



METRO

July 8, 1999

United States Department of Transportation
Central Docket Management Facility
Nassif Building, Room PL-401
400 Seventh Street, SW
Washington, D.C. 20590

Gentlemen:

Re: FRA Docket No. FRA-1999-5685, Notice No. 1

On May 24, 1999, the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) jointly announced a draft policy on the shared use of the general railroad system by conventional railroads and light rail systems. The draft was published in the Federal Register and comments are due on July 30, 1999.

The Portland metropolitan region, through its Joint Policy Advisory Committee on Transportation (made up of elected and appointed officials from throughout the region) is pleased to respond to the call for comments. We look forward to review and comment on the additional policy details to be published in the near future. This region has a longstanding program of development of a rapid transit system (including light rail, "fast link" bus corridors and commuter rail) to complement the backbone road and highway network.

The region appreciates the cooperative relationship between the FRA and FTA with regard to this policy statement. This proposed policy gives a clear statement of the relative roles of the two agencies. Our comments on this policy as drafted are:

1. Private and public rail operators across the nation share the FRA and FTA concerns with safety. However, we believe the policy as drafted fails to acknowledge the safety role already being played by the FTA, the nation's light rail operators and the state DOTs. Examples in the paper highlight the dangers of a light rail vehicle colliding with a freight train. Nationally, light rail systems have constructed and maintain elaborate safety systems to separate trains from each other as well as from other forms of transportation. These systems include technologies such as advanced signal systems, automatic train stops (ATS), switches, crossing gates, passing tracks and dual trackless, etc.

If large urban rail systems can operate trains safely with 90-second intervals, it would make sense that some form of temporal separation other than total day/night separation should be feasible. In many commuter rail systems, commuter trains would run in limited periods through the day, e.g., 6:00-9:00 a.m. and 3:00-6:00 p.m. Prohibiting freight trains during the entire period from 9:00 a.m. to 3:00 p.m. would be an unnecessary regulation placing undue, costly restrictions on freight operators and ultimately commuter rail providers who would have to compensate freight operators for this loss of use. We would suggest FRA and FTA work together to define a reasonable alternative.

2. In Section 1, **Safety Issues Related to Shared Use of the General System**, *Shared Use of highway-Rail Grade Crossings* states that the greatest accident history on the general railroad system has been at at-grade crossings. The statement further states that if light rail vehicles are allowed to share the tracks, they will also have to address the safety concerns. However, many light rail systems across the country have as much as, if not more, experience in operating through grade crossings. Some light rail operations might see 200 movements through a single grade crossing in one day yet their accident history does not approach that of the heavy freight and passenger operating railroads. FRA and FTA need to make a distinction between the operating characteristics of light rail trains and those of conventional heavy rail trains, and to incorporate those differences in any proposed rules and regulations.
3. In Section 2, **Approaches to Various Forms of Shared Use**, paragraph 1: *Operations on the General System*, the policy statement indicates that waivers can be granted for joint use of the tracks where the safety of the traveling public is ensured. An example of the way safety could be ensured is temporal separation of the vehicle types. By Section 3, **FTA and FRA Safety Partnership**, *Coordination on Rail Safety Waiver Requests*, however, this example appears to have become the only acceptable criterion for granting the waiver.

4. Also In Section 2, the paragraph entitled *Operations over a Rail Crossing and Other Limited Connections* indicates that FRA will have a limited coordination role. This role needs to be clearly defined.
5. Section 3, **FTA and FRA Safety Partnership, Coordination on Rail Safety Waiver Requests**, indicates waiver requests will be reviewed and approved by the FRA's Railroad Safety Board. FTA will appoint a non-voting liaison to participate in the consideration of petitions before the FRA Board. It is unclear why the FTA liaison is not a voting member since this is a policy that addresses systems regulated by both FTA and FRA. The FTA should not be a junior partner.
6. The FRA, together with the FTA and APTA, should study the systems operating in Europe in which multiple vehicle types operate without absolute temporal separation, and apparently without a degradation of the safety of the traveling public. In addition to Karlsruhe, there are many excellent examples that should be included in a comprehensive study.
7. Transit planners are currently faced with only two alternatives concerning potential commuter train vehicles – a diesel-powered light rail car or a massive double-deck, locomotive-powered train set. What is needed is a FRA Tier One-compliant Diesel Multiple Unit (DMU). However, there are no FRA compliant DMUs being manufactured. The estimate for manufacture of a new vehicle is 24-30 months after receipt of an order of sufficient size. Therefore, a project otherwise ready to go but requiring a minimal number of DMUs is forced to wait until other orders are placed with the manufacturer. We strongly encourage FRA/FTA and vehicle manufacturers to collaborate in the construction of an appropriate vehicle.
8. The objective of this policy should be to ensure a safe operating environment for both freight operators and rail passengers. At the same time, it needs to recognize the opportunity to make more efficient and effective use of an enormous resource which can save U. S. taxpayers hundreds of millions of dollars from unnecessary construction of new rail rights-of-way.

We thank you for the opportunity to comment on this joint policy statement, and look forward to a continued cooperative relationship with both agencies.

Sincerely,

Jon Kvistad
JPACT Chair

CC: Oregon Department of Transportation, Rail Section

SUGGESTED AMENDMENT TO JPACT AGENDA, Item 2:

Page 2, Second paragraph of 1.

Underline/strikeout version:

If large urban rail systems can operate trains safely with 90-second intervals, it ~~would~~ makes sense that some form of ~~temporal~~ separation other than total day/night separation ~~should be~~ is feasible. In many commuter rail systems, commuter trains ~~would~~ run in limited periods through the day, ~~e.g., 6:00-9:00 a.m. and 3:00-6:00 p.m.~~ Prohibiting freight trains during the entire period ~~from 9:00 a.m. to 3:00 p.m. would be~~ is an unnecessary regulation placing undue, costly restrictions on freight operators and ultimately commuter rail providers who would have to compensate freight operators for this loss of use. We would suggest FRA and FTA work together with APTA and other interested parties to define a reasonable alternative.

New paragraph:

If large urban rail systems can operate trains safely with 90-second intervals, it makes sense that some form of separation other than total day/night separation is feasible. In many commuter rail systems, commuter trains run in limited periods through the day. Prohibiting freight trains during the entire period is an unnecessary regulation placing undue, costly restrictions on freight operators and ultimately commuter rail providers who would have to compensate freight operators for this loss of use. We would suggest FRA and FTA work together with APTA and other interested parties to define a reasonable alternative.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2808 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM THE JOB ACCESS AND REVERSE COMMUTE GRANT PROGRAM BETWEEN CANBY AND WILSONVILLE

DATE: June 15, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would approve amending the Metropolitan Transportation Improvement Program (MTIP) to program \$150,000 of Section 3037 funds awarded by the Federal Transit Administration (FTA) for first-year financing of the Job Access and Reverse Commute grant program. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future.

TPAC has reviewed this MTIP amendment and recommends approval of Resolution No. 99-2808.

BACKGROUND AND ANALYSIS

Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21) authorized FTA competitive award of funds for Job Access and Reverse Commute Program proposals. The Oregon Office of Energy submitted a grant in December 1998 which outlined a program to develop a low-cost, semi-automated, telecommunications-linked carpool system.

Attachment 1 shows the FY 1999 budget. First-year federal financing was awarded in the amount of \$150,000. Federal funds would be matched with local capital and in-kind services equaling \$150,000. About 13 percent (\$20,000) of the federal grant would be allocated for capital costs, including vans, palmtop computers and desktop computers and software. The remaining 87 percent (\$130,000) is allocated for operating costs. This includes about 15 percent of the grant for dispatch and feeder services, 50 percent for project management integration and 21 percent for systems integration. The Office of Energy plans to submit another proposal to FTA for FY 2000.

Program participants include the Oregon Office of Energy, Wilsonville SMART and Aegis Transportation in Tigard.

A program description was provided to FTA and the program was the subject of a briefing before TPAC shortly after submission of the grant request. Attachment 2 is a

letter of support from Mike Burton, Metro Executive Officer. The letter suggests that the Job Access and Reverse Commute Program address the following issues:

1. Provide results of previously implemented pilot projects by Aegis Transportation.
2. Development of cost and ridership estimates by Aegis and post-implementation evaluation by Oregon Office of Energy and SMART.
3. Establishment of a project steering committee.
4. Recognition and reimbursement of costs to SMART to implement the proposal.
5. Metro staff participation as the project moves through implementation.

MEMO Friday, June 11, 1999

To: Bill Barber, Metro

From: Phil Carver, Oregon Office of Energy

Subject: Request for MTIP Amendment for FTA Job Access and Reverse Commute Grant Program between Canby and Wilsonville

This memo requests an amendment to the Metro Transportation Improvement Program to include the Oregon Office of Energy and the Oregon Department of Transportation's Division of Public Transit Job Access and Reverse Commute project. The Federal Transit Administration has approved the proposal. The project will use federal funds with local and state matching funds to develop a low-cost, semi-automated, Telecommunications-Linked Carpool (TLC) system (a.k.a. smart jitney system). It will offer real-time door-to-door service similar to taxis at the cost of carpooling between Canby and Wilsonville. If the TLC project works as anticipated, it will provide a low-cost, public-private approach to increase mobility and accessibility. The TLC concept builds upon the excellent bus and dial-a-ride system foundation already established by South Metro Area Rapid Transit (SMART) in Wilsonville.

FY 1999 BUDGET (partial year of operation)	FEDERAL	TOTAL
Rent 8 vans, 100 palmtop computers and purchase 2 desktop computers with software		
Capital Costs Subtotal	\$20,000	\$40,000
Activity: Schedule/Dispatch	\$16,000	\$32,000
Activity: Feeder services, emergency backup services and telecommunication services	\$6,000	\$12,000
Activity: Administration – project management, marketing, overhead, training, data collect	\$76,000	\$152,000
Activity: Administration – systems integration	\$32,000	\$64,000
Operating Costs Subtotal	\$130,000	\$260,000
GRAND TOTAL	\$150,000	\$300,000

The Canby to Wilsonville project is planned for 5 years. . The Office of Energy plans to submit a proposal to the FTA for FY 2000. For Fiscal Years 2000 and beyond the detailed costs will shift but the local and federal shares and the total budget will remain the same.

Thank you for considering this amendment.

cc Cynthia Thompson, Robert Behnke, Jean Palmateer
[F:\STAFF\RESOURCES\PCARVER\INTERNAL\TRANSPORT\MTIPREQ.DOC]



METRO

ATTACHMENT 2

December 30, 1998

Mr. William Nesmith
Conservation Administrator
Oregon Office of Energy
625 Marion St. NE, Suite 1
Salem, Oregon 97301-3742

Dear Mr. Nesmith:

I am writing in response to your proposed grant application to the Federal Transit Administration under the "Job Access and Reverse Commute Grant Program." We understand that your proposed application is in cooperation with Aegis Transportation Information Services, Inc. and is proposed as a service operated cooperatively with the City of Wilsonville through its transit operator, SMART. The specific proposal would involve operation of "smart jitneys" between Wilsonville and Canby, Woodburn and Newberg.

As the designated Metropolitan Planning Organization for the Portland region, Metro is required to endorse and program grant funds in the region's *Transportation Improvement Program*. Pending notification by the Federal Transit Administration of the grant award, we look forward to proposing such an action to Metro's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. In addition, we would be interested in participating with you and SMART in the implementation of the project.

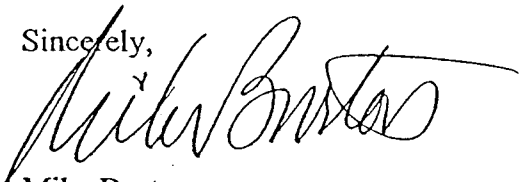
In order to facilitate consideration of a *Transportation Improvement Program* amendment, we would suggest including a review opportunity at the January 29 meeting of the Transportation Policy Alternatives Committee (TPAC) and the February 11 meeting of the Joint Policy Advisory Committee on Transportation (JPACT). At that time, we would look forward to you addressing the following issues:

1. We would be interested in the results of any pilot projects implemented previously. We understand that Aegis, Inc. was involved in projects in Hawaii and California that could be instructive.

2. We would suggest that an early task be included in the work program to develop estimates of cost and ridership that would be anticipated and that a later task includes conducting a post-implementation evaluation of the experiment. In addition, we would suggest Aegis, Inc. be responsible for development of the anticipated costs and ridership but that ODOE and SMART be responsible for the post-implementation evaluation.
3. We would recommend establishment of a project steering committee to include ODOE, Metro, SMART, ODOT – Public Transit Division and several of the Wilsonville employers.
4. Implementation of the proposal will require the direct involvement of SMART; the grant should recognize their costs and include reimbursement.
5. We would be interested in participating in the project as it moves through implementation and would be willing to provide the 50 percent local match for staff time on the project assuming the other 50 percent is funded through the grant.

At the time of grant approval, we will initiate a formal amendment to the *Metropolitan Transportation Improvement Program* to program the grant and will request a comparable amendment of the *State Transportation Improvement Program* by the Oregon Department of Transportation.

