Liquid rubber injected into a mold the shape of a tire cools to solid rubber. Rubber trapped in the injection ports solidifies also. When the mold is removed, rubber in each port remains like a hair on every tire tread and across the sidewall. Where molds abut, liquid rubber oozes then cools to a paper-thin wall. The hairs and walls have no value on the traction device.



Using unfinished tires with hairs and walls has a number of negative effects. The flaccid rubber hairs on tread face wear away instantly, polluting the watershed. The weight of rubber hairs and walls on sidewall wear pavement. Every tire revolution the hairs and walls move lineally the circumference plus the cycloid. The sail-area of hairs—30 centimeters square on tire sidewalls of four 13” wheels—rakes the air. Fuel is oxidized to accelerate the mass (*Physics*) of hairs and walls on the four rolling tires plus the spare. Hairs and walls do not grip road grit, do not strengthen the tire and oppose desired motion.

A tire manufacturer will stand above competitors by removing hairs and walls as the last step of production then recovering rubber debris.

A tire buyer will save oxygen, sugar or fossil fuel, tires, brakes and pavement to accelerate; start quicker, control velocity and stop shorter plus eliminate noxious gasses, land and water pollution—effortlessly, without technology, today--using smooth tires, only.

We're all in this alone, together,

Zephyr Thoreau Moore

Please forward this letter.

“Oregon’s current environmental problems reflect cumulative effects of many small, diffuse, individual decisions and actions.”

Executive Summary, Oregon State of the Environment Report 2000, p. 2.

“World leaders and the person who ties your shoes must collectively do everything simply to preserve the Earth’s ability to sustain life. This is the last resort.” Letter to Editor, “Earth last resort,” *The Oregonian*, July 23, 1990.

From Earthweek, 10/3/09

### **Pushing earth’s limits**

A team of the world’s most eminent environmental scientists published a warning that human activity has already pushed three of Earth’s nine biophysical boundaries to beyond the planet’s ability to self regulate. Writing in the journal *Nature*, the researchers attempt to set “acceptable” upper limits on man’s influence on such environmental conditions as climate, biodiversity, stratospheric ozone and chemical cycles like that of nitrogen. They suggest that for some of these conditions, like the nitrogen in fertilizers and loading of atmospheric carbon dioxide, humankind may have already stepped outside the safety zone. It’s feared we may have to backpedal quickly to avoid catastrophe. Human activities—largely due to growing reliance on fossil fuels and industrialized agriculture—have become so pervasive that they may trigger irreversible and abrupt environmental change by damaging the regulatory capacity of the planet, the group warned.

What can you do **TODAY**\*\* to create and conserve oxygen? \*\*See last news report—five-paragraphs at end of this proposal.

I wanted to know how much oxygen a person consumes. Appendix of BIOLOGY text: Oxygen, consumption. The list titled "Investigating Oxygen Consumption under Approximately Normal Physiological Conditions," has data for a woman weighing 57,900 grams: 0.204 ml of O<sub>2</sub>/gm of wet wt/hr. A 3.8 gm hummingbird consumes at rest 10.7 ml of O<sub>2</sub>/gm of wet wt/hr, while an active bird consumes 85 ml of O<sub>2</sub>/gm of wet wt/hr."

A Monarch butterfly uses oxygen also. A Monarch is 0.41-0.5 grams.

Numerous very simple ways to eliminate oxidation and pollution with one-time action or change of behavior follow. The cut in oxygen consumption are sometimes small but they are 100% cuts and permanent.

1. What other mass (*Physics*)\* on tires can be eliminated, minimized-removed or repositioned to cut cost of accelerating (*Phys*)\* the wheel?

Who manufactured the tires on your vehicle? *LOOK!* Raised letters on sidewall. [Visualize bending and straining neck, eyes *searching* to READ raised letters.]

How many times in the life of the tire have you *needed* to know the name of its manufacturer? How do these raised letters and numbers help create or conserve the things *used* to complete daily activities? Resources consumed and eroded to propel raised letters are no longer available to vector the vehicle you have chosen to safely deliver yourself and cargo. Salmon carry no baggage. (Related story, Tested by the Wind, *The Oregonian*, 12/26/08.)

If manufacturer positioned letters on sidewall closer to tire center the cycloid motion is smaller. Less work *Mech*\* is required to lever raised letters on a smaller radius.

\*Please grab a dictionary for every word whose meaning is questionable. Assume nothing. I'm learning all the time too.

2. The Obama administration just purchased thousands of vehicles as part of the Cash for Clunkers and to stimulate the auto industry. What a grand opportunity to demonstrate removing rubber hairs and walls from all those vehicles. This is an example tire manufacturers could instantly adopt. It will cut pollution, conserve oxygen-fuel and stimulate new production practices around the world.

I sent the first draft of this report with the first two-pages about tire hairs before the President took delivery on the American made vehicles. He didn't respond. All the tire smoothing could have been completed at the manufacturer. Now the wheels are on the road. Time and effort to smooth tires now is multiplied dramatically. It'll never get done.

3. I observed a GILLIG HAYWARD, CALIF metal advertising rectangle with raised letters and faded paint covering Oregon on TriMet public bus' license plates.

After phoning TriMet, I discovered that GILLIG manufactures busses. I requested the bus manufacturer advertising be removed. TriMet unscrewed it on that and many other busses. [Amazing. I saw GILLIG on busses--and alerted TriMet to unscrew the pound of metal--repeatedly over ten years.]

Investigating that bus' history, it was purchased 10 years past and had traveled 448,000 miles with 454 grams (a pound) of CALIFORNIA bus manufacturer advertising. 448,000 miles is farther than to the moon and back! How much free oxygen became bound to carbon after combustion to thrust pistons, turn gears and spin wheels punting 454 grams to the moon and back? A football is 404 grams. There are 1100 Monarch butterflies per pound.

"BOTH GAS TAXES SUBSIDIZE CAR DEALERS." Is the title of a report with brevity that fits on a post card. In Landscape page, it makes four-cards. Get a copy by email. One-card copied here:

#### **Both gas taxes subsidize car dealers**

Gas tax and business' Weight Mile tax attempt to keep up with the cost of pavement repair. Weight on tire tread wears road. Businesses *use* common avenues to deliver raw materials and finished goods for purpose of profit, thus—equitably—*pay* tax on that weight. Slip, skid and sliding extra weight in or on a vehicle wears road proportionate to its increase. Less weight on road = less tax.

Car dealers profit by screwing advertising rectangles—TATTOOS--over State on license plate. LOOK! Metal rectangles weigh a pound (454 grams) and are punted [football 404 g] everywhere! Consider: 1000 miles/month average 33 miles/day--finished in about an hour. 33 mi = 970, 60-yard punts. The mental, chemical and physical forces applied with straining effort to propel one-pound ad rectangle/3,000 lb car consume man-made [\$0.33/\$1,000] and Earthly resources otherwise used or capable of being used to produce more wealth. Dealers pay no weight mile tax on the *perpetually* profitable-pound used and useful *only* on roads!

Think! Postal TAX = \$ 4.95/pound of advertising/delivery. RUBNUZD?

Cities, counties and State legislatures will have money to fill pits, cracks, ruts and holes after taxing car dealers for millions of pound-ad rectangles that will thanklessly; daily, rub our roads raw. [Scan card 2 legislator.]

Is your neighbor's plate TATTOOED? Beg them to *unscrew and recycle the pound.*

How far and at what speed do you travel in a month? A thousand miles a month is 33 miles a day, or 970 60 yard punts. A commuter would travel 33 miles in an hour or less

depending on traffic congestion. Have you ever punted a football 60 yards? Can you imagine forces applied at shoe level to punt a label on underwear [one-butterfly]—or 454 grams of car dealer advertising rectangle--33 miles in an hour?

Unscrew the useless car dealer rectangle that covers the boarder, and all or part of the State on a license plate. See GILLIG, above. Metal rectangles are a pound, 454 grams. [Two-license plates are a half-pound.] If the daily 132,000 vehicles on ten miles of three-lane Freeway had a pound of car dealer advertising, that is equivalent in advertising-weight of 44 3,000-pound cars! If the useless 44 cars of advertising get 20 mpg, the fuel oxidized daily to punt them 10 miles is 22 gallons. Oxidizing 22 gallons of fossil fuel generates 440 pounds of carbon dioxide. You—with opposable and notochord—can easily unscrew the advertising but salmon can't choose where to spawn.

W.W.S.D.?

What goes up as noxious gas—add rain—comes down. Salmon silently sip dinosaur soup as drivers mindlessly pack car dealer advertising. If salmon had vocal cords, we would be deaf. The Voice of the Salmon, *The Oregonian*, July 14, 2003.

Is extra carbon dioxide in the atmosphere a big deal? A chemical oceanographer at the University of Alaska, Fairbanks makes this report, appearing in *The Oregonian*, August 25, 2009.

**Acidic Alaska:** The state's marine waters are turning acidic from absorbing greenhouse gases faster than tropical waters, potentially endangering Alaska's \$4.6 billion fishing industry. The same things that make Alaska's marine waters among the most productive in the world—cold, shallow depths and abundant marine life—make them the most vulnerable to acidification.

Vehicles at TriMet's home office employee parking lot—and every other lot in North America--have rectangles on their plates. I am taxed to repair parking lot pavement eroded by weights of unknown-thankless car dealers who have TATTOOED TriMet employee's plates. Among the employee vehicles in their lot is a repainted maroon 1973 Chevy pickup with Oregon on its plate covered by an oxidized metal rectangle--old as the vehicle.

Vancouver, Washington has CTran public bus service. Ctran service area is SW Washington around Vancouver into downtown Portland and Portland Airport. ctran.com. Ctran busses have *polished* GILLIG HAYWARD, CALIF. Ctran is proud to serve our transportation needs on the finest bus manufactured by GILLIG.

But, why would I need to buy a bus? Why should I see GILLIG and question the bus operator, "What is GILLIG?"

TriMet, Ctran. During the next Bus Operator Meeting, question how many times passengers have asked, "What is GILLIG?"

Vancouver, Washington's busses travel over the Columbia River and through the woods season after season after season slip\*, skid\* and sliding\* 454 g of advertising for a California bus manufacturer as they start and stop picking up passengers. Many people could live a whole year on oxygen consumed punting 454 grams of advertising, 20 hours every day, on *each* of Ctran's fleet of busses. Flocks of Monarch butterflies [1100 butterflies per pound] could complete their 3000 mile journey from Canada to winter in trees in Mexico with oxygen one-bus consumes punting ad rectangles for a year. Have Ctran engineers calculated the oxygen consumed to punt a pound of advertising for a year? \*Please define.

A TriMet bus starts and stops 1,000 times a day while traveling about 45,000 miles a year.

Conserving oxygen is much easier than creating oxygen.

4. I saw an Oregon Crater Lake plate covered with BoiseAuto.com rectangle. I left a note under windshield wiper: "LOOK! Your plate is covered by advertising from Idaho. . . ."

This car was serviced at a Boise, Idaho shop while traveling out of Oregon. The shop TATTOOED the Oregon Plate. Without my note that got the driver to *see* it, the rectangle would be screwed on the car till the day it is towed dead through Wrecking Yard Gate. Or, it would be removed by an Oregon Dealer Service Shop then *replaced* by that dealer's advertising. This advertising would also not be seen by the vehicle owner.

5. Many motor vehicle operators get into car, close door, turn ignition key to start engine then fasten seat belt. In Oregon, it is law to wear seat belt while traveling.

Conserve fuel-oxygen and time by fastening seat belt THEN turning ignition. With seat belt on, one can begin traveling as soon as ignition is done rather than idling while putting on belt.

Some drivers let engine idle for some time to "Warm up." Department of Environmental Quality recommends starting engine and moving immediately at a slow pace for little while then to travel speed.