Sincerely,



Mike Burton
Executive Officer

CC: Helen Knoll, FTA Region X Administrator
Robert Behnke, Aegis Transportation Information Services
Cynthia Thompson, SMART Transit Director
Martin Loring, ODOT Public Transit Division Manager
Dr. Phillip H. Carver, Oregon Department of Energy

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 99-2808
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by
PROGRAM THE JOB ACCESS AND	)	Councilor Jon Kvistad,
REVERSE COMMUTE GRANT	)	JPACT Chair
PROGRAM BETWEEN CANBY AND)	
WILSONVILLE)	

WHEREAS, The Oregon Office of Energy submitted a grant application to the Federal Transit Administration (FTA) to fund a Job Access and Reverse Commute grant program under Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, Metro submitted a letter of support for the grant which stated that the plan was consistent with regional transportation goals and objectives in the *Regional Framework Plan* in the policy chapter of the *Regional Transportation Plan*; that Metro would amend the MTIP to show the project at such time as FTA approved the grant application and awarded a specific federal dollar amount; and that Metro desired to participate on the project steering committee; and

WHEREAS, FTA informed the Oregon Office of Energy that \$150,000 of first-year federal funds have been awarded the plan, subject to local cash and/or in-kind match of \$150,000; and

WHEREAS, The Oregon Office of Energy has requested that Metro amend the MTIP to reflect award of the federal funds; and

WHEREAS, All activities contemplated by the program are exempt with respect to regional air quality conformity issues; now, therefore,

BE IT RESOLVED,

1. Provide results of previously implemented pilot projects by Aegis Transportation.

2. Development of cost and ridership estimates by Aegis and post-implementation evaluation by Oregon Office of Energy and SMART.
3. Establishment of a project steering committee.
4. Recognition and reimbursement of costs to SMART to implement the proposal.
5. Metro staff participation as the project moves through implementation.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2809 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM SECTION 5309 FUNDS FOR REHABILITATION AND EXPANSION OF THE POWELL BUS GARAGE

June 29, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this resolution would amend the MTIP to allocate \$16.5 million of Section 5309 (formerly FTA Section 3 "New Start") funds for design and construction of rehabilitation and expansion of maintenance facilities housed at Tri-Met's Powell Bus Garage.

TPAC has reviewed this amendment and recommends approval of Resolution No. 99-2809.

BACKGROUND AND ANALYSIS

The region has committed to expansion of transit service as part of its overall strategy to reduce dependence on and demand for single occupant auto travel and the consequent demand for new road construction. To meet these goals, Tri Met has steadily increased the size of its bus fleet, including a significant increment of new additions to the fleet recently approved in the Priorities 2000 allocation. Maintenance and housing of these vehicles requires expansion and rehabilitation of the existing Powell Bus Garage. This action was Tri Met's second highest priority communicated to the state congressional delegation for earmark of Section 5309 funds in the upcoming transportation appropriation bill; (completion of Westside funding was the first highest priority).

Tri-Met has requested programming of funds in anticipation of a Section 5309 appropriation. The expected schedule for obligation of the funds is as follows:

FY 00	\$0.500	for design
FY 01	\$8.000	for construction
FY 02	\$8.000	for construction

Tri-Met already owns the needed property so no new right-of-way will be required. Additionally, this type of improvement to transit facilities is specifically exempted from regional air quality conformity analysis in controlling regulations. If the region does not succeed in winning an earmark in the current appropriation process, it is Tri-Met's intent to proceed with the project using their own general funds. (The MTIP would be technically amended to reflect the appropriate fund type.) However, by showing the project in the MTIP as an approved regional project, Tri-Met would be able to seek federal reimbursement of any general fund incurred expenses if an earmark is secured in future year appropriations.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	) RESOLUTION NO. 99-2809
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO	) Introduced by
PROGRAM SECTION 5309 FUNDS FOR	) Councilor Jon Kvistad
REHABILITATION AND EXPANSION OF THE	) JPACT Chair
POWELL BUS GARAGE)

WHEREAS, Tri-Met has requested amendment of the Metropolitan Transportation Improvement Program (MTIP) to program \$16.5 million of Section 5309 (formerly Section 3) New Start Discretionary funding for rehabilitation and expansion of the Powell Maintenance Facility; and

WHEREAS, Regional priorities were adopted by JPACT at their February 11, 1999 meeting, including this request for Discretionary funding; and

WHEREAS, The anticipated cash flow is: FY 00 - \$0.5 million; FY 01 - \$8.0 million; and FY 02 - \$8.0 million; and

WHEREAS, Tri-Met presented this project to the state congressional delegation as second in priority only to completion of the Westside Light Rail project; and

WHEREAS, Tri-Met anticipates federal appropriation of funds for the project; and

WHEREAS, Tri-Met has stated its intent to pursue the project with general funds in the absence of complete or partial federal assistance; and

WHEREAS, Regionally supported expansion of the bus fleet necessitates expansion of Tri-Met's maintenance capability; and

WHEREAS, Identification of the project in the MTIP and State TIP is needed so that Tri-Met can proceed in a timely fashion on the project without eliminating the potential to receive reimbursement of general fund expenses should an appropriation be forthcoming; and

WHEREAS, Rehabilitation and expansion of such facilities is specifically exempt from regional air quality conformity analysis; now, therefore,

BE IT RESOLVED:

1. The MTIP is amended to reflect programming of \$16.5 million of Section

5309 funds for rehabilitation and expansion of the Powell Maintenance Facility.

2. Staff is authorized to coordinate programming of the funds with Tri-Met and ODOT personnel with respect to phase of work and anticipated year of obligation.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

99-2809. Res.Doc
TW:lmk
6/29/99

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE

PORTLAND, OREGON 97232 2736

TEL 503 797 1700


FAX 503 797 1794



METRO

DATE: June 25, 1999

TO: JPACT Members and Interested Parties

FROM:  Andrew C. Cotugno, TPAC Chair

SUBJECT: Recommended Refinements to RTP Resolution Materials

* * * * *

On June 25, the Transportation Policy Alternatives Committee (TPAC) met to review the draft RTP resolution materials, and consider possible revisions for JPACT review. The attached recommendations are organized as follows:

Attachment 'A' **Proposed Discussion Items** - these items represent substantial changes to the draft policy document, and TPAC recommends that JPACT discuss these items individually as part of their review.

Attachment 'B' **Proposed Consent Items** - these items represent minor changes to the draft policy document, and TPAC recommends that JPACT approve these items by consent.

All of the proposed revisions are to system maps and policies contained in the preliminary draft policy document, dated June 17. Proposed edits to the system maps are reflected in the June 17 draft, with some exceptions. A revised set of system maps that reflect all revisions proposed in this memo will be forwarded to the Metro Council for consideration on July 22.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE

PORTLAND, OREGON 97232 2736

TEL 503 797 1700

FAX 503 797 1794



METRO

DATE: June 29, 1999

TO: JPACT Members and Interested Parties

FROM: *AC* Andrew C. Cotugno, Transportation Director

SUBJECT: RTP Resolution Process

* * * * *

Purpose of the Resolution

The RTP resolution is to direct staff to prepare a final draft RTP document for public review based on the draft policies, preliminary analysis and proposed transportation projects. Council action on the resolution is scheduled for July 22, and the final draft RTP document for public review is scheduled for completion by early September. The following draft RTP resolution materials, dated June 17, have been compiled:

- **Draft RTP Resolution and staff report** (attached)
- **Draft Subarea Tabloids** (provided previously)
The seven subarea tabloids present preliminary analysis of the impact of proposed transportation projects on the regional transportation system. Each tabloid includes a brief description of strategic improvements and a map of the subarea that illustrates the scope and nature of these proposed improvements.
- **Preliminary Draft Policy Document** (provided previously)
This document represents a compilation of transportation policies that integrate Resolution No. 96-2327 Chapter 1 RTP Policy, Title 6 of the *Urban Growth Management Functional Plan* and Chapter 2 of the *Regional Framework Plan*. (RFP), including the RTP System Maps that were adopted in the RFP.
- **Draft List of Proposed System Improvements** (provided previously)
This document provides a detailed list of all transportation programs and projects that are proposed for inclusion in the final draft RTP.

If you would like to receive additional copies of these materials, please contact Cheri Arthur at 797-1857.

TPAC and MTAC Actions

On June 25, TPAC met to review the draft RTP resolution materials and consider possible revisions for JPACT consideration. The attached memo, dated June 25, reflects the committee's recommendations to JPACT. TPAC's recommendations are presented in the form of "discussion" and "consent" items. Attachment A to the June 25 memo, "Proposed Discussion Items," includes substantial changes to the preliminary draft policy document and are intended to be the focus of JPACT discussion on July 8. Attachment B, "Proposed Consent Items," includes minor revisions for approval by JPACT by general consent.

On July 8, MTAC is scheduled to discuss the committee's recommendations on the draft RTP resolution materials. The focus of this discussion will be to: (1) acknowledge whether the draft resolution materials adequately address implementation of the transportation/land-use connection of the 2040 Growth Concept and (2) identify any policies that should be discussed in more detail by MPAC.

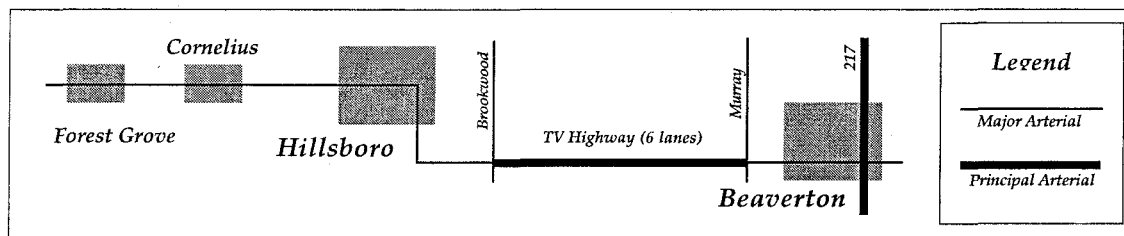
Attachment 'A'

Proposed Discussion Items

At their June 25 meeting, TPAC endorsed the following proposals and recommended their discussion before JPACT.

1. Revise the functional classification maps to reflect proposed improvements to TV Highway.

Discussion: Though the entirety of TV Highway is classified as a "Principal Arterial" on the motor vehicle system map, only the segment between Beaverton and Hillsboro regional centers is dominated by regional, or through trips. Further, the "Principal Arterial" classification on TV Highway conflicts with street design classifications in the downtown's of Beaverton, Hillsboro and Cornelius. In the second round of RTP modeling, an aggressive, limited access design was tested for the segment of TV Highway between Murray and Brookwood, with promising results. The modeling assumptions will be further refined in the final round of RTP modeling, and a corridor refinement study will be recommended in the RTP to define the exact nature and implementation schedule for improvements along this route.



Based on these findings, staff recommends that the segment of TV Highway between Murray and Brookwood retain the "Principal Arterial" classification on the RTP motor vehicle map, with a primary function of linking these two regional centers. The remainder of the facility is proposed to be dropped to a "Major Arterial" classification, which is consistent with planned land uses and street design classifications.

This change would acknowledge that TV Highway is not the preferred regional route to Hillsboro from points other than Beaverton. For the "Principal Arterial" segment, staff recommends that the upcoming Round 3 refinement modeling of the strategic RTP include additional general purpose capacity improvements to six lanes, with access limitations and an expanded system of nearby parallel routes to the north and south. The regional street design map would be modified to include an "Urban Road" classification from Murray to Brookwood, to reflect the more mobility-oriented function envisioned along this section of TV Highway.

2. Revise the functional classification maps to reflect impacts of Damascus and Pleasant Valley urban reserves on the function of Division Street, Powell Boulevard, 172nd Avenue and Foster Road.

Discussion: The expected growth in the Damascus/Pleasant Valley area is expected to have widespread effects on the regional transportation system. The Foster Road and Powell Boulevard arterial street corridors, in particular, are likely to be affected by the dramatic growth expected in this area. Based on a workshop with local jurisdictions involved in Damascus/Pleasant Valley planning, staff recommends a number of changes to the motor vehicle and street design classifications on these routes.

First, Powell Boulevard east of I-205 would change from "Minor Arterial" to "Major Arterial," to reflect a growing demand for this route to serve longer trips. The street design classification would change from "Community Street" to "Regional Street," and the boulevard intersections at 122nd and 182nd would be retained. As such, Powell would become the primary connection to Gresham

Regional Center from the west, with a five lane capacity improvement from I-205 to Gresham and an emphasis on access control.

In tandem with the proposed change in classifications for Powell Boulevard, the designation of Division Street east of 82nd Avenue is proposed to change from a "Major Arterial" classification to "Minor Arterial," reflecting an increased emphasis on serving more localized travel demand. The street design classification would change from "Regional Street" to "Community Street" from 82nd to Wallula and Burnside to 257th, with boulevard intersections at 112th, 122nd, 148th, 162nd and 182nd. A "Community Boulevard" designation is proposed from Wallula to Burnside, within the Gresham Regional Center. No capacity changes are planned for Division Street, but the changed motor vehicle and design emphasis would require fewer access management efforts in the future and is more compatible with planned land uses in the Division Street corridor.

Foster Road is also an attractive, important connection between the Damascus/Pleasant Valley area and employment areas in the I-205 corridor and Portland. As a result, future capacity improvements and access management are warranted, with a proposed change from "Minor Arterial" to "Major Arterial" from 122nd to 172nd to reflect an increased demand for through-trips. The street design classification is proposed to change from a "Community Street" to a "Regional Street" design, although topographic and environmental constraints would clearly limit any improvements along this portion of Foster.