6. Most drivers with automatic transmission keep transmission in DRIVE while stopped. The engine labors through the transmission against the brake. The driver *presses* brake and the brake-foot side of body is stressed--consuming oxygen.

Exhaust analysis of idling engine at Oregon Department of Environmental Quality showed an 11% decrease in consumption of oxygen-fuel, generating hydrocarbon, after shifting from DRIVE to NEUTRAL on my compact car's four-cylinder gasoline engine.

While bicycling about, I'll see drivers stopped in D. I urge them to shift to N and explain the value of saving fuel, etc.

Drivers who go to N experience the benefits. The engine stops laboring. Engine idle increases. Instantly the engine stops laboring and is quiet. Many drivers thank me.

If drivers considered the oxygen required for them to live and how much oxygen is required to idle an engine and depress foot brake, then they would be eager to conserve oxygen by simply shifting to N while stopped. Or they could turn off the engine while stopped at a 90 second [or 30 second] traffic signal or while a freight train blocks the path of the bus. (Turning off diesel engine for moments may not be beneficial. For a gasoline engine, off is favorable—conserves oxygen and fuel—if idling more than 10 seconds, according to Department of Environmental Quality.)

Imagine two-identical auto transmission vehicles stuck in traffic. 90F degrees. Operator of X shifts transmission to NEUTRAL with park brake on, headlights OFF. Operator of Y remains in DRIVE *pressing* foot brake, headlights ON high beam.

Would one engine overheat? If both vehicles had a liter of petrol, would the idling internal combustion engines stop operating at the same time?

Conserving oxygen is much easier than creating oxygen.

August 25, 2009

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Beaverton, Oregon 97005-3760

Contact by phone is best 503 641-2798.

[salmoneedshade@hotmail.com](mailto:salmoneedshade@hotmail.com)

To the Editor

The Oregonian

1320 SW Broadway

Portland, Oregon 97201

Dear Editor,

Auto trans in N runs cooler

Imagine two-identical auto transmission vehicles stuck in traffic-stopped, hot day. Operator X shifts transmission to NEUTRAL park brake on, headlights OFF. Operator Y remains in DRIVE *pressing* foot brake, headlights ON high beam.

Engine in D will overheat sooner because it is *laboring* against brake plus generating electricity for lights. TriMet keeps its cool, *The Oregonian*, Aug. 21. Oxygen consumption is a measure of work-respiration. Department of Environmental Quality Exhaust Analysis on my 4-cylinder gas engine showed 11% less hydrocarbon shift D to N and a 2% less with headlights off. At rest a 57,900 gm (128 pound) woman consumes 11,812 ml of oxygen/hr. Oxygen conserved in N lights off, would keep many bus passengers alive. If both engines had a cup of fossil fuel, N would idle longer.

Very sincerely,

Zephyr Thoreau Moore

[The letter was not printed.]

1. Exhaust analysis at Dept of Environmental Quality gave data, above, on my 1983 4-cyl. I urge you to complete exhaust analysis on one or more of your vehicles and publish results. Talk with the nearby Department of Environmental Quality 811 SW 6<sup>th</sup>, Portland, Oregon. Phone 503 229-5636 to schedule appointment. Experiment with new spark plugs. Replacing 7,000 mile spark plugs with new cut exhaust hydrocarbon, too.

Spark plugs are recyclable at the curb. How many Oregonian readers know that?

2. The list titled Investigating Oxygen Consumption under Approximately Normal Physiological Conditions has data for a woman weighing 57,900 grams: 0.204 ml of O<sub>2</sub>/gm



of wet wt/hr. A 3.8 gm hummingbird consumes at rest 10.7 ml of O<sub>2</sub>/gm of wet wt/hr, while an active bird consumes 85 ml of O<sub>2</sub>/gm of wet wt/hr. Reference book: Invitation to Biology, Helena Curtis, Worth Publishers, Inc. Second printing, July 1973; p 369. ISBN NUMBER 0-87901-020-7.

The 57,900 g (128 pounds) woman consumes 11,812 ml of O<sub>2</sub>/hr. Calculation assumes that body weight is wet wt.

7. Elementary schools across the Earth use wooden pencils with a core of graphite-- a "lead" pencil. A new pencil has a flat end that is shaped to a point in a pencil sharpener. The sharpener rasps the wood away to make conical point. As the pencil is used to form letters on paper, the graphite point becomes round. The round is pointed again and again in the sharpener until the pencil shaft becomes too short to hold in hand and too short to meet the rasping teeth of the sharpener.

What to do with the short pencil? The wood shaft is organic and graphite is carbon. The shaft may have paint. The paint is not leaded. If an eraser is fixed to the end, it is inert material. Eraser is fastened with a metal or paper band.

The pencil may be inserted into the ground or pierce the sod of a lawn horizontally. Here it will decompose. Pencil shavings may be sprinkled onto a lawn or compost pile.

Students can be responsible for emptying and adding recyclable litter to the lawn. Students can observe the decomposing pencil debris over the years and make a report on those changes when in upper elementary grades.

Please share this idea with elementary schools in your area. This is a great reason to go to and testify at a School Board meeting.

8. Dirt collects on the surfaces between the face of license plate and back of advertising cover. The dirt is a burden to motion, also. Without the advertising cover, dirt would be washed off plate face. THINK! Would NASA launch the Space Shuttle coated with dirt?

9. Unscrew the pound of metal from your plate. Eventually, recycle the metal. Before recycling, let cohorts and neighbors hold the **POUND** of advertising. They'll be shocked.

Urge your neighbor to unscrew advertising on their plate. They, like you, did not see the advertising rectangle covering the plate. Now you get to help them see advertising, just as I have helped you to see.

A business with many employees will conserve oxygen essential to complete daily tasks by requiring that employees unscrew ad rectangles from vehicles used to commute and in employment activities. If employees refuse to remove the cover, ban their cars from wearing your parking lot with the weight of advertising.

Removing 454 g (a pound) decreases force required to propel\*—accelerate (*Physics*)\*, decelerate\*—you and your baggage safely and quickly on the vehicle you have chosen to deliver yourself and baggage. \*Define these precious words.

10. THINK! If an **EMERGENCY** STOP is demanded, will your vehicle—with useless 454 grams—**STOP** in a short or longer distance? When rounding a corner, skidding friction occurs where rubber touches road grit. Greater skidding friction is required to safely round a corner at the same speed with extra functionless mass (*Physics*).

**Work** (wurk) n. 11 *Mech.* the product of force and the amount of displacement in the direction of that force: it is the means by which energy is transferred to one object or system to another

To propel 454 grams of car advertising rectangle requires work. Work is force applied times distance, dyne x cm = erg. Speed is distance over time, km/hr. More work is demanded to propel more mass (*Physics*) at the same speed.

Propelling\* any useless mass (*Physics*) consumes very precious oxygen<sup>2</sup> combined with sugar or fossil fuel to pump muscles or thrust pistons that turn gears and spin wheels which wear out against pavement that wears out and we won't tax ourselves enough to repair. Activating all these actions and reactions generates noxious gasses and guck that goes down the storm drain. If salmon had vocal cords, we would be deaf. \*Define.

If your neighbor won't take the time to unscrew the advertising, offer to do it for them. Think. Everything you need--must have--to live is conserved by removing any useless mass (*Physics*) from things that move.

Oxygen consumed to punt the label on your underwear is not available for a butterfly.

W.W.B.D.?

11. Some underwear has labels glued to elastic band. The label is plastic. To remove, hold one-side of label then stretch elastic band on opposite edge. Glue will separate from stiff label and elastic.

12. Do you need to know HOW TO WASH a goose down coat while climbing a mountain?

THINK! Where would you be when washing a coat? Wash at home. Cut thread fastening manufacturer label, washing and care instructions and file labels in envelope-file: "Down coat, HOW TO WASH." Or, "White cotton underwear, HOW TO WASH."

Whether walking, bicycling, bussing or flying at 39,000 feet 500 mph, if the labels are attached to you they are moving. Moving mass (*Physics*) consumes oxygen-fuel and generates noxious gasses. You-everyone can remove the labels from new clothes with low technology tools TODAY!\*\* \*\*See last five paragraphs of this report.

W.W.B.D.?

Please urge employees and neighbors to unscrew the pound TATTOO from their plates and labels from clothing, backpack, shoes, etc. We're all in this alone, together.

13. Ask for my post card size report about how much oxygen and fuel are sacrificed to propel car dealer license plate advertising rectangles on daily commutes. The card has six-sketches. One sketch is a personalized Oregon State Douglas fir Tree Plate. The personalized tree plate has letters, URBNUZD (not shown below). The tree is decapitated by an advertising rectangle DISCOUNT USED CARS and truncated with 1-800-UZNGYOU.

DISCOUNT USED CARS

Mt. Peak: decapitated

Douglas-fir tree

Mt. Range with trees: covered

1 800 UZNGYOU

LOOK at a plate. See this is true. Urge your neighbor with a pet dog to remove the pound to conserve oxygen that their pet can use. A parakeet can live a whole month on oxygen consumed to punt a pound from Portland to Salem, Oregon at Freeway speed.

14. I had fun at a local car dealership. After delivering a message to management I walked toward the glass exit door. A salesperson sat in a stuffed chair near the door.

He said, "You're the guy who takes off license plate frames."

I said, "It's not a frame." A car just outside the window had an Oregon Tree plate with faded-paint dealer advertising cover.

I--*standing in the Dealer's Showroom*--stated, "See that plate? Oregon is covered by the advertising rectangle. The top of the mountain peak is decapitated. The tree is decapitated and truncated. The mountain range with trees is covered.

"It is an advertising cover, not a frame. Because the metal ad covers weighs a pound, oxygen and fuel are burned to propel it around the Planet for the life of the car. If the cover is removed the art is visible and everything required to move the car is conserved."

He was silent.

An adult Monarch butterfly is 0.41-0.5 grams, according to Xerces Society of Portland, Oregon. [Xerces is the name of a butterfly, now extinct because of human activity.] How much oxygen does a butterfly consume to flutter from flower to flower while collecting food at butterfly speed? How much oxygen does a Monarch butterfly use to hang in a tree in Mexico during the winter part of its lifecycle? Which part of the butterfly cycle of life is most important to survival?

A one-pound license plate advertising rectangle of a car dealer (The Voice of the Salmon, *The Oregonian*, July 14, 2003) is the equivalent weight of 1100 butterflies.

15. The 3/64" thick license plate is fastened to the vehicle with two-oversized-screws: 3/16 x 15/16," 12 grams. Sometimes a car dealer will also *bolt* the rectangle to the plate. Thus, the mass (*Physics*) of worthless advertising rectangle is fastened to the plate by two-equally-worthless bolts with nuts.

I have removed minimal and HUGE bolts that fasten ad cover to plate. Size of the two-bolts have varied, 3/16 DIA X 5/8" with *lock washer* and nut, 22 grams to 3/16 DIA X 1 9/16", 30 g! These bolts are one of the trophies in my "How to save the local Planet with a screw driver and scissors, collection."

Please recall. A hummingbird is 3.8 grams. Which do you think consumes more oxygen: a 3.8 gram hummingbird resting and active, or a car packing 30 grams of bolts fastening 454 grams of 24 carat-worthless advertising rectangle to a license plate of a car while it cruises along a Freeway with the top down—driver's hair tossed in the wind?

The driver on vacation from another State thinking, "Where's the next gas station?"

16. What other mass (*Phys*) can you remove from things that you need-use which move?

The windshield Ice Scraper is useful a few times a year in Northwest Oregon. Store the scraper inside the garage rather than under the car seat 365 days.

Conserving oxygen is much easier than creating oxygen.