A new proposal to link 172nd Avenue in the Pleasant Valley area to 190th/Highland Drive/181st in Gresham is also reflected on the updated maps. This proposal would establish a north/south arterial spine, linking proposed industrial areas in the Damascus area to I-84 and the Columbia Corridor. The proposed motor vehicle classification for 172nd would change from "Rural Arterial" to "Major Arterial", and the design classification would change to "Regional Street." These proposed designations would begin at Highway 212 on the south, and continue along 172nd Avenue and the proposed connection to 190th/Highland Drive/181st.

Attachment 'B'

Proposed Consent Items

At their June 25 meeting, TPAC endorsed the following concepts and recommended presenting them to JPACT as "consent items."

3. Reflect the South Willamette Crossing Study recommendations on the RTP System Maps.

Discussion: The proposed recommendations for the South Willamette River Crossing Study call for replacing or maintaining the Sellwood Bridge with capacity for a two-lane bridge and improving the bicycle and pedestrian facilities on the bridge. The recommendations recognize the conflict between facilitating the traffic demands on Tacoma Street and the need for the street to support a mixed-use, pedestrian-oriented character through the Sellwood business district. The recommendations for (a) mitigating traffic impacts on Tacoma Street instead of increasing its capacity and (b) focusing capacity investments on regional facilities such as 99E/Highway 224 to serve regional traffic in the Southeast Corridor rather than establishing a new cross regional route between I-5 and I-205.

This change in emphasis from regional trips to more local trips for Tacoma Street should be reflected in the motor vehicle and street design classifications for the street. Staff recommends that the motor vehicle classification be changed from "Major Arterial" to "Minor Arterial" from Highway 43 to Highway 99E. Further, because a portion of Tacoma Street is designated as a main street in the 2040 Growth Concept, staff recommends a "Community Boulevard" street design classification from the bridge to 17th Avenue; a "Community Street" design classification is recommended for the bridge, itself, and east of 17th Avenue. These motor vehicle and street design classifications would better represent the appropriate tradeoffs between traffic and community needs along Tacoma Street.

4. Reflect the Hollywood Town Center recommendations for Sandy Boulevard on the RTP System Maps.

Discussion: The Hollywood Town Center Plan is nearing completion, and a number of transportation recommendations have resulted from this effort. Most notably, an increased emphasis on boulevard design elements along Sandy Boulevard is recommended, including a number of Boulevard Intersection designations outside the immediate Hollywood district. These locations along Sandy Boulevard include intersections at 20th, 28th, 33rd, and 52nd avenues. Staff recommends that these changes be incorporated into the regional street design map, assuming city of Portland and public endorsement of the plan.

5. Amend the Regional Bicycle System Map to reflect the following minor edits:

- Change the map key to describe "Off-street multi-use paths" as "Regional corridor off-street multi-use paths." This classification was requested by JPACT, and includes facilities with an exclusive right-of-way, and generally serving both pedestrian and bicycle travel.
- Amend the map to reflect the alignment of the North/South Forties project (a continuous bikeway that generally follows 41st, 42nd and 43rd Avenues from Woodstock to Holman) and the Tillamook Bikeway project. The City of Portland adopted these projects in 1998, one year after the most recent regional bicycle system map was adopted.
- Change the map to include bikeway projects submitted for Rounds 1 and 2 RTP modeling, and bikeway projects identified in the Priorities 2000 funding process.

6. Amend the Regional Freight System Map to:

- Include Foster Road from I-205 to 122nd as a freight connector, since this portion of Foster serves a number of industrial areas. This was originally part of the regional freight map and inadvertently deleted from version 4.0.

7. Amend the Public Transportation System Map to show the following:

- Clarify the public transportation designation hierarchy for HCT corridors and Fixed-Guideway Transit, including light rail, commuter rail and streetcar, to show existing, planned and potential improvements for each category. Service areas with Potential Fixed-Guideway designations could consider and select a Regional Rapid Bus, Frequent Bus or Primary Bus improvement in the process of a corridor planning study. An amendment to the RTP would be made at the time of adoption of such a corridor study. Such a study may also recommend bus improvements to a lower priority corridor after a more detailed analysis of a study area with more than one Potential Fixed-Guideway Transit designation (i.e. the Highway 217 and Barbur corridors in the South Washington County service area).
- Distinguish Planned Light Rail or Streetcar, which have committed financing or regionally adopted priority for financing, from Potential Fixed-Guideway Transit, which will require further study before obtaining public financing.
- Change "Existing light rail" designation to include "Under construction" and add airport light rail to this category to reflect its current status.
- The planned light rail designation is proposed to be updated to reflect the locally preferred strategy (LPS) decision for light rail in the South/North corridor with the expected amendments of the Interstate MAX study. The Interstate MAX amendment to the South/North LPS was adopted by the Metro Council on June 24, 1999, and staff recommends that the RTP system map reflect the new alignment.
- An additional "Potential Fixed-Guideway" designation is proposed for the Sherwood-Tualatin-Milwaukie-Portland corridor to recognize the possibility of commuter rail service in this corridor.
- Based on the Round 2 RTP modeling and analysis, a primary bus designation is proposed to be added between the Clackamas and Gresham regional centers, along Sunnyside Road, SE 172nd Avenue and Towle/Eastman Parkway. This route connects the centers with the emerging Pleasant Valley town center and adjacent neighborhoods.
- A new category of "Potential Neighbor City Transit" is recommended to be added to the following corridors: Highway 30 north (Scappoose, St. Helens), Highway 26 east (Sandy), Highway 99E south (Canby), Interstate 5 south (Woodburn, Salem), and Highway 99W west (Newberg, McMinnville).
- The addition of a map of major transit stops, as identified in the Primary Transit Network Phase II Report, and regionally significant park-and-rides. This is a requirement of the State Transportation Planning Rule and will provide guidance to the Local Transportation System Plans.
- Amend the Chapter 1 policy text to state that the tri-county area's public transportation system is 100 percent accessible, including buses.
- Finally, amend the Public Transportation System Map to show radial secondary service from the Tualatin and Wilsonville town centers.

8. Add legend notation to explain the grouping of 2040 land use types on the RTP system maps.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2810 FOR THE PURPOSE OF AUTHORIZING RELEASE OF THE 1999 UPDATE TO THE REGIONAL TRANSPORTATION PLAN FOR JURISDICTIONAL AND PUBLIC COMMENT

Date: June 17, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would direct staff to complete a final draft of the updated *Regional Transportation Plan* (RTP) for public review and comment. The action would also authorize staff to prepare and print a series of public involvement materials that communicate the RTP policies, system analysis, recommended projects and financial analysis. These materials include:

- RTP Policies - Chapter 1 of the RTP has been updated for consistency with the *Regional Framework Plan* and the *Functional Plan*, and edited for readability and brevity.
- RTP Subarea Tabloids - these will be the focus of public review of draft RTP recommendations and include a brief description of strategic improvements, including proposed timing, and maps that illustrate the scope and nature of proposed improvements.
- Comprehensive Project List - in addition to the tabloid descriptions of the strategic improvements, committee members will also be provided with a more detailed list of all projects that are contained in the draft plan.

TPAC has reviewed the 1999 update to the *Regional Transportation Plan* and recommends approval of Resolution No. 99-2810.

FACTUAL BACKGROUND AND ANALYSIS

At the April 28, 1999 joint JPACT, MPAC and Council workshop on the RTP update, staff presented highlights from the final stage of the RTP update, including a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. Together with the RTP policies approved by resolution in July 1996, transportation elements of the *Regional Framework Plan* and the *Urban Growth Management Functional Plan* (UGMFP) in 1998, these recommendations complete a four-year effort to update the RTP to reflect the 2040 Growth Concept.

The RTP update was guided by a 21-member Citizen Advisory Committee and included several public outreach efforts, special newsletter, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 1,000 projects proposed through the year 2020 to address expected growth and to implement the 2040 Growth Concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 Growth Concept.

During the past year, staff tested these projects through three separate rounds of transportation modeling. Each project proposed in the draft plan was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs

during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

During the next six months, staff recommends that the RTP update be completed through a two-step process of (1) approving the draft RTP recommendations for a final round of public review and comment through adoption of this resolution, and (2) adoption of the final updated RTP through a formal hearings process, leading to adoption by ordinance.

The "RTP Resolution Kit" was developed by staff as a starting point for completing the "official" RTP draft document and to develop user-friendly materials intended to help citizens and agencies review the contents of the plan. Upon Council action on these materials, final versions will be printed and distributed in late August, as detailed in Exhibit 'A.' This exhibit also outlines the general review process, as proposed by staff, culminating in adoption of the RTP in fall '99.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 99-2810
RELEASE OF THE 1999 UPDATE TO THE)		
REGIONAL TRANSPORTATION PLAN	)	Introduced by
FOR JURISDICTIONAL AND PUBLIC	)	Councilor Jon Kvistad, Chair
COMMENT	)	JPACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Transportation Equity Act for the 21st Century (TEA-21) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The *Interim Federal Regional Transportation Plan* (RTP) established compliance with the 15 federal planning factors and other federal regulations through Metro Resolution No. 95-2138A in May 1995; and

WHEREAS, The updated RTP policies approved by Resolution No. 96-2327 in July 1996 established a new policy direction for the RTP that emphasizes implementation of the 2040 Growth Concept; and

WHEREAS, The state Transportation Planning Rule (TPR) requires metropolitan planning organizations to complete transportation system plans that satisfy requirements of the rule; and

WHEREAS, Preliminary findings on the draft RTP appear to comply with regional, state and federal planning requirements; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

That the draft policies, analysis, recommended projects and financial plan

be compiled by staff into a draft RTP document for the purpose of public review and comment.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



WASHINGTON
COUNTY,
OREGON

July 6, 1999

Rod Monroe, Presiding Officer
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Subject: **Regional Transportation Plan Issues**

Dear Mr. *Rod* Monroe,

The Washington County Coordinating Committee appreciates the work Metro has done in development of a Regional Transportation Plan. Identifying and addressing the long-term transportation needs of the Region is a daunting task, particularly in a constrained funding environment.

Adoption of certain elements of the Plan by resolution in July will be a milestone in RTP development, marking both the end of a significant work effort and the beginning of a five-month period of review and discussion that will culminate in adoption of the complete plan by ordinance, which is anticipated to occur near the end of the year.

Taking stock at this juncture, the WCCC has identified a number of issues that we believe to be of countywide importance, and which we believe need continuing attention and consideration during the next five months. We wanted to highlight them for you, JPACT and the Council, and look forward to continuing to work with Metro to address them:

- **OR 217** – The nature of improvements to OR 217 will be specifically determined through a Corridor Study and MIS (or equivalent study) conducted by ODOT in collaboration with affected local jurisdictions. This work must examine and address both freeway and arterial system impacts, and should include among its recommendations proposed policies for transportation system management, including the roles of ramp meters and, if applicable, congestion pricing.
- **Interstate 5** – We share Metro staff's concerns and questions regarding how to balance regional, state and interstate use of this facility, and encourage additional evaluation and discussion in this area.
- **Tualatin-Sherwood Connector** – The function and alignment of this proposed roadway need to be determined. Again, analysis must include investigation of arterial system impacts, particularly with regard to Highway 99W.
- **TV Highway** – The potential impacts – transportation and land use – of turning the TV Highway into a limited access facility should be thoroughly discussed and understood.

Board of County Commissioners
Hillsboro, Oregon 97124

155 North First Avenue, Suite 300

Phone: 503.648.2601

- **Level-Of-Service (LOS)** – It is important to better convey an understanding of proposed LOS standards to the community and policy makers. Likewise, we should better understand and more clearly define policy for management of LOS on the freeway and arterial systems systemwide. Additional discussion in this area is needed. To move forward effectively, future technical analysis should be based upon deliberate policy decisions, not on assumptions. Also in this area, if mid-day LOS is to be a performance standard it should have a greater presence in the evaluation process.
- **System Funding** – Funding will be a primary focus of coming discussions, and it should be. We would like to endorse Metro's efforts to focus the discussion on the balance between system cost and service quality rather than on how much we believe we will be able to afford over time. Identifying and understanding tradeoffs between system service levels and costs will provide us with a better framework within which to respond over time. Raising the profile of Existing Resources System might be useful as part of this effort.

Strategic funding issues should also be addressed more specifically. By year end (and final plan adoption) we should have clarified regional funding priorities and strategies with regard to, for example, modernizing the system and/or attaining RTP mode-split targets.

- **Congestion Pricing** – The potential impacts and benefits of peak hour tolls on new capacity on freeways in the County need to be clarified.
- **Urban Reserves** – The impacts of adding Urban Reserves and possible transportation system strategies for addressing them need continued and close attention.
- **A Collaborative Effort is Required** – Resolution of these tough issues will require the focused attention of all affected jurisdictions working together.

Again, thank you for your attention. We look forward to continuing to work with Metro as the Regional Transportation Plan progresses.