17. Clip-remove the labels from underwear, hat, gloves, helmet, shoes, backpack, water bottle, ice scraper, seat belts, various components on vehicle engine—oil filter, radiator, air cleaner, hoses. Peel off bicycle metal wheel manufacturer stickers between spoke heads. Cut thread on the vomit-colored-2.5 gram patch on LEVI pants.

The four-oval fisheye three-dimension plastic stickers on a BELL bicycle helmet with visor along with the four paper-like stickers inside are 3 grams. **LOOK!** All these labels have inertia\*. Work is required to change the inertia of labels. FOREVER.

Yesterday a couple of gals with BELL stickers on bicycle helmet passed me. I caught up with them and asked, "Do you want me to think BELL when I look at you?"

"No, why do you ask?" One replied.

With few words of explanation, they understood why to peel off the stickers. They thanked me.

Strangers I enlighten about removing useless mass (*Physics*) of license plate ad cover frequently thank me and sometimes reach out window to shake my hand.

18. Someone with mathematical skill, please crunch the numbers to find oxygen consumed to punt a gram label on suit coat that flies non-stop across the U.S. A Jet Blue Airliner flies nonstop from JFK in Jamaica, New York to Long Beach, California at 39,000 feet (11,887 m), 500 mph (805 km/hr). Needed, distance from NY to CALIF. Total fuel oxidized. Needed math formulas for calculating oxygen consumed to complete work of holding a gram at 39,000 feet while propelling it miles (kilometers).

19. At a City Council meeting in early 2003 with a topic of whether the City of Portland should support the War in Iraq, my testimony started by quoting Councilor Eric Sten's opening statement, "As Commissioner Sten stated, 'We should do everything possible to avoid war.'"

I extended (like a fishing pole) a bicycle's white five-foot long fiberglass pole with safety flag that had a pound-WENTWORTH PORTLAND car dealer advertising rectangle on its tip. The rectangle's weight bowed the pole as it hung before City Commissioner Randy Leonard. The audience erupted in mumbling.

I proposed that the fuel used to punt the advertising is one reason the U.S. is at war in Iraq. I proposed that everyone unscrew and recycle the pound to cut waste of fuel. This reduces the need for war.

The testimony consumed three-minutes. I closed, "We're all in this alone, together."

The audience erupted again.

Hey! Portland Tribune Newspaper reported on the meeting and had picture of me from my back holding the pole with WENTWORTH dangling before an extremely disinterested Commissioner Leonard.

20. At a Portland City Council meeting with topic of cutting carbon dioxide a few years later I used the same rectangle but this time it was on one end of a balance beam.

The testimony started with a football at end of beam. I pumped the empty end of beam a couple times that levered the football then questioned the Mayor and four-Councilors, "Have you ever punted a football?" They all nodded, affirmatively.

"A football is useful playing on a field. If the football is in front seat of a car, it is useless," I said.

Then I put the WENTWORTH pound-rectangle on opposite end of beam. The beam slanted heavily toward the rectangle demonstrating how heavy and worthless the advertising. The audience erupted.

Now at a minute into testimony, I asked if there are questions. Hearing none, I continued.

I asked Mayor Tom Potter, "Mayor Potter, who manufactured your suit coat?"

He responded, "I dunno."

I said, "Look. It's inside your breast pocket." He lifted his coat and looked inside.

"It weighs a gram," I said. "You can clip it off."

"I can't do that," he said instantly as if God had commanded the hidden label remain in place.

I held a shirt by its collar label at arm length above my head then clipped the label with scissors. The shirt fell to my lap.

With label held high I said, "Whether walking, bicycling, bussing or flying at 39,000 feet, 500 mph; if the label is attached to you it is moving. When it moves, oxygen-fuel-tires-brakes and pavement are consumed while noxious gas and gunk that goes down the storm drain are produced." I let the label flutter to the testimony table.

The stadium audience instantly erupted. Again.

I exposed many other low-tech ways to cut oxygen consumption and closed the presentation with, "We're all in this alone, together."

The audience erupted again.

Mayor Potter looked to Councilor Leonard and sarcastically proposed that I "Talk to the Beaverton City Council." (I live in Beaverton.)

Councilor Randy Leonard followed by asking me, "How's my (his) hair."

For good humor, get a video copy of my presentations from City records.

21. Cloth bill caps have a button on top where sewn triangle points meet. Look. The button is metal riveted through tiny hole on cap top center. Remove metal button with pliers.

The fabric covered button is four-parts: Cloth outermost cover, metal top button, metal button pressed inside it to hold on the cloth and metal rivet through the cap into the pressed button. 3 grams!

Recall, a hummingbird is 3.8 grams. A Monarch butterfly is 0.41-0.5 g.

Do you *need* a 3-gram metal button on top of hat used to keep weather off head?

22. The President of the United States will help citizens realize simple things add up to cut carbon dioxide. See quote from Oregon State of the Environment Report, page 3. The President, after removing labels from suit coat, shirt, underwear, etc., can urge citizens of the Planet to do the same: "Remove labels from clothing and tools to eliminate oxygen and fuel required to propel useless stuff. Oxygen is used to burn fuel that propels us. A million

citizens who travel 20 miles a day at 20 miles per hour will conserve x atoms of oxygen and reduce y carbon dioxide molecules by clipping 5 grams of labels from clothing.

"I took z grams of labels off the clothing I wear today." Hold labels in hand then toss them in air. "Everyone but a nudist can clip labels and cut CO<sub>2</sub>."

The last sentence will broadcast across the world and people will read the rest of the story.

23. Before I donate clothes to a shelter or Goodwill, all labels are clipped. If special WASHING INSTRUCTIONS label, I write instructions inside collar with indelible marker. I knifed one huge Manufacturer label from a coat, 9g!

24. Fingernails are organic. The clippings are a treat to earthworms. Worms eat and digest fingernails. Fingernails become poop.

Look at the soil beneath a deciduous tree or beneath fallen leaves. You'll see excrement from a worm around the entrance of its hole. The little piles of dirt-colored rounds, called casting, are dead leaf-organic matter after passing through the worm's digestive tract.

Hold a worm in hand. Within its translucent body are dark and red veins. That dark vein is the digestive track. The dark matter is leaf and algae matter after being rasped by scores of tiny teeth in its mouth. The red vein is blood.

Sprinkle fingernail clippings over a large area under tree. After sundown, night crawlers from different holes will head out and extend straight away their body stretching to mouth the nail debris then pull back to its hole. In the morning you'll see fingernails sticking out of the hole like upright fingers.

Fingernails: Part of balance nutrition.

After trimming nails what happens to clippings from your fingers? Do they make a journey in your house to garbage can then outside garbage and then lifted into a garbage truck that moved to a waste transfer station and from there trucked to a landfill where the organic matter will mix with what was ice in a fountain drink that allows decomposition that generates methane gas?

Does a barber sweep clipping from your head to the waste can? Hair scattered on a lawn or under a tree will disappear.



The local sewage treatment manager informed me to *not* put nail clippings and hair in toilet or down the drain.

Conserving oxygen is much easier than creating oxygen.

25. Organic matter disposed of in Portland, Oregon garbage travels upriver to the desert side of the Cascade Mountains via the Columbia River Gorge National Scenic Area. What resources are required to slip, skid and slide organic matter 193 k (120 miles) to the landfill in Arlington?

The landfill is located in the desert because there's little rain. Organic matter stored in a sanitary landfill is stable, until water is added. Water allows decomposition. Wet food, fruit or vegetable will rot. An apple decomposing-rotting-oxidizing—the reverse of photosynthesis—beneath a tree releases sugar energy to ants, fungus and bacteria. The wastes from decomposition are water and carbon dioxide.

Oxygen allows aerobic\* decomposition\*. Oxidation\*: to combine with oxygen as in burning or rusting. Waste gas on aerobic decomposition is carbon dioxide, CO<sub>2</sub>.

A Sanitary Landfill is covered. Oxygen is unavailable in a sanitary landfill for aerobic decomposer fungus and bacteria. Anaerobic fungus and bacteria take over. The waste gas from anaerobic decomposition of organic matter is methane, CH<sub>4</sub>.

Chemical formula, anaerobic decomposition:

25a. August 8, 2009

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***To Create and Conserve Oxygen:  
Plant Trees and use AMSOIL.***

To the Editor  
The Oregonian  
1320 SW Broadway  
Portland, Oregon 97201

Dear Editor,

WATER IS NOT GARBAGE

The heaviest and easiest to recycle item I excavate from Beaverton Saturday Market garbage cans is *WATER*. When iced coffee is gone, the ice is tossed with capped biodegradable plastic cup. Ten 16 or 20 ounce cups half-full of ice per garbage can is a lot of H<sub>2</sub>O. Portland events, similarly, post no instructions NO WATER IN GARBAGE nor are there containers next to garbage for collection of H<sub>2</sub>O and organic waste—napkins, paper plates and food.

Volunteers with a cart for garbage collection stood by while I dumped ice on the ground. One said, “Why are you doing that, its biodegradable?” I asked, “How far to the landfill?” He didn’t know. I explained that a garbage truck uses oxygen-fuel-tires-brakes-pavement to pack water to landfill, 61 miles away. Oxidizing fuel makes carbon dioxide. Wet organic matter rots without oxygen in a sanitary landfill, generating methane gas. “Which is easier,” I asked, “trucking water 61 miles--making carbon dioxide, then making methane in the landfill--or putting water on the ground here?” He said I should tell this to Saturday Market leaders.

We’re all in this alone, together,

Zephyr Thoreau Moore

More notes on water, see 41. & 42.

26. The package--bag or candy wrapper--remains after crunching through a bag of corn chips or eating a candy bar. Most citizens put the package in the garbage without rinsing it. The chip bag has residue of oil and salt. The candy package has some sticky candy residue. Rinse before disposal to save the organic matter—salt and sugar—from going to the landfill. After rinsing, let water dehydrate from package so H<sub>2</sub>O does not travel to landfill.

You may think this is complicated. Consider, which is easier: Using a little time and water to remove organic matter from waste or, creating oxygen you can't buy to oxidize fuel you can't afford to spin tires that wear out against pavement that wears out and we won't tax ourselves enough to repair to propel food residue to a landfill where it will decompose and generate methane gas?

28. If you smoke cigarettes, when opening new pack, remove both the top and bottom clear plastic wrap seal. If the bottom wrapper remains on the pack, it moves every time the smoker moves. So whether walking, bicycling, bussing or flying—at 39,000 feet and 500 mph—oxygen is consumed to propel the worthless plastic film.

There are 1100 butterflies per pound—454 g. One-cigarette wrapper bottom is the mass (*Physics*) of a Monarch butterfly. How much oxygen does a butterfly consume traveling a day at butterfly speed? If a smoker with plastic wrap travels 1,000/month, that is 33 miles (53.1 km)/day—completed in about an hour.

Which consumes the most oxygen to move: a butterfly at butterfly speed for a day or a cigarette pack wrapper bottom propelled 33 miles in one-hour per day? THINK. The only time a butterfly travels at Freeway speed is when splattered on windshield.

If all the drivers on a Tri-Met bus route 57--72 daily round trips Beaverton Transit Center to Forest Grove Transit Center—carries a pack of cigarettes with bottom plastic, the plastic wrap moves 2400 miles (3862 km) each day. Each bus starts and stops 1,000 times a day. Oxygen is consumed to propel both a butterfly and the clear plastic wrapper bottom on cigarette pack mindlessly in pocket of bus operators.

Mindlessly? Not an insult. My simple assumption is if a cigarette smoker knew that the oxygen they need--must have--to "smoke" is consumed by packing a wrapper both up and down a stair along with walking, bicycling, bussing or flying at 39,000 feet, 500 miles per hour; that they will remove the bottom wrapper too.

Remove all the wrapper is a practice without politics that instantly conserves oxygen we can't buy to oxidize fossil fuel we can't afford, which thrusts pistons, rotates cranks and turns gears to spin wheels which wear out against pavement that wears out and we won't tax ourselves enough to repair. Consuming all these things makes noxious gasses and gunk that goes down the storm drain. Would a smoker intentionally leave a broken seal-wrapper on a cigarette pack to consume oxygen and generate waste?

Cigarette smokers can make a larger savings of oxygen-fuel-tires-brakes and pavement with two very simple steps: After finishing the 20 cigarettes, place the pack in water overnight.

In the morning, the glue that holds the paper-foil insert has dissolved. Lift the foil out, let it dry then toss in garbage. What's left is the paper pack. Paper is recyclable.

THINK! Most smokers throw away the whole cigarette package = 100% garbage. By soaking the empty pack and separating its components--paper, plastic film and foil—then recycling the dry paper, 83% does not go to the landfill.

Oxygen consumed to slip, skid and slide the paper of a cigarette pack to the landfill could be used to smoke a pack of cigarettes.

Conserving oxygen is much easier than creating oxygen.

29. Whatever is thrown in garbage goes to landfill. Garbage from Beaverton, Oregon travels to a waste transfer station in Forest Grove then to the landfill in McMinnville, 61 miles. Portland, Oregon's garbage is trucked [plume of *visible* gas] 120 miles through the Columbia River Gorge National *Scenic* Area to Arlington, Oregon. Many folks thoughtlessly put food: apple core, banana peel, uneaten noodles, garden waste and water-beverages in garbage. If citizens thought about what is consumed and secondary waste produced after throwing something in garbage, they would find some other way of disposal.

Oxygen-fuel is consumed and CO<sub>2</sub> is generated to move garbage by truck. Once the wet organic matter is buried in a sanitary landfill, it rots but without free oxygen. Anaerobic decomposition of organic matter generates methane as a waste gas.

Rather than generating noxious waste gasses by disposing of water and organic matter in garbage, put the organic matter in the bushes, lawn, garden, compost or down the in sink food disposal. Pour the waste beverage on the ground then put the container in garbage—if it is not recyclable.

Photosynthesis—carbon dioxide + water are changed with sun light energy in chlorophyll to carbohydrate + oxygen as a waste gas--gathers energy from the sun and stores it in organic matter. Decomposition of organic matter is the opposite of photosynthesis.

Oxygen is essential to rot organic matter above ground. Rotting organic matter releases energy along with the water and carbon dioxide. When organic matter rots without oxygen—anaerobic, as in a sanitary [covered] landfill--the waste gas generated is methane.

Would a waste generating person--aware of this physics and chemistry--throw anything beside true garbage in garbage? Most people are stunned when I inform them the distance to landfill and about the waste gasses generated after disposing of living waste.

I dare you to ask your neighbor, bus rider or runner: "When you throw something in the garbage, where does it go?" Most people know, the landfill. Then ask: "Where and how

far is the landfill?" Few people know. Then explore what is required to move garbage: A truck that consumes oxygen-fuel-tires-brakes-pavement. Consuming these things generate noxious gasses and gunk that goes down the storm drain. Then explore what happens with wet organic matter that rots in a landfill.

A report including the chemical formulas defining the waste gasses from transportation and decomposition would alter wasteful habits of everyone.

I desire to see the chemical formulas for photosynthesis, decomposition and anaerobic decomposition. If these are written simply then everyone will understand and CHANGE their waste disposal behavior. The local Planet will continue to support a variety of life.

This report is my brain in print. This is the best writing without your help. So if you've got a better way of interpreting the topic or have insights. Add on. Tell me where addition-corrections are made.

PHOTOSYNTHESIS.  $6\text{CO}_2 + 12\text{H}_2\text{O} > \text{GREEN LEAF IN SUNLIGHT} > 6\text{CH}_2\text{O} + 9\text{O}_2$ .

AEROBIC DECOMPOSITION = PHOTOSYNTHESIS IN REVERSE.

ANAEROBIC DECOMPOSITON. What is this chemical formula?

32. Bus operators can be leaders and train everyone—their passengers who also have a motor vehicle—how to use less oxygen-fuel. Two-examples follow.

"While stopped at this traffic signal, I set park brake then shift automatic transmission to NEUTAL," the operator states. "The engine relaxes instantly and consumes less oxygen-fuel. Brake-foot and brake foot side of body relaxes. Rest hands in lap and deep breath. Less engine rumbles and shakes. The bus body makes less noise, rattles and squeaks. We get these benefits simply by shifting to N.

"Pay attention to surrounding traffic, ready to engage transmission DRIVE release park brake and throttle forward as traffic allows."

Some topic related to conservation or safety may erupt from the operator every hour as the passengers change throughout a day. The operator can introduce a thought with "Energy saving idea!" This may stimulate conversation if topic were tossed back to passengers.

33. "Electricity is used to make glow of the headlights," the operator states. Electricity on this bus is generated as the engine pistons move up and down. To move

pistons, fuel is oxidized. While stopped, headlights are clicked OFF to eliminate demand for electricity, thus consuming less oxygen-fuel and generating less carbon dioxide."

While at DEQ exhaust analysis station I compared hydrocarbons generated at idle with headlights ON high beam then headlights OFF. Although slight, the idle changed from laboring to higher-relaxed rpm. Lights ON to OFF cut hydrocarbons a couple-percent.

An easy place to have lights OFF is stopped at traffic signal or in a line of vehicles. When stopped behind a vehicle, the blinding reflection off the back of leading vehicle disappears. The eyes of the driver in leading vehicle relax when your lights are OFF. This is an easy to understand "Energy saving idea."

34. Oxygen used to "burn" x ml diesel/hr while idling an engine at y rpm: . On the same vehicle how much oxygen-fuel used in DRIVE then NEUTRAL. Oxygen-fuel consumed with the same vehicle headlight ON high beam, then OFF.

If vehicle operators knew that oxygen-fuel can be conserved with very simple actions then they will regularly apply them.

Would you rather breath free oxygen<sub>2</sub> or breath O<sub>2</sub> after its use oxidizing the additional fossil fuel required idling an internal combustion engine with transmission in DRIVE, headlights ON?

35. Remove things from your vehicle that is not needed to complete a task.

The back of my compact car has a fold-down seat. I used the back of car to sleep while camping. Camping trips occurred a few times a year. I rarely have a single passenger.

I wondered how the back seat comes out? A wrench turned one-bolt head and the seat lifted out of the car. With 12,712 grams (28 pounds) less on the car there is a noticeable difference-easier accelerating the vehicle.

If a journey with back seat passengers is anticipated, I simply take the back seat from storage in garage and return to automobile.

The experience with the seat stimulated me to remove other stuff. The carpet mats on the back and passenger seats went to garbage. So did the broken radio, the plastic molding over the rear wheel humps and everywhere else in the back. Over the spare tire that lay flat on back floor, is a rectangular two-layered corrugated metal cover. It is wide as the interior and taller than the tire diameter. I removed the tire cover 3,632 grams (8 pounds)! The plastic knobs covering the levers to move the seat forward and back plus the knobs to tilt the seat back easily slipped off. [The manufacturer could have made holes in the metal lever arm

and cut the square corners to reduce its mass (*Physics*) without limiting lever function.] Nothing of value was ever in the glove box so I always had it open. The door to the glove box and the four-huge-screws fastening it removed—a pound. The push-in cigarette lighter, recycled. Both upholstered (and I discovered had a 1/16" thick interior metal plate) rear door handles were replaced with a loop of rope. (Manufacturer could make holes in plate like on the lever above.) Eventually the plastic door panels on both back doors plus all their screw fasteners were removed. Removed the plastic paneling on the doorpost along with its screw fasteners. (If you are timid about stripping your car, consider removing most of the screw fasteners. One-screw will fasten the doorpost plastic cover and two will hold door panel. You alone will know most of the fasteners are gone. The paneling will not fall off.) The carpet edge under where door closes has an eight-centimeter wide plastic strip as long as the door with four-screws. Remove it and recycle the screws; you'll never notice its absence. The transmission hump forward of the front seats has a plastic tray flat on top and round bottom formed to the hump. The tray was used only to hold insignificant paper and a pen. It's removed. Numerous screws throughout the interior that didn't help the function of the car are removed. Tiny screws replaced some huge screws. The radiator grill has the Chevy logo. The three-dimensional logo is fastened to grill by two-3/16" x 1" bolts with nuts, removed. The Chevette three-dimensional name was glued on exterior paint--both sides of the car and the back. Along both sides of the car front ¼ panel, doors and back ¼ panel is a 1 ½" wide plastic with rubber bumper to protect from another car's door swing—that would chip paint. I never park where doors open into mine. These I pulled off and discarded.

What would be the value of all these things if I had to pack them on my lap while traveling? The car bore the burden of moving this sometimes useful and nonessential stuff until it was removed.

THINK! One key technology of the Apollo Moon project was lighter materials. Lighter materials are easier to lift from Earth's surface and easier to propel through space. Less fuel is consumed to start, direct and stop a light spacecraft than a heavier craft.

36. A decal has lettering or art. The decal is straight edged. There is clear film between the edge and colored letter or art. The clear film is equal to or greater area than the colored area. Its surface area is as heavy as the same area of a butterfly wing.

Before wetting the decal that is attached to slick paper backing, scissor or use a pen knife to remove clear film. Now the colored—meaningful--portion of the decal alone is fastened to the car window. Look at any decal on a window. See the clear film. Oxygen-fuel-tires-brakes and pavement are consumed to propel the almost invisible film, **FOREVER!** The oxygen consumed to propel clear film a butterfly can't use.

Manufacturer instructions to separate clear film from colored area will conserve everything formerly consumed to propel the clear film **FOREVER!** Plus the decal will look sharp without straight edge film.

Decal manufacturers can instruct users to remove clear film before wetting and sticking decal on surface. The message may be printed on the clear part of decal. User of decal will see message and clip it along with clear backing. Cost to manufacturer is near \$ zero. The manufacturer describes benefits of removing clear film: Less mass (*Physics*), less weight and visually appealing.

37. A stick ink pen like a “BIC,” is longer than what is needed to hold it in hand and is longer than the ink tube a many centimeters. Clip off the top of pen shaft. Before cutting shaft, determine length needed to fit in hand. Before cutting shaft, remove the writing tip and attached ink filled tube. Clip the empty end of tube, too. Pen shaft and empty end of ink tube cut off at least a gram.

Return pen tip to shortened shaft. The ink tube will extend beyond shaft. As ink is used it tube empties. Clip off empty tube.

The Apollo Mission to the moon used a Saturn V three-stage rocket. At liftoff, the first stage consumed 12 tons of fuel a second. When the fuel was gone, the first stage separated and fell to the ocean. Similarly, cut off ink tube as it empties. Why pack the too long pen shaft or the empty ink tube?

When ink is gone, most people dispose of the whole stick pen. Instead, use pliers to pull metal tip. Recycle tip inside tin can that has lid partially cut—hinged on can. Use this can to store small metal pieces and lids off other cans. When storage can is full of ferrous metal pieces, lay down hinged top to close. If lid wants to open, use small piece of masking tape to lock lid. Why put small metal inside can? Pen tips and small metal get lost with newspaper when sorted at recycle center.

The plastic pen body and empty filler are recyclable at Far West Fibers in Aloha and in Beaverton. Portland, and many towns probably have locations for recycling odd types of plastic including plastic bags. Does the State have recycling info? Metro Recycling info in Portland, Oregon 503 234-3000.

Aluminum foil is similar in weight to paper. A sheet of foil may get lost with paper in recycling. Crush clean foil to a ball so it's dense. Gather many small aluminum pieces and contain them inside a large sheet of foil that is to be recycled. I collect small aluminum pieces in plastic tub then dump onto a large aluminum foil sheet. Fold the sheet around the pieces. Double wrap the wad of foil so it is secure while transported and processed at recycle center.