Sincerely,



Roy Rogers, Chair
Washington County Coordinating Committee

cc. Andy Cotugno, Director, Transportation
Washington County Coordinating Committee
WCCC Transportation Advisory Committee

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2811 FOR THE PURPOSE OF APPROVING THE SOUTH WILLAMETTE RIVER CROSSING STUDY RECOMMENDATIONS

Date: June 25, 1999

Presented by: Andrew C. Cotugno/Chris Deffebach

PROPOSED ACTION

Resolution 99-2811 endorses the findings and recommendations for the South Willamette River Crossing Study and directs staff to incorporate the recommendations into the *Regional Transportation Plan*.

This action represents a commitment by JPACT and Metro Council to a multi-modal river crossing strategy that supports the 2040 Growth Concept in the corridor between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City.

TPAC has reviewed these recommendations and recommends approval of Resolution No. 99-2811.

FACTUAL BACKGROUND AND ANALYSIS

Study Background

The Sellwood Bridge is the only crossing for vehicles, pedestrians, bicycles and transit for a distance of approximately 10 miles between the Ross Island and I-205 bridges. The Sellwood Bridge is safe today but it is nearing the end of its lifespan. Built in 1925, the bridge is considered structurally old and the lanes and sidewalks are narrow. It does not meet seismic standards. For safety and service levels, the Sellwood Bridge needs to be upgraded or replaced. Due to its age, the bridge requires more and more maintenance, raising questions of cost-effectiveness compared to the cost of bridge replacement.

The Sellwood Bridge primarily serves Portland, Milwaukie, and Lake Oswego and other areas of Multnomah and Clackamas counties. Areas east of I-205 use the bridge very little. These cities and counties have grown in the past 73 years since the bridge was built. Bridge traffic and congestion have grown as the population increased.

Metro's role in the South Willamette River Crossing study has been to bring jurisdictions together to agree on crossing improvements that best support regional and local growth management strategies. Among other land use designations, the 2040 Growth Concept designates Tacoma Street as a Main Street in the Sellwood neighborhood; Lake Oswego and West Linn as Town Centers; and Milwaukie and Oregon City as Regional Centers. The 2040 Growth Concept results in increased demand for crossing the river while also calling for increasing the pedestrian-friendly and mixed use nature of Main Streets, Town Centers and Regional Centers. The *Regional Transportation Plan*, currently being updated, proposes Highway 99E in Milwaukie and A Avenue in Lake Oswego as

regional boulevard design classifications and major arterial functional classifications. Tacoma Street in Sellwood is proposed as a regional street design classification and major arterial functional classification.

Metro initiated the South Willamette River Crossing Study in 1994 with public meetings and workshops to solicit comments on the nature of the crossing problem and potential improvement options. The public identified over 20 crossing options for consideration in the study.

In 1997, following public comment on the range of possible options, JPACT and Metro Council adopted a short list of options for evaluation in the South Willamette River Crossing Study. The options reflect a range of strategies that could accommodate travel demand and help support the 2040 Growth Concept. These options are:

- Modifications to the west end of the Ross Island Bridge with and without a new bridge parallel to the Ross Island Bridge to add capacity.
- Preservation of the existing Sellwood Bridge: 1) in its current configuration; 2) upgraded to meet seismic, traffic lane width and bike/pedestrian standards; or 3) closed to traffic but left open as a bicycle and pedestrian-only facility.
- Replacement of the Sellwood Bridge as a two or four-lane facility.
- A new crossing in Clackamas County in Milwaukie, North Lake Oswego or near Marylhurst College as a two or four-lane facility.
- Additional transit services and programs that reduce travel demand.

Study Findings

The study relied on Metro's travel demand forecasting model to evaluate how the options would change travel patterns and assess the effect on the 2040 Growth Concept. An engineering firm assessed the engineering feasibility and estimated capital and operating costs for the options for this study. Key findings include:

1. The Sellwood Bridge can best support land use goals by either preserving the existing bridge or replacing it as a two-lane bridge. If the bridge is replaced, the bridge should be of high aesthetic quality. In either case, the bridge needs improvement to better serve pedestrians and bicycles.

Of the other Sellwood Bridge options, the study found that:

- The four-lane Sellwood Bridge would add traffic to Tacoma Street that would increase the conflict between designing streets to accommodate greater traffic demand and designing streets to allow for more pedestrian use of the street and crossings.

- A full rehabilitation of the existing Sellwood Bridge to bring it to current design standards could cost more than to replace it as a two-lane bridge.
 - Use of the existing Sellwood Bridge for bicycles and pedestrians only would not help meet the river crossing travel needs that the 2040 Growth Management concept creates and would cut off regional access to the Tacoma Main Street and Sellwood area, thereby inhibiting their viability.
2. To the north, the Ross Island Bridge needs improvements but not in the context of the Sellwood Bridge and the South Willamette River Crossing Study. The technical analysis showed that improvements to the Ross Island Bridge would not substantially reduce travel demand on the Sellwood Bridge and should not be considered in the context of meeting that need. Ross Island Bridge improvements could support other land use plans in that area and should be considered separately.
 3. To the south, the I-205 corridor/Oregon City Bridge needs improvements. Technical analysis showed that the I-205 Bridge serves longer and more regional trips than the Sellwood Bridge and that improvements to the I-205 Bridge would not substantially reduce travel demands on the Sellwood Bridge. However, these improvements should be considered in the context of meeting other needs in Oregon City, West Linn and the I-205 corridor.
 4. A new two or four-lane bridge at North Lake Oswego or near Marylhurst would not address South Willamette River Crossing or other needs. These crossings would attract new traffic to streets that are not targeted for additional traffic growth and would improve access to areas not targeted for growth in the 2040 Growth Concept. In addition, they would disrupt communities on either side of the river and interfere with development planned to meet 2040 growth targets.
 5. A new bridge in Milwaukie would not be the best way to support land use goals for Milwaukie and would disrupt existing communities on either side of the river. Though a new bridge crossing in Milwaukie would reduce traffic from the Sellwood Bridge and Tacoma Street, it would increase traffic on streets in Milwaukie and on the west side of the river which would conflict with plans for these areas.
 6. Existing and projected traffic volumes conflict with Main Street functions on Tacoma Street through the Sellwood business district, McLoughlin Boulevard through downtown Milwaukie and A Avenue and State Street in Lake Oswego. Rather than adding capacity in these areas, a better way to support the 2040 Growth Concept is to:
 - Mitigate traffic growth on Tacoma Street, Highway 99E in Milwaukie and on A Avenue and Highway 43 in Lake Oswego where through traffic conflicts with land use goals.
 - Increase transit services and improve transit, bicycle and pedestrian facilities on either side of the river and across the river to provide better alternatives to driving. Improvements could include more east-west bus routes, bus priority

treatment and the potential use of the existing railroad bridge between Milwaukie and Lake Oswego for passenger rail and/or bike/pedestrian facilities.

- Increase motor vehicle capacity on appropriate regional facilities in order to direct traffic away from areas of conflict with land use goals, such as improvements to McLoughlin Boulevard and Highway 224.
7. A fundamental river crossing issue is the need for commuting between Clackamas County and the west side of the river for work trips. Efforts to reduce the need for commuting across the river would help reduce crossing demand. Continuing efforts to encourage job growth east of the Willamette River in Clackamas County should be pursued to allow commuting to stay within the area.

Public Comment

Metro's Transportation Planning Committee and JPACT opened a public comment period and held a public hearing on the recommendations proposed in this resolution on June 14, 1999. The public comment report, which summarizes public comments and reproduces all comments received, is attached as Attachment A.

South Willamette River Crossing Study

Public Comments:

May 1, 1999 through June 15, 1999

Including Testimony from June 15 1999 Public Hearing

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Introduction:

Summary of Comments

Introduction:

Summary of Comments

In March, 1999, Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved recommendations for public comment on the South Willamette River Crossing Study. The study was initiated to identify needed improvements for motor vehicles, transit, bicycles and pedestrians across the Willamette River between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City. A copy of the recommendations, as summarized in the newsletter for the study, is included in the appendix of this report.

This report summarizes public comment received on the JPACT proposed recommendations for the South Willamette River Crossing Study. The public comment period opened on May 1, 1999 and closed June 15, 1999. Metro's Transportation Committee and JPACT held a public hearing on the recommendations at Metro Regional Center on June 14, 1999. The following elected and appointed officials participated in the public hearing:

David Bragdon, Metro Council
Bill Atherton, Metro Council
Kay Van Sickle, ODOT
G.B. Arrington, Tri-Met (sitting in for Fred Hansen)
Charlie Hales, Commissioner, City of Portland
Bill Kennemer, Commissioner, Clackamas County
Sharron Kelley, Commissioner, Multnomah County

Outreach efforts to advertise the public comment period

Efforts used to make the public aware of the recommendations included:

Ads regarding the public hearing placed in the Clackamas County Review/Oregon City News, Sellwood Bee and The Oregonian, south edition
Newsletters mailed to approximately 1600 names on the South Willamette River Crossing Study mailing list
Press releases mailed to the media
The study recommendations and hearing date posted on the Metro webpage

In addition, several newspapers printed articles describing the recommendations and the hearing date, including the Sellwood Bee, Clackamas County Review, and the Voice, a publication of the Central Eastside Industrial Council.

Summary of comments received on the JPACT recommendations

Metro received a total of 44 comments, from 40 different people. Of these comments, 70% supported the recommendations and 30% supported additional river crossing capacity at the Sellwood Bridge or in Clackamas County.

A detailed description of the recommendations can be found in the newsletter located in the Appendix of this document on page 49. In brief, the recommendations are:

1. Preserve existing Sellwood Bridge or replace it as a 2-lane bridge with better service for bike and pedestrian travel.

2. Consider improvements to the Ross Island and I-205 bridges in a different study.
3. Increase motor vehicle capacity on regional facilities such as McLoughlin and Highway 224.
4. Mitigate traffic on Tacoma Street, Highway 99E in Milwaukie and on A Avenue and Highway 43 in Lake Oswego.

In general, 31 comments showed support for the recommendations. Of these:

- 21 showed general support
- 1 showed support with more emphasis on bikes
- 5 showed support with more emphasis on need for transit across the existing rail bridge
- 1 showed support, but not for adding capacity on other regional routes
- 2 showed support, with support as well for adding capacity to Ross Island Bridge

11 comments supported additional river-crossing capacity. Of these:

- 7 supported adding a new crossing in Clackamas County
- 2 supported widening the existing Sellwood Bridge
- 2 supported adding capacity at either the Sellwood Bridge, or in Clackamas County, and adding tolling to control demand

One person commented twice on the need for a Mt Hood Freeway.

Of those who supported the recommendations, four comments also identified the need to reclassify Tacoma Street in the Regional Transportation Plan (RTP). The draft RTP currently designates Tacoma Street as a regional street in design and a major arterial in function. Of the recommendations, one suggested reclassifying Tacoma Street as a neighborhood street, one as a community street and two as something more consistent with its Main Street land use designation. The recommendations before TPAC propose revising the Tacoma Street classification in the RTP from a major arterial to a minor arterial in function and from a regional street to a community boulevard in design.

Organization of this report

Metro received public comments on the South Willamette River Crossing Study recommendations at the public hearing, through e-mail, on the transportation hotline and telephone calls to Metro staff and in written correspondence to Metro staff. This report presents the minutes of the public hearing and written statements submitted at the hearing in Section One, e-mail comments are contained in Section Two, comments received by telephone are located in Section Three, and correspondence submitted to staff can be found in Section Four. Section Five contains an index of public comments arranged in alphabetical order by name of submitter and organization. Section Six, the Appendix, contains the South Willamette River Crossing Study newsletter, and an example of the ad that was placed in publications to advertise the public hearing.

Section One:

Minutes of the Metro Council Transportation Committee and The Joint Policy Advisory Committee On Transportation Public Hearing – Including Written Statements

**MINUTES OF THE JOINT METRO COUNCIL
TRANSPORTATION PLANNING/JPACT PUBLIC HEARING**

Tuesday, June 14, 1999
Council Chamber

TP Members Present: David Bragdon (Vice Chair); Bill Atherton,

JPACT MEMBERS
PRESENT Kay Van Sickel, ODOT; G.B. Arrington, Tri-Met (sitting in for
Fred Hansen); Charlie Hales, City of Portland; Bill Kennemer,
Clackamas County; Sharron Kelley, Multnomah County

TP Members Absent: Jon Chair Kvistad (Chair), (excused)

Vice Chair Bragdon called the meeting to order at 5:30 PM. He noted that Chair Kvistad and Councilor Washington were both away on Metro business.

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

Vice Chair Bragdon explained tonight's hearing would close a public record process regarding river crossings which started in 1994. He noted that although the Sellwood Bridge was owned by Multnomah County, 70% of the trips across it were related to Clackamas County.

Chris Deffebach, Transportation Department, went to the map and pointed out key findings and how different options were chosen. She went over the results of the studies and mentioned again that the significant use of the Sellwood Bridge was from Clackamas County. She noted different ways to improve conditions and support development of both sides of the river and pointed out some potential new crossing locations. In addition to the Sellwood Bridge, she said they looked at the Ross Island and I-205 bridges, while recognizing those projects would not address the needs of the southern part of corridor or support the growth management plans for the Clackamas County area. She said they found that fully rehabilitating the bridge would cost more than replacing it, and closing it for pedestrian and bicycles only would not meet their growth management plans for Tacoma Street.

Charlie Hales, Commissioner, City of Portland, informed the committee that he would have to leave the hearing early due to multiple commitments, but assured them and the audience that he would carefully read the transcripts of the testimony offered. He commented that this project was an example of what people wanted to see in a public process. He felt it was most important to understand that land use plans ought to take precedence over transportation plans because the transportation plan was there to serve the community for what it wanted to do and be. He said the Sellwood Moreland neighborhood had come up with a vision for the future of their neighborhood and the recommendations here had the whole regional transportation plan deferring to the future of their neighborhood. He felt that was a sign of health that the region could pay attention to a community like that.

2. COMMUNICATIONS FROM REGIONAL PARTNERS

Carolyn Tomei, Mayor, City of Milwaukie, was impressed and pleased with the process and echoed what Commissioner Hales had said. She also read a prepared statement. "The City of Milwaukie supports the JPACT recommendation on the south Willamette River crossing. I want to express Milwaukie's thanks to the Metro council and the terrific staff and to JPACT for not only undertaking this study but also for careful consideration of the issues. You worked with us and the study's recommendations reflect that you listened to us as well. The City of Milwaukie recognizes that traffic congestion in the south Willamette River corridor is a very significant problem. However we believe that we should focus on improving the existing transportation system rather than building a new bridge. Milwaukie strongly supports the JPACT recommendation that a new river crossing in Milwaukie be set aside. A new bridge would not support Milwaukie's land use goals and it would significantly harm the character of our community. Milwaukie is making a major effort to make our downtown a special place and a new bridge would make our work there much more difficult. As you have heard me say before, a bridge in Milwaukie would be detrimental to our efforts because it would worsen traffic on Highway 224, consume valuable river front land, create uncertainty for potential investors and worsen the traffic congestion on Highway 43. In addition we are opposed to increasing the automobile capacity of the Sellwood Bridge because it would worsen traffic on Johnson Creek Boulevard and it would threaten the Sellwood revitalization. Although we believe a newer, bigger bridge is not the answer, the City of Milwaukie recognizes that we do have a significant transportation problem. We support JPACT's recommendations and we urge Metro to include recommendations that focus on improving bicycle and pedestrian options on both sides of the Willamette River. We need to do more than merely make it easier for bicycles to cross the Sellwood Bridge, we need to make it simple and safe to travel on the east side of the Willamette as well as the greenway path on the west side. We need to improve bus transportation. We need to make sure the buses take priority in travel on both sides of the Willamette. We are encouraged by Tri-Met's work to create rapid bus in the south corridor and we believe that this work should also assist people in using transit to commute from one part of Clackamas County to the other. We want to study the impact of other transit options. Some of the options we have been considering in Milwaukie include car pools, heavy commuter rail and water taxis. We would like to see mitigating traffic on the major routes in the region including Tacoma, Highway 43 and McLaughlin. I also want to thank JPACT and the Metro council for awarding \$1.8 for a boulevard treatment on McLaughlin as part of Priorities 2000. As you know, McLaughlin cuts through our downtown and our river front. The boulevard features will help us create more of a sense of place in this critical thoroughfare. Thank you for your consideration. I appreciate your support and urge Metro to adopt the JPACT recommendations."

Councilor Atherton asked if she had any specific recommendations about connecting the bike paths.

Mayor Tomei said no, she thought there needed to be more studies done regarding the best way to improve the connectivity of the paths throughout region. She commented that it had been Commissioner Linn whose idea it was to look at the bridge crossing.

Vice Chair Bragdon thought the transportation improvement plan also included some study of the connectivity of the Springwater Trail.

Andy Cotugno, Transportation Director, answered that it was more than a study, it was a right-of-way acquisition.

Diane Linn, Multnomah Commissioner, commented that Multnomah County was technically responsible for the bridges. She supported the committee's recommendations. She noted that the discussions with the jurisdictions and involved citizens reflected her strong feelings about the neighborhood impacts a 4-lane bridge would have on Sellwood. She agreed with Commissioner Hales that transportation plans and actions had to be coordinated with land use plans.

Bill Kenemer, Clackamas County Commissioner, commented that Clackamas County also wanted to be good partners on this issue. He said they would be putting a big emphasis on commuter bus at JPACT. They thought it would help if transit was improved dramatically in the corridor. They also placed the location of jobs as high priority in the new urban reserves to keep people traveling shorter distances.

3. PUBLIC HEARING - SOUTH WILLAMETTE RIVER CROSSING

Ray Polani, 6110 SE Ankeny St., Portland, OR 97215-1245, Co-chair of Citizens for Better Transit, commented on the attachment to the agenda. He read, "given other regional funding priorities and potential community impacts, no new bridge crossing capacity is recommended in either the Sellwood or Milwaukie/Lake Oswego areas during the next 20 years." He noted a recommendation for public comment on the back page of the handout, "Increasing transit services and improving transit, bicycle and pedestrian facilities on either side of the river and across the river to support better alternatives to driving" is a recommendation. "To reduce traffic demand the region should consider investments in more east-west bus routes, bus priority treatment and the potential use of the existing railroad bridge for passenger rail and/or bike/pedestrian improvements". He noted that JPACT also recommended no further consideration of a new bridge or expansion or replacement of the Sellwood Bridge. He felt that in the context of this, a rail shuttle on the existing rail bridge between Milwaukie and Lake Oswego could be a low cost smashing success. He asked for consideration of that plan.

Ken McFarling, 7417 SE 20th Ave., Portland, OR 97202-6213, read his testimony in support of transit service across the bridge and no road expansion into the record. (See a copy of this written testimony in the permanent record of this meeting.)

Jim Howell, 3325 NE 45th, Portland, OR 97213, 2325 NE 45th Portland, OR , Assn. Of Oregon Rail and Transit Advocates (AORTA), passed out his handout and explained the reasons why they felt the bridge should be used for a shuttle service in addition to commuter rail. He said a shuttle system was a little different than commuter rail in that it would be very frequent service, interfacing with buses. He noted over 1,000 buses a day accessed the Milwaukie and Lake Oswego transit centers and if those were positioned for easy transfers, he felt it would be a highly used transit facility. He noted the map on the back of the handout showing how the shuttle service would fit into the bigger picture. He was bothered by the fact that the RTP was supposed to look ahead 20 years and there was no connection across the river on it. (See a copy of the handout in the permanent record of this meeting.)

Councilor Atherton asked about federal regulations on the use of the railroads.

Mr. Howell said equipment on the tracks had to meet Federal Railroad Administration (FRA) requirements. He said there was self powered passenger equipment that met those standards. He added that there were several used rail diesel cars available for sale in Toronto.

Art Lewellan, 3205 SE 8th, #7, Portland, OR 97202, L.O.T.I., read his testimony in strong disagreement with the JPACT recommendations about bridges. He did support the concept of regional towncenters. He wanted it known that he could not accept the fact that ODOT denied accountability and passed the buck on the problem. (A copy of this written testimony can be found in the permanent record of this meeting.)

Councilor Atherton asked when ODOT planned to resurface the Ross Island Bridge.

Kay Van Sickel, ODOT, said it was planned for sometime in January 2000.

Mr. Lewellan said he heard it was to begin in October.

Ms. Van Sickel said the bids would go out then but the work would start in January. She said the bridge could not be widened any more because it had already been widened as much as the structure would hold. Widening it any more would require a new bridge.

Doug Allen, 734 SE 47th Ave, Portland, OR 97 commented that he found the Metro webpage very helpful. He wondered why a suspended bike and pedestrian path could not work. He felt it was an idea that was maybe not obvious from the top of bridge. He felt it was a potentially inexpensive and friendly way to solve the problems. He felt the key to the Ross Island Bridge was in looking for transit priority treatments. He said there were multiple approaches to the bridge and the possibility for some good opportunities there. He was glad to hear the railroad option covered and added his support to that idea.

Vice Chair Bragdon noted that part of the mitigation plan for the Ross Island Bridge allowed for bus lanes.

Ms. Van Sickel added that ODOT was providing a lane for buses to access the Ross Island Bridge and give them some signal preemption benefits as well. They were also working with the City of Portland to remove some parking to allow freer flow of bus traffic. She said they had worked diligently to make sure the buses had access. They would keep the bridge open as much as possible during construction.

Mr. Allen asked if any of that treatment could continue after the repairs were done.

Ms. Van Sickel said there were several partners involved in the project, not just ODOT, so she could not answer for them.

Councilor Atherton asked if bus preemption had been tested anywhere.

G.B. Arrington, Director of Strategic Planning, Tri-Met, said a TEA-21 grant was earmarked for widely testing that throughout the region.

Austin Pritchard, 1636 SE Marion Portland, OR 987202, Sellwood-Moreland Neighborhood Transportation Committee, commended JPACT for their report. He was disappointed that the

second bridge alternative was not recommended, but pleased that a 4-lane bridge was not recommended. He was pleased that a recommendation to mitigate traffic on Tacoma Street was made. He felt that ought to be major consideration regarding future transportation plans through the area.

Kevin Downing, 6206 SE 21st, Portland, OR reported that his neighborhood held a meeting on the JPACT recommendations and solicited commentary. (He submitted a large citizen comment chart for the record. Contact the Council Archivist to view the chart.) He noted that the comments were generally favorable because Tacoma Street was an important part of the neighborhood. A lot of what they wanted to have happen in the neighborhood focused on Tacoma Street. He said people were moving into this neighborhood and spending more money on houses because they wanted to have a tight knit community that was not overwhelmed by traffic problems. He urged adoption of the recommendations, but noted there was some skepticism about the realization of those recommendations because their experience over the years had been the impact of being a preferred crossing point. He said they wanted Tacoma Street back as part of their neighborhood and intended to move forward with a request to improve the street. He acknowledged that fact that in order to make that work, they had to make sure upstream pressures to cross were also being addressed. He said they did not expect their neighborhood to lose its significance as a regional attraction because of the river, Oaks Bottom, Oaks Park, antique row, and good restaurants. He said they need a way to manage their neighborhood values and keep it nice for people.

Councilor Atherton asked when was bridge built and where revenues came from

Sharron Kelley, Multnomah County Commissioner, and Mr. Cotugno thought it had been a GO bond

Vice Chair Bragdon said St. John's, Sellwood, and Burnside had been done at the same time.

Mr. Downing said the bridge had always been a rubber tire crossing in response to a question from Councilor Atherton.

Lee Leighton, 6113 SE 17th Ave., Portland, OR, said he had often talked to neighbors about the scope and purpose of the river crossing study. He said Councilor Washington had done a great job chairing the committee and staff had done an excellent job communicating with neighbors. He felt they had good choices and recommendations. He said the region 2040 concept was the base for their recommendations. He said the Sellwood Moreland neighborhood plan envisioned public oriented commerce at the east side of the Sellwood Bridge and they continued to believe there was a strong high capacity transit opportunity there. He said he would like to see the committee push a little harder to emphasize the place characteristics of Tacoma Street as neighborhood place and main street and remove the regional street designation.

Peter F. Fry, 2153 SW Main, #104, Portland, OR, Central Eastside Industrial Council, felt the conclusions were good, however some fine tuning needed to be done. He had a concern about the technical analysis. He felt the conclusion that an expanded Ross Island bridge would not affect the Sellwood was not valid. He said since the bridge had been there a long time, things had been built to flow to it and it would take time to readjust that flow. He asked the committee to reconsider the west approach and its impact beneficially for neighbors on the west side. He

argued that fixing the east end would benefit Brooklyn in the same manner to make things flow smoother on the east side as well. He urged the committee to talk about the eastside neighborhoods a little bit and to look more aggressively at the Ross Island Bridge.

George Bingham, 100 Leonard St., Lake Oswego. OR 97034, said the Marquam Bridge had been designed with considerable amount of capacity that was still available. He asked why that was left out of the consideration. He was aware that the additional capacity could only be utilized by the construction of the Mt. Hood freeway, but that would relieve the pressure on Powell, Division and McLaughlin, as well as on Highways 224 and 212, as it was originally intended to do. He said the lightrail to Gresham had not been any help in the areas he was speaking about. He wanted to know why consideration of the Marquam Bridge was left out of this study.

Vice Chair Bragdon understood the findings of where trips were being made showed that the Marquam Bridge was not a factor in the east-west trips being made in the south. He asked Ms. Deffebach to elaborate.

Ms. Deffebach said the further north in corridor the less effect a new crossing would have. Their analysis showed that the Ross Island add capacity actually had more affect on the rest of the downtown bridges. In this case. The Marquam was a little too far and had a different kind of travel pattern for meeting the needs of the rest of the corridor. More significantly was that the regional transportation and land use plans did not envision the concept of the Mt. Hood freeway.

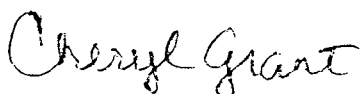
Commissioner Kennemer pointed out that another reason the Marquam would not have an affect on the problem was that 70% of the trips were Clackamas County related.

Vice Chair Bragdon thanked the citizens for being involved in this long process. He said the next step would be the Transportation Policy Alternatives committee, and then JPACT and the Metro Council in July. He noted that if the recommendations were adopted, they did come with a certain responsibility to go forward on studying other matters.