38. Before recycling a food or beverage container, rinse food, juice, soda and milk.



If dried sugary juice, milk or food remains in container, it is carried to the recycling center. Work is required to propel the dried juice or food. The dried organic matter is lost from the planet when the plastic, paper or metal container is recycled.

If the organic matter is washed off, it goes down drain or into compost. The water clinging to package will dehydrate to hydrogen and oxygen—no residue, weightless.

39. Do you know how many tin ore mines there are in America? Years past I wrote “The Promotion and Collection of Strategic Scrap Materials during World War II,” 13 pages. While researching this time period, I was amazed to find how many tin mines in America. The TALE OF TIN, six paragraphs, answers the question. “How many tin ore mines in America?”

Please copy and share this story. It fits on a page of reused paper. Reused, one-sided paper is also known as “Stretched paper. Used twice, reused once.”

## TALE OF TIN

One of the very few metals known to early man was tin. Tin had an important social influence on man in early times and is an essential element for our modern way of life.

Man’s development has been shaped by the availability of different materials used in making tools and our ability for invention. The early importance of tin was that it alloyed easily with copper to make bronze. Bronze is much harder than copper and it can be sharpened to make more effective weapons for hunting and better tools for making buildings and furniture.

The possession of bronze was so important in early social development that historians refer to this time as the Bronze Age. Tin, a key element in making bronze, became a strategic metal and it has remained in this class ever since. Because the sources of tin are distant from the areas where it is consumed, tin was a major influence on the trade routes of sailing ships.

There are few geographic sources of tin on Earth. Southeast Asia, West and Central Africa, South America and China are the chief sources of tin. In the 1940s the chief consumers were the industrialized areas: America, Europe, Russia and Japan.

America’s major supply of tin is from the Southeast Asian Countries of Malaysia and Sumatra. During World War II these countries were captured by the Japanese so cut-off our source of tin. Bolivia, the Congo and Nigeria were the only American source of tin besides the tin coated steel container used by every householder. The “tin can” is America’s only domestic source of tin. Every active and patriotic citizen who lived during that time of

distress can remember how urgent it was to save and recycle tin cans—as my Mother said—  
“For the war effort.”

Today we are in a war against waste. Billions of tin cans are thrown away each year--only a portion of the waste stream. The use of virgin resources to produce tin, glass, plastic and paper packages along with other useable items requires huge amounts of oxygen, energy, water and labor then creates air, land and water pollution. A healthy environment—air, land, water and climate—is the foundation for a successful society. By reducing waste we lessen the energy crisis, urban problems and environmental pollution. By consciously reducing our material consumption, reusing what we can and recycling, we will cut waste and preserve quality of life. Don't wait for another world war to break out or the further deterioration of the Planet before recycling at home and office. Declare PEACE! RECYCLE!

Zephyr Thoreau Moore  
[salmoneedshade@hotmail.com](mailto:salmoneedshade@hotmail.com)

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Beaverton, Oregon 97005-3760

The TALE is from, “The Promotion and Collection of Strategic Scrap Materials During World War II,” 13 p.

To inform about resources and stimulate conservation I ask, “Do you know how many tin ore mines in America?” Few people know the answer; and are shocked to find, “None.” I offer the Tale of Tin.

40. Shoppers pull a surgically clean plastic bag off the roll at the bulk food section at grocery.

When I see this behavior I like to ask: “Ma’am (sir), do you wash vegetables before eating them?”

They say, “Yes.”

I say, “You are using a surgically clean plastic bag to hold dirty vegetables. Do you know what plastic is made from?”

One response I get after their thought-filled pause is, “Plastic.”

I help them to realize that plastic is made from petroleum and that they can reuse a bag for unwashed vegetables to conserve petroleum and all the resources consumed to manufacture and deliver the bag to the grocery.

41. “Water gives life to everything yet does not strive.” Lao Tsu.

With the tiniest of effort, most of the water going down your drain can be second use water. If the water heater is five-meters from kitchen sink or bath and hot water is desired to clean dishes or bathe, over one-gallon must run before cold water is replaced by hot and the pipes lose their stagnant cold temperature and allow consistent "hot" water.

Collect the initial water in a dish washing type tub. Carry that water to a larger storage bucket in bathroom. Use stored water to flush toilet or water plants. The storage and in-bathtub collection bucket I use is 9" x 9" x 13". I got it from a restaurant. A handy container is made from liquid laundry soap bottle that has a handle. The three-quart and 1 1/2 gallon laundry soap bottle with top—where screw cap is--cut off are convenient. (To allow good thumb hold on a heavy water filled container, leave 2 1/2 inches of bottle top above top of handle. Cut twice to get the right thumb fit rather than cut too much on first cut.) Restaurants have larger containers that held cooking oil. Consider a five-gallon plastic "paint" bucket with a hoop handle.

The 9 x 9 x 13" bucket under bathtub faucet collects greater than a gallon before shower water is hot and catches dribbles from faucet while showering. I take a low pressure short shower yet nearly fill this bucket. Note: To catch water from faucet, place an inch high plastic lid under bucket bottom on side away from the faucet. Inch lift will tilt bucket top toward and under faucet.

Use the 1/2 gallon laundry soap bottle to catch water in the bathroom sink. Catch nearly a quart of cold before warm water arrives.

How to get the stored water out to flush toilet? Dip into storage with a 1/2 gallon plastic beverage pitcher or 1/2 gallon jug with handle and top cut out. The beverage pitcher works the best.

How to flush urine? With toilet seat up, hold pitcher hip high. Lightly depress toilet handle to begin filling toilet bowl and swirling the waste with tank water. Release handle—to stop flush from toilet tank--and throw the pitcher water into bowl. 2<sup>nd</sup> water drives waste to sewage treatment. Amount of water used from tank less than two-quarts. About a pint of 2<sup>nd</sup> water is used. Flushing of feces will require full flush from toilet tank.

Return toilet seat to down position. Men. Sitting to pee is so much easier and cleaner and noiseless than standing, spraying the bowl and splashing urine over bowl edge to floor. Sit to pee and just before releasing urine, reach back with one-hand and slightly depress flush handle. Water will flow across front of bowl and carry hot pee into bowl—diluting its temperature. No splashing, no steam, silent.

If a great amount of water is stored, if cannot all be used for flushing. To dispose of extra water, offset the toilet tank lid 8". Immediately after flush, pour from the laundry soap storage container to refill tank with clean stored water. I have a 1/2 and 1 1/2 gallon laundry bucket in bathroom.

The outer surface of 9 x 9 x 13" bucket in bathtub will get normal tub grime after a while. The bucket and inside of flush pitcher may be cleaned with non-abrasive soap.

Collect clean water (called Purple Water by professional water conservers). The water used to wash dishes is dirty water—2<sup>nd</sup> water. Always dispose of 2<sup>nd</sup> water first to flush toilet or water plants. Do not collect-add clean water to 2<sup>nd</sup> water.

42. Put a brick or a couple of liter water bottles in toilet tank. Add some rocks to bottles so they are not buoyant. These objects take up space in tank. Upon flushing and refilling tank, the volume of the objects is the amount of water not used.

If we had two-Earths to goof around with, then we could mess up this one and go to the second to live.

Become a member of the One-Earth Society: *Behave* as if there is one-Earth only.

Urge friends to become One-Earth Society Members. "All one need do," I say, "is *behave*, as if, there is one-Earth only. It's the *behaving* that is the key."

"World leaders and the person who ties you shoes must collectively do everything simply to preserve the Earth's ability to sustain life. This is the last resort." To the Editor, "Earth last resort," paragraph 3 of 4, *The Oregonian*, July 23, 1990.

Do check back with me because I will add to and edit this report and you'll want to get the latest no technology, no brain, low effort ways to create and conserve oxygen.

Share this report with cohorts. No Chief Executive Officer has thought of topics illuminated here. If CEOs have thought of these things, they have made no attempt to inform or enlighten me. Everyone can do little one-time acts with low technology tools or changes of behavior to eliminate oxidation of sugar or fossil fuel.

End or the Beginning

Following are newspaper reports—which stimulated above proposals--related to vehicle mileage, pavement wear and the result of supernatural amounts of atmospheric CO2. Reports listed at end of this proposal.

There is no report educating citizens to change behavior or modify tools so they consume less oxygen-fuel while completing a task or using a resource. As reported: To achieve goals they have defined, legislators are using the tools available: regulation, writing laws, taxation, subsidy and permits to pollute.

Where is low-skill, no-technology conservation in the discussion? The person who ties your shoes has the greatest control over use of resources available. Simple acts or change of behavior applied all the time conserve oxygen-sugar or fossil fuel-shoes-brakes-tires and pavement.

Applying these ideas requires doing things differently. (One-Earth Society Member.) You must think for the tool or cohort so it-they works with least demand of resources.

For example: A leaf rake handle fastens to the plastic palm of the rake—shape of an isosceles triangle. Rake fingers extend from the palm. To make the rake appealing in the gardening store, the triangle palm has a 10" (25.5 cm) X 12" (30 cm) wide paper label glued on top. On label is written, "*Works like steel with a bamboo feel.*"

Every time the rake is extended out, instantly pulled back carrying leaves--working--the label moves. The paper label equals the mass (*Physics*) of two-big leaf maple leaves. Oxygen-sugar energy is consumed to propel the label out and back, **FOREVER**.

Consume no oxygen and make no carbon dioxide while using this tool by removing the label. To easily remove label, soak it with a wet cloth overnight. Then use stiff brush to rub the label. Dispose of the wet paper fuzz in compost or lawn.

The President of the United States will help citizens realize simple things add up to cut carbon dioxide. The President, after removing labels from suit coat, shirt, shoes, (most of the) neck tie label loop that small end of tie tucks into, underwear, etc.; can urge citizens of the Planet to do the same: "Remove labels from clothing and tools to eliminate oxygen and fuel required to propel useless stuff. Oxygen is used to burn fuel that propels us. A million citizens who travel 20 miles a day at 20 miles per hour will conserve x atoms of oxygen and reduce y carbon dioxide molecules by clipping 5 grams of labels from clothing.

"I took z grams of labels off the clothing I wear today." Hold labels in hand then toss them in air. "Everyone but a nudist can clip labels and cut fuel-oxygen use = CO2 generation."

The last sentence will broadcast across the world and people will read the rest of the story.

Months past his report--when 15 pages--I emailed to the President. Barack Obama did not respond. A National Public Radio broadcast, yesterday, October 5, 2009 quoted the President, seeking "innovative ways to reduce greenhouse gasses."

I'll email this now much longer proposal to President Barack Obama again. And I trust you too have low technology low effort means to cut oxygen consumption which the President will want to know. [www.whitehouse.gov](http://www.whitehouse.gov).

Informed cohorts make decisions when acted upon tax the local Planet the least.

Get the same outcome with tools and cohorts while consuming the least raw materials: time, effort, oxygen, fuel, material and other people's lives with simple one-time acts—removing labels. Or change of behavior—transmission in NEUTRAL.

Listen to my sister in the back seat, "But using stuff makes *jobs*."

The perfect opening for my business motto:

To Create and Conserve Oxygen:  
Plant Trees and use AMSOIL.

One of my business cards, front and back:

**HELPLANTTREES      503 641-2798**

A tree improves air quality, conserves energy,  
filters storm water and absorbs carbon dioxide.

Neighbors of all ages can help collect acorns,  
plant and nurture seeds, shrubs and trees. Create  
Wilderness for bugs, bees and birds with plants.

PLANTTREES!!!! I have trees. Let's plan a dig.

*"If the only time you walk on your lawn is to mow it;  
you don't need a lawn."* Replace lawn with trees.

>> >> >> [salmoneedshade@hotmail.com](mailto:salmoneedshade@hotmail.com) >> (Yes. The > symbolize salmon.)