ADJOURN

There being no further business before the committee, Vice Chair Vice Chair Bragdon adjourned the meeting at 6:53 PM.

Respectfully submitted,



Cheryl Grant
Council Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE JUNE 14, 1999 PUBLIC HEARING

The following have been included as part of the official public record:

DOC. NO.	DOCUMENT DATE	DOCUMENT DESCRIPTION
06149tph-01	June 14, 1999	Written testimony of Kenneth McFarling re: Mulwaukie/Lake Oswego Bridge Route
06149tph-02	no date	Handout from Jim Howell re: Milwaukie-Lake Oswego Rail Shuttle, "The Forgotten Bridge"
06149tph-03	June 14, 1999	Written testimony from Art Lewellan re: South Willamette River crossing
06149tph-04	May 1-June 15, 1999	South Willamette River Crossing Study Telephone Comments
06149tph-05	May 1-June 15, 1999	South Willamette River Crossing Study Written Comments
06149tph-06	May 1-June 15, 1999	South Willamette River Crossing Study E-Mail Comments
06149tph-07	May 1999	South Willamette River Crossing Study Findings and Recommendations Report
06149tph-08	May 1999	South Willamette River Crossing Study Travel Forecast Results Report.

Section Two:

E-mail Comments to Metro Staff

From: <GSTORRSBNG@aol.com>
To: MetCen.MRC-PO(deffebachc)
Date: Thu, May 6, 1999 12:37 PM
Subject: South Willamette River Crossing Study

Dear Ms Deffebach

Thank you for advising me that public comments are requested prior to the hearing on subject study scheduled for June 14. I previously have raised one important point concerning the Metro study conducted by JPACT and will raise it again.

In the list of several alternatives for location of the Willamette river crossing there is still no mention whatever of the need for construction of the earlier labeled "Mount Hood Freeway." This alternative would take advantage of the designed full capacity of the Marquam Bridge and would channel traffic through Southeast Portland, as it was originally laid out, to finally connect with the existing four lane Route 26 in Gresham.

I am aware that its construction was shelved because of the desire of Neil Goldschmidt to construct light rail, but it's pretty obvious that the east light rail line has done practically nothing to relieve the traffic congestion that is using the Ross Island and Sellwood bridges on which your study seems to be concentrated. In fact, ODOT is making studies of "improvements" that will completely trash the towns of Damascus and Boring to handle the excess of traffic on Route 212, and these changes will do absolutely nothing to improve the river crossing situation.

I am amazed that this alternative has been completely ignored.

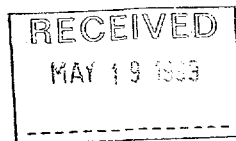
Very truly yours,

George S Bingham
100 Leonard Street Apt 2-2
Lake Oswego, OR 97034

CC: MetCen.GWIA("michelemcclellan@news.oregonian.com")

From: Sandy Carter <sandyc@co.clackamas.or.us>
To: MetCen.MRC-PO(deffebachc)
Date: Fri, May 21, 1999 11:36 AM
Subject: South Willamette River Crossing Study

I have to let your office know how disappointed I am in the final recommendations of this unendurably long public process. The nimbys won. It seems obvious to me, even though I live fairly close to a current crossing (the unfriendly I-205 Bridge), that the cost to the region in out-of-direction travel and congestion is simply too high. We will continue to need another connection, mid-way between the Sellwood and Oregon City. State Street or Terwilliger made the most sense, from a system-wide perspective. I'm extremely disappointed by the recommendations, which essentially band-aid the problem. Siting of any new development or transportation facility has become virtually impossible in the 90's, funding issues aside. I guess we'll have to pay the price before we come to our senses. And now, the legislature reopening the Westside Bypass can of worms. Perhaps we're actually de-volving. Best of luck to you in an impossible position. You cannot help those who don't see the big picture and will not change thoughtless, convenience-based behaviors that are this long imprinted. I despair. Sandy Carter, West Linn



Subject: Sellwood Bridge

Date: Fri, 07 May 1999 10:23:49 -0700

From: Susan Post <spost@pacifier.com>

To: deffebach@metro.dst.or.us

Hi,

I'd like to add my personal endorsement to the SMILE position on the Sellwood Bridge improvements. I've lived in Sellwood since 1985, south of Tacoma, and watched it steadily improve over the years. Keeping the bridge 2 lanes is paramount to continuing this pattern... a 4 lane bridge would have terrible effects on our neighborhood. Traffic on Tacoma already goes dangerously fast - a friend and I were almost hit by a truck running the light quite red... we leaped back onto the sidewalk or would have been smushed.

Improving the pedestrian - bicycle access on the bridge and discouraging Tacoma street pass through traffic would be a nice addition. It's not fair for the residents here to bear the brunt of the pain of commuters using our community as a thoroughfare while they head off for their little spots in the woods with no traffic.

Sincerely,

Susan Post

1224 SE Harney

Chris —

Tried to email this to you using the address I got from the Sellwood Bee but it came back.

Would appreciate your thoughts & a corrected address.

Thanks!

Sam

From: Virginia Hancock <Virginia.Hancock@directory.Reed.EDU>
To: MetCen.MRC-PO(deffebachc)
Date: Wed, Jun 2, 1999 3:27 PM
Subject: Sellwood Bridge

Dear Chris Deffebach:

I would like to add my comment to those being collected from members of the public as the future of the Sellwood Bridge continues to be discussed.

As a resident of the Sellwood neighborhood—one who lives only a block from Tacoma Street who walks in the neighborhood almost daily, and who also frequently drives, walks, or takes the bus over the Sellwood Bridge—I urge Metro to adopt a solution as near as possible to the recommendation coming from the South Willamette River Crossing Study (published in the May issue of The BEE, p. 12). That is, "preserve or replace the existing Sellwood Bridge as a two-lane facility, upgrading it for better pedestrian and bicycle access." (I admit to a sentimental fondness for the old bridge, and would like to see it preserved, but I realize that may well be impossible.)

Obviously the other parts of the recommendation are important in supporting it, but that first paragraph is, in my view, the real bottom line for the neighborhood. An enlarged bridge would be disastrous to community life, but maintenance of an efficient link to the west side is also essential for the viability of the Sellwood area. If the experts could also figure out some way of slowing the traffic on Tacoma without funneling it onto neighboring streets (one of which is mine), that would be highly desirable as well.

It's a terrible shame that the proposed light rail to Clackamas County was defeated in the last election; the new line would presumably have helped reduce demands on the bridge. In light of this defeat, the long-range goals also contained in the recommendations take on added importance.

Thank you for your hard work on this matter. (I was present for your beyond-the-call-of-duty-with-a-terrible-cold appearance at the community meeting last winter.) We all appreciate it.

Virginia Hancock
 (Professor of Music, Reed College)
 8021 S.E. 15th
 Portland, OR 97202
 232-5280
 virginia.hancock@reed.edu

Section Three:

Comments to Metro's Transportation Hotline and Telephone Calls To Staff

South Willamette River Crossing Study
Public Comment Period
May 1 – June 15 1999
Telephone Comments

Name	Comment
Dennis O'Neil 641 6 th Street Lake Oswego, OR 97034	Dennis O'Neil called on April 26, 1999, to say that he supports the recommendation that the Sellwood Bridge be rebuilt to be THE Bridge between north of I-205 and downtown Portland to move east-west traffic. He said he thinks that it is better to use existing the highway system rather than build all new on ramps and off ramps for a bridge south of there.
Marian Cross 1563 SE Tenino Portland, OR 97202 236-5462	Marian Cross called to suggest using Spokane Street for traffic one way, Tacoma Street for traffic the other way, and then adding on to the existing bridge for both ways. She understands that Spokane Street is residential but feels that the impacts wouldn't be that different from Tacoma, which is also residential. She believes that though the community would have impacts from more traffic, they would also have more benefits from the convenience of more traffic access. She has been stopped on the bridge during bridge repairs, while there were many trucks on the bridge and was afraid for her safety. Her parents bought the house she lives in 1919. She read about the study in the Bee and would like a copy of the newsletter. A newsletter was sent to her.
Gary Hart 632-6955	Gary Hart called on Saturday April 30, 1999 to say that he believed the committee had abrogated its responsibility just to placate a few by recommending not to add capacity for crossing the Willamette River. He suggested using tolls to manage demand. He said he is in favor of mass transit but that it won't work for all trips. He said we still need cars with the density we have here. He believes we do need additional investments in roads.

Dixie Clark 12625 SE Boatfield Road Milwaukie, OR 97222	Dixie Clark called on April 30, 1999. She said she would like more information about the South Willamette River Crossing Study. A recommendations report was mailed to her.
Peter Mortola 1664 SE Harney Portland, OR 97202 238-2021	Peter Mortola called on May 6, 1999. He said that he commutes from Sellwood to Lewis and Clark College everyday on his bicycle. He would very much like to see not only the bridge stay open during whatever changes happen to it if possible, but also that bicycle and pedestrian thoroughfares be broadened and be more safely divided from the car traffic.
Richard May	Richard May phoned on May 7. He received the newsletter and appreciated the information. He is a resident of the north part of West Moreland and said that the cut-through traffic to Clackamas County in his neighborhood is severe. He understands that wealthy communities on either side of the river would object, but he believes the only logical solution is for the expressway Highway 224 to extend with a bridge across the river to Highway 43.
Frank Upham	Frank Upham called the transportation hotline on May 7, 1999. He works in Portland, and has lived in the area outside of Gladstone for 27 years. He thinks it's ludicrous that we don't expand the Sellwood Bridge, or put another bridge across the Willamette between Oregon City and Sellwood. He said the traffic is horrendous trying to get across the river in the mornings and in the afternoons. To keep the Sellwood Bridge a two-lane bridge and not put another bridge between that and Oregon City is wrong. The traffic is not going to get any better and light rail is not going to solve it. The people are still going to want to use personal transportation going back and forth. Light rail will help, but will not solve the problem. The problem is getting across the river. He will be interested in seeing more about this study, and will look in the Daily Journal of Commerce for articles on this.
Judy Nelson 636-2196.	Judy Nelson of West Linn called on May 18, 1999. She would like to see bike/ped facilities added to the existing rail bridge between Lake Oswego and Milwaukie or a new bridge for bicycle and pedestrian use. The problem is that to get from one side to the other by bike is a long trip. It would be much shorter with a bike/ped bridge.

<p>Sally McLarty (656-3795)</p>	<p>Sally McLarty called on June 10, 1999. Her comment was that she is not in favor of adding capacity across the river. Years ago, she thinks a Lake Oswego to Oak Grove crossing would have been a good idea but not now because the costs, including the misery cost, would be too much. She is in favor of painting left turn lanes on Highway 43 at key places where people want to turn.</p>
<p>Barbara Pereira</p>	<p>Barbara Pereira called today (6/15) to add more comments to her previous comments. She wanted to add that there are too many cars going to the Sellwood Bridge. As a result there are too many cars on the side streets and the side streets are not safe for children playing in them. She is against a four-lane Sellwood Bridge and supports bicycle and pedestrian improvements on the bridge.</p>

Section Four:

Correspondence Submitted To Metro Staff

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

I STRONGLY SUPPORT AN IMPROVED 2 LANE BRIDGE
WITH BICYCLE LANE & RD ACCESS. THIS ACCESS SHOULD BE
INTEGRATED WITH BIKE LANE EAST TO MCDONALD AND WEST TO
CONNET WITH IMPROVEMENT TO EXISTING BIKE/PE PATHS.

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

AGREE. I DO BELIEVE THAT TRAFFIC DAMPENING DEVICES SUCH
AS RANDSBOURS OR OTHER MEANS SHOULD BE IMPLEMENTED
ON EAST/WEST SIDE STREETS TO AVOID CURRENT TRAFFIC STALLING

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

SEEMS LIKE A MORE APPROPRIATE STREET CLASS. IS
DESIRABLE.

Other comments?

WOULD LIKE TO SEE INCREASED BUS SERVICE TO HELP
WITH TRAFFIC MITIGATION, AS WELL AS IMPROVED BUS
STATIONS WITH GOOD LIGHTING AND SOME TYPE OF SECURITY PERSON.
THIS SHOULD BE A PART OF A COMPREHENSIVE TRAFFIC PLAN
FOR AN NEIGHBORHOOD.

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name SHAWN BARD

Address 1346 SE TOWN ST
PORTLAND, OR 97202

Date 5/12/99



BRIDGETOWN REALTY

May 10, 1999

South Willamette River Crossing Study
Metro Regional Services

It was with dismay that I reviewed your latest publication regarding the study. It did not appear to me that anything noteworthy is going to be done about the obvious need for a new Willamette River crossing south of the Sellwood Bridge.

As both a business owner located in West Linn along Highway 43, as well as a long-term resident of unincorporated North Clackamas County, I am struck by the dismissal of the needs of our areas. West Linn because it bears the brunt of traffic having to use Highway 43 to get to Lake Oswego and points west, and Oak Grove because there is no direct route to Lake Oswego. I-205 takes you way out of your way, and the Sellwood Bridge of course overtaxes Tacoma, and also adds a lot of mileage (first having to go north, then having to go south).

I would really like to know the reasons why JPact dismissed the idea of a new crossing. You stated a new bridge does "not address South Willamette River crossing needs"; pray tell, why not? I think it would be helpful if you share with the public the reasons behind your recommendations.

Sincerely,

Deborah Betron
Owner/Broker

June 14, 1999

Jon Kvistad, Chair
JPACT
Metro
600 NE Grand Ave.
Portland, OR 97232

ELECTRONIC FACSIMILE: ORIGINAL BEING SENT BY US MAIL

Re: South Willamette River Crossing

The Coalition for a Livable Future's Transportation Reform Working Group urges JPACT and Metro to consider further examination of utilizing the railroad bridge between Lake Oswego and Milwaukee as a multi-modal connection.

This option was identified in the South Willamette River Crossing Study as one worthy of further consideration but there was no recommendation from the Task Force to do this.

We would like to see this project nominated for inclusion in the Regional Transportation Plan.

As developed by AORTA, one of our member organizations, this bridge could be used for a rail-based shuttle between the Milwaukee and Lake Oswego transit centers, connecting to bus lines serving both sides of the river. With small modifications the bridge could be adapted for bicycle and pedestrian traffic as well.

We believe this project would further 2040 goals with minimal neighborhood impact and at a low cost. The CLF strongly supports transportation investment in projects that are cost-effective, low-impact and move people efficiently. This currently under-utilized river crossing is a great opportunity.

Thank you for your consideration of this matter.

Sincerely,

Rex Burkholder
Chair, Transportation Reform Working Group
Coalition for a Livable Future

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

Agree !

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

Agree !

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

Tacoma needs to be re-classified as a neighborhood street

Other comments?

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name Rick Canham

Address 1336 SE Clatsop
Portland 97202

Date 5/22/89

12701 S.W. Iron Mountain Blvd.
Portland, Oregon 97219
June 6, 1999

Chris Deffebach
METRO
FAX 797-1794

Dear Chris:

I want to congratulate you for both the thoroughness and the thoughtfulness exhibited in the South Willamette River Crossing Study. Your conclusions seem sound and your recommendations appropriate.

I am especially pleased, as a board member of Friends of Tryon Creek, that you have eliminated consideration of a bridge crossing at the intersection of Terwilliger and Highway 43.

Sincerely yours,

A handwritten signature in cursive script, reading "Connie L. Clark".

Connie L. Clark

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

DISAGREE

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

AGREE

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

AGREE

Other comments?

YOUR FAILURE TO RECOMMEND REGIONAL AUTO CROSSINGS
FOR CLATSOP COUNTY & CONTINUED FORCING SELLOWOOD TO
DEAL WITH REGION NEEDS SHOWS INABILITY OF JPAC
TO FULFILL THEIR STATED PURPOSE,

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name

AME DEVANE

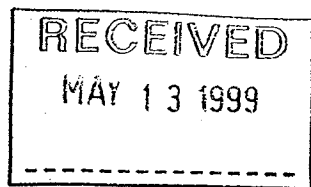
Address

1207 SE LAMBERT ST.

PORTLAND OR 97202

Date

5/22/99



c12

2806 NE 63rd Avenue
Portland, Oregon 97213-4608
May 11, 1999

To: Metro Council, c/o Chris Deffebach, Metro staff

From: Gloria Gardiner

Hearing date: June 14, 1999

Subject: *Public Comment on South Willamette River Crossing Study Recommendations*

Although I am on the Land Use Committee of the Board of the Rose City Park Neighborhood Association and work as an urban planner, I submit these comments as a Portland resident for the past 14 years.

The stated purpose of the South Willamette River Crossing Study was to evaluate potential transportation improvement options "that had the greatest potential to address the crossing problems at the Sellwood Bridge *and support land-use goals.*" The need to integrate land use planning with transportation planning in the growing Portland metropolitan area cannot be overstated. The land use and transportation goals applicable to Metro-area transportation projects such as this one include:

1. the Regional Urban Growth Goals and Objectives (RUGGOs), Goal II (Urban Form), Objectives 14 (Air Quality), 16 (Protection of Agriculture and Forest Resource Lands), 18 (Public Services and Facilities), 19 (Transportation), 21 (Urban Vitality), 23 (Developed Urban Land), and 25 (Urban Design);
2. Titles 2 (Regional Parking Policy) and 6 (Regional Accessibility) of the Metro 2040 Urban Growth Management Functional Plan;
3. the Statewide Land Use Goals, especially Goals 11 (Public Facilities & Services), 12 (Transportation), and 13 (Energy Conservation); and OAR 660, Division 12, the State Transportation Planning Rule (TPR) that implements Goal 12.

The JPACT recommendations do a good job of focusing on solutions that make it more convenient for people to walk, bicycle, and use transit, as well as use motor vehicles, to meet their daily needs. A compact, multi-modal land use and travel pattern complements other city, regional, and state efforts to contain and manage urban growth, reduce air and water pollution, protect farm and forest land, conserve energy, and reduce the cost of public services.

The following South Willamette River Crossing Study options and recommendations foster the above-described goals:

1. No new bridge crossings, to avoid an increase in vehicular capacity.
2. Additional transit services and programs, to reduce private vehicle travel demand and

make alternative transportation modes more convenient.

3. Better bicycle and pedestrian facilities on the Sellwood bridge - and other river crossings. Same rationale as #2.

4. Maintaining the capacity of the Sellwood Bridge at two lanes. Same rationale as #1.

5. "Mitigating traffic growth on Tacoma Street, Highway 99E in Milwaukie and on Avenue A and Highway 43 in Lake Oswego where traffic conflicts with land-use goals," with traffic management measures and improvements that support the mixed-use, pedestrian-friendly character of these town center areas.

Examples: good connecting grid-like local street systems for multiple route options, instead of concentrating vehicle trips on a few arterials; increasing residential and commercial densities on major streets and transit routes elsewhere in the metropolitan area to spread out the population and traffic growth; minimizing curb cuts to limit vehicular turn movements and make sidewalks safer for pedestrians, such as by providing more on-street and structured parking and fewer on-site parking lots and driveways, especially between the curb and buildings; low vehicle speed limits; and pedestrian refuge medians, intersection bulb-outs, and other traffic-slowing and pedestrian-friendly improvements.

6. Bring more jobs to Clackamas County to improve its jobs/housing balance and thereby reduce westbound work trips across the river.

The following study options and recommendations *would not* foster the relevant goals:

1. Any additional river crossings, which would increase road capacity. "If you build it, they will come." In other words, traffic increases proportionately to any capacity increase; therefore, adding road capacity does not reduce traffic congestion.

2. Increase capacity on regional transportation facilities such as McLoughlin Boulevard, Highway 224, and I-205. Same rationale as #1.

3. Adding lanes on the Sellwood Bridge. Same rationale as #1.

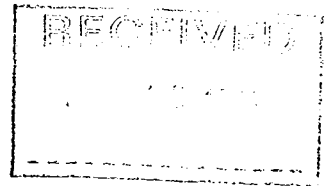
4. Increasing the Ross Island Bridge to three lanes each way, or otherwise increasing its vehicular capacity. Same rationale as #1.

Thank you for considering these comments.

Respectfully submitted,



Gloria Gardiner



COMMENT ON THE MAILING ABOUT THE SOUTH WILLAMETTE RIVER
CROSSING STUDY

I agree with the committee and applaud their recommendations to further address the four points listed on the back page and their recommendation to not consider the four items listed at the bottom of the page.

Some thoughts:

The most important current Sellwood Bridge issue is to insure that it is structurally safe.

It makes no sense to put a new bridge between the Sellwood and 205 bridges. There is no major highway proceeding west and no feasible place to put one----environmental, geographical, and financial issues are some of the reasons.

The recommended improvements to the Ross Island Bridge are very logical. There are five major highway routes near the west side. Most of the asphalt and concrete is there-----perhaps somehow the right connections could be made.

It is important to pursue the efforts to modify our transportation behavior.

Nadine Staine
4084 Cedar Oak Drive
West Linn 97068

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

I agree with a 2 lane bridge. More room for bicycles and pedestrians. It is so scenic yet so dangerous as it exists.

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

Agree. - Tacoma could benefit from more traffic lights if it is to remain this busy. Also, if it remains this busy don't let cars park in the outer lane during any hours.

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

I'm not sure I understand this

Kinder bicycle routes would be earth friendly.

Other comments?

Clackamas County and Milwaukie need to take some responsibility for this problem. Another bridge to the South is imperative along with renovations to the Sellwood Bridge. The beauty and charm of the Sellwood Bridge must be preserved. I know! Let's make it a toll bridge... that'll slow down all these Starbucks coffee-drinking yuppies rushing to work.

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name Janet Magoon

Address 5326 SE 8th Ave

Portland, OR 97202

Date 5/24/99

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

I agree if the car width doesn't get wider but the sidewalk can get wider. How can we get less cars ~~people~~ on our Sellwood bridge? Any

Recommends mitigating traffic growth on Tacoma and other "Main Streets".

Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

→ other bridges to be built? What about people ferries and no extra parking lots. Deal with what we have

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

Other comments?

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name Barbara Pereira

Address 1213 SE Umatilla

Date 5/2/99 Saturday

Some bus driver recommended get rid of zones. 25.00 pass & seniors & teens \$10.00. 50¢ for what? 35

think? I don't know if it's
good but Tri Met needs a bigger
budget expand further & more
often. Every time development
comes in (Chopenot) bus service
comes in.

Also, mass transit to coast
— all along coast.

Where is your vision, Metro?
We don't want confusion,
freeway jams, highway
anger.

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

Agree!

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

Agree!

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

Slowing traffic in Tacoma would be great for the neighborhood, no matter how you "classify the street".

Other comments?

A 4 lane bridge would be terrible for the Sellwood neighborhood. Easier ped / bicycle access to Willamette park would be great

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name Susan Post

Address 1224 SE Harney
PDX 97202

Date 5/23/99

I'm also looking forward to the bike/walk path along the railway to OMSI.

D. J. PUETZ
637 SE Saint Andrews Dr.
Portland, OR 97202

(503) 236-9330, (503) 232-8722 fax , email: dpuetz@aol.com

DATE: Thursday, June 3, 1999

TO: Metro Regional Services, Metro Regional Services

FROM: Dennis Puetz

FAX NUMBER: 503 797-1749

PAGES: 1

MEMO: RE: South Willamette River Crossing

I would like to submit my comments for the June 14 public hearing regarding the South Willamette River Crossing study.

I am very much in favor of preserving the existing Sellwood Bridge and improving the bike and pedestrian travel access on the bridge.

The Sellwood/Morland area is already negatively impacted by the tremendous motor vehicle traffic that crosses through our neighborhood everyday. To build neighborhoods like the Sellwood/Morland area takes decades of time and energy, and allowing the continuation of the heavy motor traffic or an increase with a bigger-better bridge is not in the community's interest.

The value of increasing traffic on the Sellwood Bridge is not worth the costs, i.e. social and economic to the local community.

I think another alternative exists to get the motor vehicle traffic to and from where it is going and not through Sellwood/Morland area. Improving the Ross Island Bridge or building another bridge or even a tunnel under the Willamette or around the neighborhoods is a much better long-term plan.

Sincerely,

Dennis Puetz

North Clackamas Citizens Association

A COMMUNITY PLANNING ORGANIZATION

RECEIVED

15442 S.E. Morning Glory Ct.
Milwaukie, OR 97267
June 11, 1999

Chris Deffenbach
Transportation Advisory Committee
600 N.E. Grand Avenue
Portland, OR 97232

RE: South Willamette Crossing Study

Dear Ms. Deffenbach

On June 8, 1999, members of our Community Planning Organization voted unanimously against the building of bridges at the Milwaukie, Marylhurst, or North Lake Oswego locations. Major new traffic would devastate the livability of neighborhoods along all the miles of new thoroughfares through which that major traffic would flow.

We strongly support JPACT's recommendations as to which options should not be considered in the search for South Willamette Crossing sites. Conversely, the selection of any of the above mentioned sites as South Willamette Crossing sites would likely engender exceedingly active opposition from people whose very livability would be destroyed as a result of new major traffic routes through their neighborhoods.

Sincerely,

Charles Serface

Charles Serface
President
North Clackamas Citizens Assoc.

Comments on South Willamette Crossing Study Recommendations

Recommends a two lane bridge with pedestrian and bicycle improvements in Sellwood. Do you agree or disagree?

disagree. I like it the way it is.

Recommends mitigating traffic growth on Tacoma and other "Main Streets"; Increasing transit and improving transit service and pedestrian and bicycle facilities. Do you agree or disagree?

*another bridge might naturally
reduce the numbers.*

Recommends Tacoma status as a "Main Street" be supported with mitigated traffic but doesn't call for a more appropriate street classification. Comments?

Tacoma is busy enough.

Other comments?

*I believe that the time has come to build
another bridge. This might help Milwaukie
folks to get to destinations west of Milwaukie.
The traffic through Sellwood via Milwaukie and 14th
doesn't need to be as heavy as it is today.*

All written comments will be forwarded to Metro for inclusion in the public record on the consideration of the South Willamette Crossing Study. Name and address must be included for the comments to be considered.

Name *MAGGIE ZIEGLER (30 years on 14th Ave)*

Address *8637 SE 19*

Portland Or. 97202

Date *5-22-99*

June 10, 1999

The following eight comments were submitted to Metro on a three foot by six foot piece of white paper titled "What Do You Think?"