**"Understanding is planting a tree whose**

**branches will shade your grandchildren.”**

**Zephyr Moore** in Beaverton, Or. Best 2 phone: **503 641-2798**

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***Trees make rain makes trees.***

The reports that kindled this proposal—from page-one:

“EPA proposes new fuel standards,” *The Oregonian*, May 6, 2009 and  
“[Oregon] House Bill 2186 gives governor a win,” May 9, both are ways to cut carbon emissions through legislation.

Erosion of pavement decreases with less weight on tires. Heavier vehicles consume more oxygen-fuel and pay proportionately more Gas tax. Weight mile tax increases per pound. “Transportation bill runs on higher taxes,” *The Oregonian*, May

9. No suggestion of cutting the weight--useless stuff--on or in a vehicle to cut erosion of pavement.

Newer cars and trucks are "marginally more efficient;" "Cash for clunkers' Subsidize buying cars with better gas mileage," *The Oregonian*, May 9, 2009.

President Barack Obama proposes to combat global warming gasses through "cap-and-trade," "U.S. smashes deficit record," *The Oregonian*, May 12. "Under cap-and-trade, the government would auction permits to emit heat-trapping gasses, with the costs being passed on to consumers via higher gasoline and electric bills."

Robert Lee Hotz [Robert Lee Hotz, [sciencejournal@wsj.com](mailto:sciencejournal@wsj.com)] The Wall Street Journal examines the effect of carbon dioxide in the ocean. Gain understanding, read, "A Look Into Future Oceans for Shellfish Reasons," *The Wall Street Journal*, April 24, 2000.

\*\*This proposal, edited since May 6, has grown to 20 pages as of July 8<sup>th</sup>. Then I read two-news stories with a summary title FOCUS ON THE CLIMATE about dealing with climate change. Overview of the first story follows.

"U.S. climate moves called too weak," *LA Times-Washington Post*, July 8, 2009.

"At a pair of international summits [in Italy] dealing with climate change, President Obama will point to a United States House-approved bill that would cap U.S. greenhouse gas emissions.

"U.S. and European negotiators may find common ground [on cutting emissions]—as long as they're talking about goals *four decades away*. *Italic* added.

"European leaders want major emitters [of greenhouse gasses: China, India, the U.S. and Brazil] to set a goal of cutting global emissions 50 percent below 1990 levels by 2050. An Obama administration official said that the U.S. supports a 50 percent cut, but it was unclear if the administration would seek a baseline year of 1990 or 2005."



## Outreach and notification

### Electronic notices

Forty-five days before the opening of the public comment period, electronic notices were sent to all neighborhood associations, citizen participation organizations, jurisdictions, organizations and individuals that had requested to be included in our list of interested parties. The 45-day advance notice was to ensure that the notice reached groups that meet monthly in time to notify their membership and prepare comments. A follow-up notice was sent two weeks later, the day the comment period opened, and again midway through the comment period. The text of those notices is included in the following pages.

### Display ads

Three-column display ads were published in *The Oregonian*, *Hillsboro Argus*, *El Hispanic News*, and *The Portland Observer*. A full-page, full-color ad was published in a brochure announcing the opening of a new light rail line. The brochure was distributed in community newspapers throughout the region: *Gresham Outlook*, *Portland Tribune*, *Beaverton Valley Times*, *Lake Oswego Review*, *West Linn Tidings*, *Tigard/Tualatin Times*, *Clackamas Review*, *Oregon City News*, *Sandy Post*, *Forest Grove News-Times*, *South County Spotlight*, and *Estacada News*. Copies of these display ads are included in the following pages.

### Web pages

The comment period, comment opportunities and links to an online comment form were posted in several locations on Metro's web site. A main web page for the larger Making the Greatest Place effort contained links to the Metro COO's recommendation and to the RTP. A main web page for the 2035 RTP update provided links to the RTP, the high-capacity transit plan, the freight movement action plan and the transportation management and operations plan. The web pages all included links to an online comment form as well as information on other ways to comment, including the open houses and hearings.

### Outreach to minority and low-income people and people with limited English proficiency

Three of the outreach events were scheduled in communities with large numbers native Spanish speakers, minorities and low-income people—Hillsboro at the Civic Center, North Portland at the Multnomah County Library on N. Killingsworth St, and at the Gresham Conference Center. These events received additional promotion through English and Spanish flyers sent to community organizations and agencies across the region that serve minority, low-income and Latino communities.

A Spanish interpreter was present at those three events to answer questions and help people submit comments. As always, an interpreter for any common spoken language as well as sign would be provided upon request for any Metro-sponsored public event. Display ads and flyers included that information and the number to call to request those services.

In addition to the electronic notices and print ads mentioned above, flyers in English and Spanish were sent for distribution and display to organizations that serve low-income, minority and Latino communities in different parts of the region. Instructions on how to provide comments was available in Spanish and English. Laptops and staff were on hand to help people submit comments online if they so desired.

**List of Outside Stakeholder Groups meetings scheduled to discuss COO report,  
as of October 12, 2009 (listed chronologically)**

| <b>Organization</b>                                                  | <b>Meeting Date</b> |
|----------------------------------------------------------------------|---------------------|
| Tigard City Council                                                  | 09/15/09            |
| Oregon Association of Nurseries - land use subcommittee              | 09/16/09            |
| Voice for Oregon Innovation & Sustainability - policy advisory group | 09/16/09            |
| Bi-State Coordination Committee                                      | 09/17/09            |
| Commercial Real Estate Economic Coalition                            | 09/17/09            |
| Multnomah Co. Farm Bureau                                            | 09/17/09            |
| No. Clackamas Chamber Policy Committee                               | 09/21/09            |
| Hillsboro Chamber - board of directors                               | 09/22/09            |
| Lake Oswego City Council                                             | 09/22/09            |
| Clackamas County Economic Development Commission                     | 09/23/09            |
| Columbia Corridor Association                                        | 09/23/09            |
| South Metro Business Alliance                                        | 09/23/09            |
| Reserves Steering Committee                                          | 09/23/09            |
| Clackamas Co. Coordinating Committee                                 | 09/24/09            |
| Legislative delegation (Metro area)                                  | 09/25/09            |
| Clackamas Co. Board of Commissioners - study session                 | 09/29/09            |
| Bicycle Transportation Alliance - board                              | 09/29/09            |
| Coalition for a Livable Future                                       | 09/30/09            |
| Portland Business Alliance - Transportation                          | 09/30/09            |
| Land Conservation and Development Commission                         | 10/01/09            |
| EMCTC                                                                | 10/05/09            |
| NAIOP Public Affairs Committee                                       | 10/06/09            |
| PDX MFG                                                              | 10/06/09            |
| Southwest Washington Regional Transportation Council                 | 10/06/09            |
| Boring CPO                                                           | 10/06/09            |
| Gresham Chamber of Commerce - Government Affairs Committee           | 10/07/09            |
| Clackamas Co. Farm Bureau                                            | 10/08/09            |
| Eagle Creek Barton CPO                                               | 10/08/09            |
| Multnomah Co. Board of Commissioners - work session                  | 10/13/09            |
| Clackamas Co. Business Alliance - board                              | 10/14/09            |
| Westside Economic Alliance transportation committee                  | 10/14/09            |

| <b>Organization</b>                                                             | <b>Meeting Date</b> |
|---------------------------------------------------------------------------------|---------------------|
| Westside Economic Alliance and Clackamas Co. Business Alliance- breakfast forum | 10/15/09            |
| East Metro Economic Alliance                                                    | 10/15/09            |
| Special Districts Association of Oregon                                         | 10/15/09            |
| 1000 Friends of Oregon                                                          | 10/19/09            |
| West Linn City Council - work session                                           | 10/19/09            |
| Washington Co. Board of Commissioners - work session                            | 10/20/09            |
| Milwaukie City Council                                                          | 10/20/09            |
| Washington Co. Farm Bureau                                                      | 10/20/09            |
| Multnomah County Youth Commission                                               | 10/25/09            |
| Westside Economic Alliance - board meeting                                      | 10/28/09            |
| TriMet Board of Directors                                                       | 10/28/09            |
| Happy Valley Business Alliance                                                  | 10/28/09            |
| Gladstone City Council                                                          | 11/10/09            |

**List of Outside Stakeholder Groups meetings scheduled to discuss COO report,  
as of October 12, 2009 (listed alphabetically)**

| <b>Organization</b>                                        | <b>Meeting Date</b> |
|------------------------------------------------------------|---------------------|
| 1000 Friends of Oregon                                     | 10/19/09            |
| Bicycle Transportation Alliance - board                    | 09/29/09            |
| Bi-State Coordination Committee                            | 09/17/09            |
| Boring CPO                                                 | 10/06/09            |
| Clackamas Co. Board of Commissioners - study session       | 09/29/09            |
| Clackamas Co. Business Alliance - board                    | 10/14/09            |
| Clackamas Co. Coordinating Committee                       | 09/24/09            |
| Clackamas Co. Farm Bureau                                  | 10/08/09            |
| Clackamas County Economic Development Commission           | 09/23/09            |
| Coalition for a Livable Future                             | 09/30/09            |
| Columbia Corridor Association                              | 09/23/09            |
| Commercial Real Estate Economic Coalition                  | 09/17/09            |
| Eagle Creek Barton CPO                                     | 10/08/09            |
| East Metro Economic Alliance                               | 10/15/09            |
| EMCTC                                                      | 10/05/09            |
| Gladstone City Council                                     | 11/10/09            |
| Gresham Chamber of Commerce - Government Affairs Committee | 10/07/09            |
| Happy Valley Business Alliance                             | 10/28/09            |
| Hillsboro Chamber - board of directors                     | 09/22/09            |
| Lake Oswego City Council                                   | 09/22/09            |
| Land Conservation and Development Commission               | 10/01/09            |
| Legislative delegation (Metro area)                        | 09/25/09            |
| Milwaukie City Council                                     | 10/20/09            |
| Multnomah Co. Board of Commissioners - work session        | 10/13/09            |
| Multnomah Co. Farm Bureau                                  | 09/17/09            |
| Multnomah County Youth Commission                          | 10/25/09            |
| NAIOP Public Affairs Committee                             | 10/06/09            |
| No. Clackamas Chamber Policy Committee                     | 09/21/09            |
| Oregon Association of Nurseries - land use subcommittee    | 09/16/09            |
| PDX MFG                                                    | 10/06/09            |
| Portland Business Alliance - Transportation                | 09/30/09            |

| <b>Organization</b>                                                             | <b>Meeting Date</b> |
|---------------------------------------------------------------------------------|---------------------|
| Reserves Steering Committee                                                     | 09/23/09            |
| South Metro Business Alliance                                                   | 09/23/09            |
| Southwest Washington Regional Transportation Council                            | 10/06/09            |
| Special Districts Association of Oregon                                         | 10/15/09            |
| Tigard City Council                                                             | 09/15/09            |
| TriMet Board of Directors                                                       | 10/28/09            |
| Voice for Oregon Innovation & Sustainability - policy advisory group            | 09/16/09            |
| Washington Co. Board of Commissioners - work session                            | 10/20/09            |
| Washington Co. Coordinating Committee                                           | Cancelled           |
| Washington Co. Farm Bureau                                                      | 10/20/09            |
| West Linn City Council - work session                                           | 10/19/09            |
| Westside Economic Alliance - board meeting                                      | 10/28/09            |
| Westside Economic Alliance and Clackamas Co. Business Alliance- breakfast forum | 10/15/09            |
| Westside Economic Alliance transportation committee                             | 10/14/09            |

## **Public comment opportunity for Making the Greatest Place**

On Sept. 15, Metro will open a 30-day public comment opportunity in preparation for a series of decisions the Metro Council and its regional partners will make in the coming months as part of the integrated land-use and transportation planning effort called Making the Greatest Place. The comment period will close at 5 p.m. on Oct. 15. Several important decisions under this combined initiative are scheduled to be made beginning on Dec. 17, 2009.

### **The Regional Transportation Plan**

First, the Metro Council will consider a resolution approving the policies, projects and investment strategies in the 2035 Regional Transportation Plan. Comments on the RTP will be compiled into a comment report for consideration by technical and policy advisory committees as well as the Metro Council before acting on the resolution in December. Early in 2010, Metro and its regional partners will compile a complete RTP for a 45-day public comment period before considering approval of a complete and final RTP by ordinance in June 2010.

### **Urban growth report**

In addition the Council anticipates accepting the urban growth report on Dec. 17, 2009. The report is an analysis of the capacity of the current urban growth boundary to accommodate anticipated growth in employment and housing over the next 20 years. Implications of the report will affect urban growth boundary decisions to be made in 2010. Draft population and employment forecasts were released in spring 2009 and comments solicited. Although the September time frame is not a formal public comment period on the urban growth boundary decision, Metro is offering this opportunity for people of the region to weigh in on the conclusions of the report and general direction for managing growth as outlined in the COO recommendation.

### **Intergovernmental agreements on urban and rural reserves**

The Metro Council will also consider agreements with Clackamas, Multnomah and Washington counties to establish urban and rural reserves. In 2010, under these agreements, the Metro Council will designate urban reserves to accommodate future urban growth over the next 40 to 50 years and the counties will designate rural reserves to protect farms, forests and natural areas from urbanization for the same period. Although specific recommendations on urban and rural reserves will not be announced until mid-October, this is an early chance for people of the region to weigh in on general criteria for selection of urban and rural reserves. A formal comment period for urban and rural reserves will commence following the release of reserve area recommendations, expected in fall 2009.

Comments on any of these topics may be submitted in writing at any time during the comment period by email to [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov), by mail to Greatest Place Comments, Planning and Development, 600 NE Grand Ave., Portland, OR 97232, or online through a link on the project web page, [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace).

In addition, Metro is sponsoring six open houses and four public hearings to provide opportunities to learn more and provide verbal and written comments. The times and dates for those events are listed below. All the sites have transit service. For current schedules, go to the TriMet web site, [trimet.org](http://trimet.org).

### **Open houses and public hearings**

Monday, Sept. 21  
Hillsboro Civic Center, room 113A & B  
150 E. Main St., Hillsboro  
Open house 2 to 4 p.m. No hearing; written comments only

Tuesday, Sept. 22  
Multnomah County Library, North Portland branch  
512 N. Killingsworth St., Portland  
Open house 5 to 7:45 p.m. No hearing; written comments only

Thursday, Sept. 24  
Beaverton City Hall  
4755 SW Griffith Drive, Beaverton  
Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thursday, Oct. 1  
Gresham Conference Center, Oregon Trail Room  
1333 NW Eastman Parkway  
Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thursday, Oct. 8  
Happy Valley City Hall  
16000 SE Misty Drive, Happy Valley  
Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Tuesday, Oct. 13  
Clackamas County Public Service Building, 4<sup>th</sup> floor hearing room  
2051 Kaen Road, Oregon City  
Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thurs., Oct. 15  
Metro Regional Center, Council Chamber  
600 NE Grand Ave., Portland  
Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

**All Metro meetings are wheelchair accessible.** Listening devices for people with a hearing impairment are available in the council chamber upon request. Interpreter services for people with limited English or the hearing impaired are available with 48 hours advance notice. Please call Metro at 503-797-1551 or TDD 503-797-1804 to request these services.

### Guidelines for preparing testimony

- Oral testimony is limited to two minutes, so prepare to present brief highlights only.
- To ensure that your comments are accurately reflected in the public record, ***please come prepared to submit your remarks in writing whether you testify orally or not.*** You may bring written material you have prepared in advance, or use Metro comment forms available at the hearing.

### More information about the projects and programs

For more information about the projects and programs that are the subject of this comment opportunity, visit Metro's web site at [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace). If you have questions about how to comment or about the public open houses and hearings, call 503-797-1735.



## **Public comment opportunity for Making the Greatest Place**

On Sept. 15, Metro will open a 30-day public comment opportunity in preparation for a series of decisions the Metro Council and its regional partners will make in the coming months as part of the integrated land-use and transportation planning effort called Making the Greatest Place. The comment period will close at 5 p.m. on Oct. 15.

Several important decisions under this combined initiative are scheduled to be made by Dec. 17. The Metro Council will consider a resolution approving the policies, projects and investment strategies in the 2035 Regional Transportation Plan. In addition the Metro Council anticipates accepting the urban growth report, an analysis of the capacity of the current urban growth boundary to accommodate the region's anticipated growth in employment and housing over the next 20 years. The Metro Council will also consider agreements with Clackamas, Multnomah and Washington counties to establish urban and rural reserves. Under these agreements, the Metro Council, in 2010, will designate urban reserves to accommodate future urban growth over the next 40 to 50 years and the counties will designate rural reserves to protect farms, forests and natural areas from urbanization for the same period.

Comments on any of these topics may be submitted in writing at any time during the comment period by email to [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov), by mail to Greatest Place Comments, Planning and Development, 600 NE Grand Ave., Portland, OR 97232, or online through a link on the project web page, [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace).

In addition, Metro is sponsoring seven open houses and five public hearings to provide opportunities to learn more and provide verbal and written comments. The times and dates for those events are listed below. All the sites have transit service. For current schedules, go to the TriMet web site, [trimet.org](http://trimet.org).

### **Open houses and public hearings**

Monday, Sept. 21

Hillsboro Civic Center, room 113A & B

150 E. Main St., Hillsboro

Open house 2 to 4 p.m. No hearing; written comments only

Tuesday, Sept. 22

Multnomah County Library, North Portland branch

512 N. Killingsworth St., Portland

Open house 5 to 7:45 p.m. No hearing; written comments only

Thursday, Sept. 24

Beaverton City Hall

4755 SW Griffith Drive, Beaverton

Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thursday, Oct. 1

Gresham Conference Center, Oregon Trail Room

1333 NW Eastman Parkway

Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thursday, Oct. 8

Happy Valley City Hall

16000 SE Misty Drive, Happy Valley

Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

Thurs., Oct. 15

Metro Regional Center, Council Chamber

600 NE Grand Ave., Portland

Open house starts at 4 p.m.; hearing starts at 5:15 p.m.

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#### **More information about the projects and programs**

For more information about the projects and programs that are the subject of this comment opportunity, visit Metro's web site at [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace). If you have questions about how to comment or about the public open houses and hearings, call 503-797-1735.

Greetings.

Metro has embarked on an initiative with local leaders and residents called Making the Greatest Place – integrated strategies for how the region can grow over the next 50 years to create a sustainable and prosperous region. You may have read the recommendations from Metro’s chief operating officer which include the Regional Transportation Plan, urban and rural reserves and the Urban Growth Report. Metro is seeking public comment on each of these elements of Making the Greatest Place through Oct. 15.

As chair of the Joint Policy Advisory Committee on Transportation, I want to highlight your opportunity to comment on the current update to the Regional Transportation Plan. This proposed update offers a new course for transportation decisions to better implement the 2040 Growth Concept through the year 2035. It takes into account the challenges of reducing the region’s carbon footprint while accommodating growth, addressing funding shortages in times of heightened transportation need, and protecting the natural beauty of the region while sustaining a strong economy.

The Metro Council would like to hear what you think. Does this RTP achieve the right balance of investments in different types of transportation projects? Should more be invested in high-capacity transit? How much should we invest in technology that keeps traffic moving or helps transit run on time? What about freight movement? And one of the toughest questions: How should we make up for growing shortages from traditional funding sources to repair or build highways, roads, bridges, sidewalks, bike facilities and transit lines?

The easiest way to provide your feedback is through an online comment form at:

[http://www.surveymonkey.com/s.aspx?sm=2f9il1FoCT\\_2fG3JmPhTUaIQ\\_3d\\_3d](http://www.surveymonkey.com/s.aspx?sm=2f9il1FoCT_2fG3JmPhTUaIQ_3d_3d)

This comment form is also linked to the Making the Greatest Place web page,

[www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace), where you may also comment on urban and rural reserves and the Urban Growth Report. The web site lists dates, times and locations of four remaining open houses and public hearings, where you can submit oral and written comments on any of these issues.

I thank you for taking the time to consider these issues, and I hope to hear from you.

Carlotta Collette

Metro Councilor

Chair, Joint Policy Advisory Committee on Transportation

# Help make our region the greatest place

Public comment period, noon Sept. 15 to 5 p.m. Oct. 15, 2009

Metro Council seeks public comment on an integrated set of recommendations to sustain economic competitiveness, protect farms and natural areas, and enhance the quality of life in our communities. Read the Metro Chief Operating Officer's recommendation at [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace) and tell us what you think.

## Transportation priorities for the next 25 years

Comment opportunity on policies, projects and funding strategies within the long-range blueprint for our transportation system, the 2035 Regional Transportation Plan. Approval of the final, complete 2035 RTP expected in June 2010.

## Criteria for selecting urban and rural reserves outside the Urban Growth Boundary

Early chance to weigh in on general criteria for selecting reserves for the next 50 years. Formal comment period expected to start in late October and the final decision in 2010.

## Regional employment and population forecast for the next 20 and 50 years

Final comment opportunity on the Urban Growth Report which contains population and employment forecasts that affect urban growth boundary decisions made in the next two years.

## Open houses and public hearings

### Monday, Sept. 21

Hillsboro Civic Center, room 113 A and B  
150 E. Main St., Hillsboro  
Open house 2 to 4 p.m.  
*Spanish interpreter*

### Tuesday, Sept. 22

Multnomah County Library,  
North Portland branch  
512 N. Killingsworth St., Portland  
Open house 5 to 7:45 p.m.  
*Spanish interpreter*

### Thursday, Sept. 24

Beaverton City Hall  
4755 SW Griffith Drive, Beaverton  
Open house 4 p.m.; hearing 5:15 p.m.

### Thursday, Oct. 1

Gresham Conference Center,  
Oregon Trail room  
1333 NW Eastman Parkway, Gresham  
Open house 4 p.m.; hearing 5:15 p.m.

### Thursday, Oct. 8

Happy Valley City Hall  
16000 SE Misty Dr., Happy Valley  
Open house 4 p.m.; hearing 5:15 p.m.

### Tuesday, Oct. 13

Clackamas County Public Service Bldg.  
2051 Kaen Road, Oregon City  
Open house 4 p.m.; hearing 5:15 p.m.

### Thursday, Oct. 15

Metro Regional Center, council chamber  
600 NE Grand Ave., Portland  
Open house 4 p.m.; hearing 5:15 p.m.

*Oral testimony limited to two minutes. Come prepared to submit your remarks in writing.*

## Other ways to comment

E-mail: [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov)

Mail: Greatest Place Comments,  
Planning and Development,  
600 NE Grand Ave.,  
Portland, OR 97232

Web: [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace)

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**Metro** | [www.oregonmetro.gov](http://www.oregonmetro.gov)



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## Transportation priorities for the next 25 years

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## Regional employment and population forecast for the next 20 and 50 years

Final comment opportunity on the Urban Growth Report which contains population and employment forecasts that affect urban growth boundary decisions made in the next two years.

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E-mail: [greatestplace@oregonmetro.gov](mailto:greatestplace@oregonmetro.gov)

Mail: Greatest Place Comments,  
Planning and Development,  
600 NE Grand Ave.,  
Portland, OR 97232

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## Open houses and public hearings

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Hillsboro Civic Center, room 113 A and B  
Open house 2 to 4 p.m.  
*Spanish interpreter*

### Tuesday, Sept. 22

Multnomah County Library,  
North Portland branch  
Open house 5 to 7:45 p.m.  
*Spanish interpreter*

### Thursday, Sept. 24

Beaverton City Hall  
Open house 4 p.m.; hearing 5:15 p.m.

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Gresham Conference Center, Oregon Trail room  
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Open house 4 p.m.; hearing 5:15 p.m.

### Tuesday, Oct. 13

Clackamas County Public Service Bldg.  
Open house 4 p.m.; hearing 5:15 p.m.

### Thursday, Oct. 15

Metro Regional Center, council chamber  
Open house 4 p.m.; hearing 5:15 p.m.

*Oral testimony limited to two minutes. Come prepared to submit your remarks in writing.*



**Metro** | [www.oregonmetro.gov](http://www.oregonmetro.gov)

The Sunday Oregonian  
AUGUST 30, 2009

# Urban growth: Up or out? Metro to set the blueprint

Land-use and urban boundary decisions will shape the Portland area for the next two decades

By **ERIC MORTENSON**  
THE OREGONIAN

It's crunch time for three major decisions that will shape how and where the Portland area grows for decades to come.

Beginning Sept. 15, Metro and its partners will work on a transportation plan, and they will decide whether future jobs and housing can fit within the current urban growth boundary. They will also designate urban and rural "reserves" that will determine which land is developed and which is set aside for farming, forests or natural areas.

It's a ponderous government process, loaded

with planner-speak phrasing and lengthy public hearings that mean finality won't arrive until deep into 2010. But it's worth paying attention to. The decisions will determine where we and 1 million expected newcomers live, work and shop — and how we travel.

Metro — the government body that coordinates land-use and transportation planning for Multnomah, Washington and Clackamas counties — optimistically refers to the process as "Making the Greatest Place."

Critics are quick to question: "Greatest according to whom?"

The Metro Council generally favors compact growth, with residents using buses, trains and bikes instead of cars and development that reaches "up not out." Michael Jordan, Metro's chief operating officer, is preparing a Sept. 15

Please see **GROWTH**, Page C2



## Growth: Up to 301,500 new homes a need by 2030

Continued from Page C1

recommendation that concludes the metro area can accommodate the 1 million more people and 300,000 to 700,000 more jobs expected over the next 20 years without major expansions of the urban growth boundary.

That means higher residential densities, adapting old buildings for new uses, infill development on vacant lots and building on "brownfield" areas once marred by pollution.

But some say Metro is making its recommendations "without identifying who wants to live that way," says Jonathan Schluter, executive director of the Westside Economic Alliance, a pro-development group.

"The only thing people fear worse than urban sprawl is urban density," he says.

His group says Metro and its partner governments are marching to a conclusion that won't allow enough room for economic development. Metro and Multnomah County have within the past year turned down proposals that would have resulted in 100-acre industrial plots in Cornelius and on North Portland's Colwood National Golf Course, respectively.

If industrial growth is constrained within the Portland area, it will push across the Columbia River to Clark County and south and west to Marion and Yamhill counties, Schluter says.

He notes that July figures showed Multnomah, Washington and Clackamas counties combined have 97,181 people unemployed.

"The Metro Council, the mayors, the city councils — they have 100,000 constituents who are unemployed and unable

### Getting involved

You can learn more about and comment on Metro's "Making the Greatest Place" transportation and land-use decisions by attending open houses and public hearings scheduled throughout the region:

**Monday, Sept. 21**, open house 2 to 4 p.m., Hillsboro Civic Center, Rooms 113A and B, 150 E. Main St., Hillsboro

**Tuesday, Sept. 22**, open house 5 to 7:45 p.m., Multnomah County Library, North Portland Branch, 512 N. Killingsworth St., Portland

**Thursday, Sept. 24**, open house 4 p.m., hearing 5:15 p.m., Beaverton City Hall, 4755 S.W. Griffith Drive, Beaverton

**Thursday, Oct. 1**, open house 4 p.m., hearing 5:15 p.m., Gresham Conference Center, Oregon Trail Room, 1333 N.W. Eastman Parkway, Gresham

**Thursday, Oct. 8**, open house 4 p.m., hearing 5:15 p.m., Happy Valley City Hall, 16000 S.E. Misty Drive, Happy Valley

**Tuesday, Oct. 13**, open house 4 p.m., hearing 5:15 p.m., Clackamas County Public Service Building, 4th floor hearing room 2051 Kaen Road, Oregon City

**Thursday, Oct. 15**, open house 4 p.m., hearing 5:15 p.m., Metro Regional Center, council chamber, 600 N.E. Grand Ave., Portland

More information: [www.oregonmetro.gov/greatestplace](http://www.oregonmetro.gov/greatestplace)

—Eric Mortenson

to contribute to 'making the greatest place' as Metro sees it," Schluter says. "I'm wondering if our region is serving the social needs of our residents and constituents by constraining economic opportunity."

The conservation group 1000 Friends of Oregon, however, says Metro's conclusions are right on target. The factual evidence supports a finding that growth can be handled largely within the existing urban growth boundary, staff attorney Mary Kyle McCurdy says.

"And there are other very good reasons for that," she says. "Global climate change and increasing energy prices are leading us to development patterns that are more compact and to transportation patterns that offer choice and not just the auto for all of our trips."

Demographic changes, including an aging population, point to the need for housing to be close to services and for increased transportation options, she says. In addition, the current urban growth boundary contains quite a bit of underdeveloped property and old buildings that can be redeveloped.

The growth policy decisions

rest on the following findings and projections:

- The population of the seven-county area, now at 1.9 million, will increase to between 2.9 million and 3.2 million by 2030. The

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# Ayúdenos a hacer de nuestra región un mejor lugar para vivir

Durante el periodo de comentarios públicos que dará comienzo a partir 15 de septiembre y terminará a 15 de octubre del 2009

Metro desea saber lo que usted opina acerca de los planes de transporte y el uso de las tierras que se proponen para el futuro. Estos planes determinarán nuestros medios de transporte y la manera en la que crecerá la región durante varios años.

## Prioridades de transporte para los próximos 25 años

Háganos sus comentarios con respecto a las propuestas para los proyectos del sistema de transporte y las estrategias para obtener fondos de los próximos 25 años. El consejo de Metro votará para aprobar la lista de proyectos el 17 de diciembre del 2009.

## Características para seleccionar reservas urbanas y rurales fuera de los confines de Crecimiento Urbano

Aproveche esta oportunidad anticipada para dar su opinión respecto a la manera en que Metro y los condados de la región deciden qué áreas serán asignadas para desarrollo urbano y cuáles permanecerán como reservas rurales por los próximos 50 años. Se abrirá un periodo formal de comentarios para responder a estas preguntas en octubre del 2009 antes de que se tome la decisión final en el 2010.

## Pronóstico para los empleos regionales y la población de los próximos 20 y 50 años

Analice el Reporte de Crecimiento Urbano y haga comentarios finales respecto a los pronósticos de población y empleos que se encuentran en el reporte. Los pronósticos afectarán las decisiones de desarrollo urbano que se tomarán en los próximos dos años.

## Sesiones a Puertas Abiertas y Audiencias Públicas

### Lunes, 21 de septiembre

Hillsboro Civic Center, sala 113 A and B  
150 E. Main St., Hillsboro  
Sesión a puertas abiertas de las 2 a las 4 p.m.  
*Habrà un intérprete disponible*

### Martes, 22 de septiembre

Biblioteca del Condado de Multnomah,  
Sucursal del Norte de Portland  
512 N. Killingsworth St., Portland  
Sesión a puertas abiertas de las 5 a las 7:45 p.m.  
*Habrà un intérprete disponible*

### Jueves, 24 de septiembre

Beaverton City Hall  
4755 SW Griffith Drive, Beaverton  
Sesión a puertas abiertas a las 4 p.m.; audiencia a las 5:15 p.m.

### Jueves, 1º de octubre

Gresham Conference Center (Centro de Conferencias de Gresham), en la sala Oregon Trail  
1333 NW Eastman Parkway, Gresham  
Sesión a puertas abiertas a las 4 p.m.; audiencia a las 5:15 p.m.  
*Habrà un intérprete disponible*

### Jueves, 8 de octubre

Happy Valley City Hall  
16000 SE Misty Dr., Happy Valley  
Sesión a puertas abiertas a las 4 p.m.; audiencia a las 5:15 p.m.

### Martes, 13 de octubre

Clackamas County Public Service Building (Edificio de Servicios Públicos del Condado de Clackamas)  
2051 Kaen Road, Oregon City  
Sesión a puertas abiertas a las 4 p.m.; audiencia a las 5:15 p.m.

### Jueves, 15 de octubre

Metro Regional Center, cámara de consejo  
600 NE Grand Ave., Portland  
Sesión a puertas abiertas a las 4 p.m.; audiencia a las 5:15 p.m.

## Otras maneras de hacer valer sus comentarios -

### E-mail:

greatestplace@oregonmetro.gov

### Dirección Postal:

Greatest Place Comments  
Planning and Development  
600 NE Grand Ave.,  
Portland, OR 97232

### Página Web:

www.oregonmetro.gov/greatestplace

Por favor llame a Metro al 503-797-1551 o a la línea TDD 503-797-1804 para personas con discapacidad auditiva, dos días antes de la fecha de la reunión a la cual desea acudir si necesita un intérprete en su idioma o en lenguaje sordomudo. Todas las reuniones de Metro tienen acceso para sillas de ruedas y están dentro de las rutas de transporte público. Para obtener más información acerca de los servicios de transporte público y sus horarios diríjase a [www.trimet.org](http://www.trimet.org) o llame al 503-238-7433 y oprima el 8 para recibir información en español



Metro | [www.oregonmetro.gov](http://www.oregonmetro.gov)



# ¡Háganos saber su opinión!

- **Ponga sus comentarios escritos en esta caja de comentarios**
- **Envíe sus comentarios por correo electrónico o a través de nuestra página web**

e-mail: [Greatestplace@oregonmetro.gov](mailto:Greatestplace@oregonmetro.gov)

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Para su conveniencia, tenemos laptops y asistencia para el uso de las computadoras. Si usted prefiere, puede usar cualquier computadora pública o la computadora de su casa.

- **Dé su testimonio en alguna de las siguientes audiencias públicas:**

**Jueves, 24 de septiembre, a partir de las 5:15 p.m.**

Beaverton City Hall

4755 SW Griffith Drive, Beaverton

**Jueves, 1º de octubre, a partir de las 5:15 p.m.**

Gresham Conference Center (Centro de Conferencias de Gresham),  
en la sala Oregon Trail

1333 NW Eastman Parkway, Gresham

**Jueves, 8 de octubre, a partir de las 5:15 p.m.**

Happy Valley City Hall

16000 SE Misty Drive, Happy Valley

**Martes, 13 de octubre, a partir de las 5:15 p.m.**

Clackamas County Public Service Building (Edificio de Servicios Públicos del  
Condado de Clackamas), sala de audiencias del 4º piso

2051 Kaen Road, Oregon City

**Jueves, 15 de octubre, a partir de las 5:15 p.m.**

Metro Regional Center, cámara de consejo

600 NE Grand Ave., Portland

Si tiene planeado dar su testimonio y necesita un intérprete en su idioma o en lenguaje sordomudo, puede hacérselo saber a algún miembro del personal o llamar a Metro al 503-797-1551 o a la línea TDD 503-797-1804 para personas con discapacidad auditiva dos días antes de la fecha de la reunión a la cual desea acudir.

**SÍRVASE OBSERVAR:** El testimonio oral que se brinde ante las audiencias estará limitado a dos minutos. ***Esté preparado para presentar sus comentarios por escrito, sin importar que dé su testimonio de manera oral. Sus comentarios pueden ser entregados en español.***

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