S.C. Budeau
1644 SE Harney
Portland, OR 97202

Restore Sellwood (or rebuild) to its 2-lane function w/ added bike and pedestrian areas. Restore Tacoma St. to its "main street" function and reconnect the neighborhood north and south of Tacoma, and, as an added bonus, allow homeowners along Tacoma on street parking in front of their homes. ENCOURAGE STRONGLY the powers that 'be' in Milwaukie and Clackamas County to allow the construction of a new four lane bridge south to relieve congestion in our two (or more) neighborhoods.

S. Baird
1346 SE Tenino
Portland, OR 97202

Absolutely support a two-lane bridge with improved ped/bike access. Please consider traffic-damping devices on adjacent residential streets to mitigate shifting of commuter traffic. Also, increased frequency of bus service.

Karen Williams
7634 SE 32 ND Ave
Portland, OR 97202

I agree with what was said at left. (2-lane bridge with ped/bike access, traffic damping on adjacent streets). I really support Clackamas County actively working to bring more jobs to the county so that county residents can commute to jobs within their own county (on the same side of the river). Since many who cross the river using the Sellwood Bridge live east of the river and work west of the river, shouldn't this also be a task for Multnomah County?

Note: indicates comment by S. Baird above.

S. Post
1224 SE Harney
Portland, OR 97202

Also agree with the comments here! Keep up the good work SMILE.

Note: indicates comments by S.C. Budeau, S Baird, and Karen Williams above.

Megge Van Valkenburg
6202 SE 21st
Portland, OR 97202

I agree with these comments.

Note: indicates comments by Karen Williams, and S. Baird above.

Janet Magoon
8326 SE 8th Ave
Portland, OR 97202

Milwaukie and Clackamas County really need to take some responsibility for the traffic coming through our neighborhood. Let's face it – population is not going to decrease – another bridge to the south should be part of this solution. And kill that sign they want to put in - Sellwood Bridge is a beautiful bridge. I'd like to see it preserved as closely to its original state as possible. Make it safer for people and bikes.

Barbara Pereira
1213 SE Umatilla
Portland, OR 97202

This is a community – a small neighborhood – we are not a freeway community. We love our informal neighborhood. Cars do a racing game who can get to the bridge first – to heck with walkers – people. What we need is a bridge for a local neighborhood –two lanes with wider sidewalks – not wider car width. What about people ferries too, going from 1 spot on lower Willamette East to West stopping at different locations and then to town Portland then to Vancouver then reverse. Also to stop at OMSI. Nothing wrong with lights on our Sellwood Bridge for a congratulation tribute. I really want a pedestrian, bicycle, runner bridge but I guess we can't get it. Oh, well! Let's do the above for Sellwood, our environment, Portland and the state. Hooray!!

Kevin Downing
6202 SE 21st
Portland, OR 97202

A two lane bridge best serves the neighborhood and the region by supporting a vital commercial/residential area. Redesignate Tacoma as a community street. Hold to the commitment to provide alternatives but we have serious reservations about how deeply Metro and Clackamas County will follow through.

Section Five:

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The Appendix

South Willamette River Crossing Study public hearing

Attend a public hearing and share your comments before Metro's Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's Transportation Committee

5:30 p.m. Monday, June 14

Metro Regional Center, council chamber
600 NE Grand Ave., Portland

JPACT recommendations call for no new lanes across the river. Other recommendations include:

- Preserve the existing Sellwood Bridge or replace it as a new two-lane bridge with better service for bike and pedestrian travel.
- Consider improvements to the Ross Island and I-205 bridges in a future study.
- Increase motor vehicle capacity on other regional facilities, such as McLoughlin Boulevard and Highway 224.
- Mitigate traffic on Tacoma Street, Highway 99E in Milwaukie, and on A Avenue and Highway 43 in Lake Oswego.

**Deadline for public comments is
5 p.m. on June 15, 1999**

You can also leave comments on the transportation hotline, 797-1900, option 5. Send comments to Metro, 600 NE Grand Ave., Portland, OR 97232 or fax to 797-1794. For more information, call 797-1921 or 797-1742.



METRO
Regional Services
*Creating livable
communities*

**SOUTH WILLAMETTE
RIVER CROSSING STUDY**



South Willamette River Crossing Study

**Metro's Joint Policy Advisory
Committee on Transportation
proposes river crossing strategy**

Public hearing June 14

If you live, work and play in the metropolitan area, Metro regional services matter to you and your family. That's because Metro is working to help ensure that you have access to nature, clean air and water, and resources for future generations. Metro provides a broad range of services for 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. For more information, call 797-1700 or visit www.metro-region.org TDD: 797-1804

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Susan McLean
Deputy Presiding Officer



South Willamette River Crossing Study

Metro's Joint Policy Advisory Committee on Transportation proposes river crossing strategy

Metro's Joint Policy Advisory Committee on Transportation developed recommendations for the South Willamette River Crossing Study. The study was initiated to identify needed improvements for motor vehicles, transit, bicycles and pedestrians across the Willamette River between the Marquam Bridge in Portland and I-205 Bridge in Oregon City.

Given other regional transportation funding priorities and potential community impacts, no new bridge crossing capacity is recommended in either the Sellwood or Milwaukie/Lake Oswego areas during the next 20 years. Instead, improvements for regional traffic on Highway 99E, Highway 224, I-205 and the Ross Island Bridge are recommended. The study identifies needed projects at these locations plus other demand management and land-use strategies address anticipated traffic growth for the study area. Study recommendations are listed in detail on the back page.

What is Metro's role?

Metro leads transportation planning studies that transcend local government boundaries and involve roadways owned by more than one jurisdiction or agency. Metro's role in this study is to bring jurisdictions together to agree on crossing improvements that best support regional and local growth management and transportation strategies. During the course of this study, Metro has worked with Gladstone, Lake Oswego, Milwaukie, Oregon City, Portland and West Linn; Multnomah and Clackamas counties; Tri-Met and the Oregon Department of Transportation.

JFACT (Joint Policy Advisory Committee on Transportation) is a forum for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs in this region.

Why study crossing improvements?

The Sellwood Bridge is the only river crossing between the Ross Island and I-205 bridges, a distance of 10 miles. As such, it plays a significant role in the transportation system.

The Sellwood Bridge is considered functionally obsolete. Built in 1925, the structure is nearing the end of its lifespan. The lanes and sidewalks are too narrow, and the bridge requires increasingly more maintenance. For safety and service, the Sellwood Bridge needs to be upgraded or replaced. The study has addressed the question of whether the cost to maintain the bridge will become more expensive in the long term than the cost to replace it.

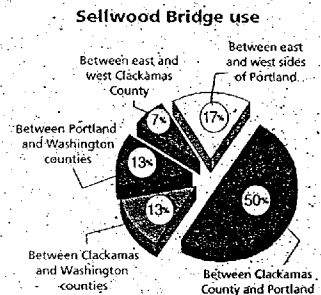
The study also addressed whether the bridge should be widened to increase its capacity if it were replaced.

Alternatively, should a new bridge be built at a different location?

Who uses the Sellwood Bridge?

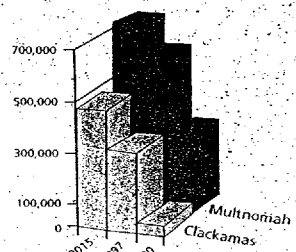
The bridge primarily serves Portland, Milwaukie and Lake Oswego and other areas of Multnomah and Clackamas counties. The bridge is used very little by areas east of I-205. These cities and counties have grown significantly in the past 73 years since the bridge opened; bridge traffic and congestion have grown as the population increased. Clackamas County population, for example, has grown tenfold since the bridge was built; Multnomah County population has doubled.

Trip destination studies show that half of the traffic on the bridge is going between Clackamas County and Portland. The rest of the traffic involves various destinations around the tri-county area.



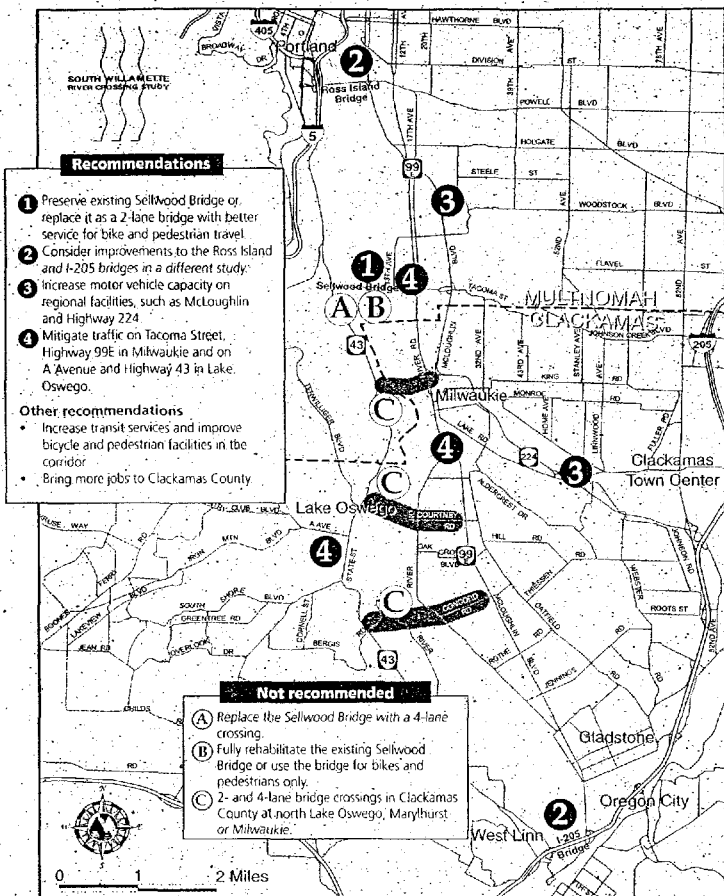
Half the trips are between Clackamas County and Portland.

County population growth



Number of river crossings has not kept up with population growth.

Recommendations for river crossing improvements in the South Willamette River Corridor



What options in the Sellwood Bridge area did the study consider?

In 1994, Metro initiated the South Willamette River Crossing Study with a series of public meetings and workshops to solicit comments on the nature of the crossing problem and potential improvement options. The public identified more than 20 crossing options for consideration in the study. In 1997, the Joint Policy Advisory Committee on Transportation and Metro Council adopted a short list of options for evaluation in the study that had the greatest potential to address the crossing problems at the Sellwood Bridge and support land-use goals.

Options included:

- Modifications to the existing Ross Island Bridge to reduce bottlenecks at the west end of the bridge and to increase the bridge to three lanes each way.
- Alternative preservation strategies of the existing Sellwood Bridge:
 - (1) in its current configuration,
 - (2) upgraded to meet current seismic, vehicular, bike and pedestrian standards, and
 - (3) close it to traffic but leave it open as a bicycle and pedestrian-only facility.
- Replacement of the Sellwood Bridge as a two- or four-lane facility.

- A new crossing in Clackamas County in Milwaukie, north Lake Oswego or near Marylhurst College as a two- or four-lane facility.
- Additional transit services and programs that reduce travel demand.

Key factors included the recognition of the need:

- For bridge alternatives to be sensitive to community needs within the corridor. In particular, the need for Tacoma Street to support a mixed-use, pedestrian friendly character through the Sellwood business district, for Highway 99E to serve a similar function through downtown Milwaukie and for Highway 43 and A Avenue to serve this function through downtown Lake Oswego.
- To focus capacity investments in regional facilities (I-205, US 26, Highway 99E) to serve regional traffic in the Southeast Corridor rather than establishing a new cross regional route between I-5 and I-205.

South Willamette River Crossing Study timeline

1989-94 – Southeast Corridor Study and Regional Transportation Plan identify need for study

1994 – Public identifies crossing needs and options

1995-97 – Screening process analyzes potential for crossing options to meet travel demand and avoid direct environmental impacts to parks, streams, schools, cemeteries and historic sites

1997 – JPACT/Metro Council adopt options for evaluation

1998 – Evaluation develops travel forecasts and costs of options and assesses potential support for 2040 Growth Concept

1999 – JPACT develops recommendations for public comment

1999 anticipated – JPACT/Metro Council adopt recommendations and include recommendations in Regional Transportation Plan

JPACT recommendations for public comment

Metro's Joint Policy Advisory Committee on Transportation has developed a recommendation to address motor vehicle, bicycle, pedestrian and transit access across the river. Public comment is being sought on the following recommendations:

1. The region can best support growth management goals for Southeast Portland by either preserving the Sellwood Bridge in its current condition or replacing it as a two-lane bridge. If the bridge is replaced, it should be of high aesthetic quality. In either case, the bridge should be improved to better meet the needs of pedestrians and bicycles. Further assessment of costs versus impacts of replacement versus rehabilitation should be considered in the environmental impact statement phase. Further environmental analysis is required prior to a decision to build.
2. Instead of adding capacity in the Sellwood or Milwaukie/Lake Oswego areas, actions to meet traffic needs should focus on:
 - Mitigating traffic growth on Tacoma Street, Highway 99E in Milwaukie and on A Avenue and Highway 43 in Lake Oswego where traffic conflicts with land-use goals.
 - Increasing transit services and improving transit, bicycle and pedestrian facilities on either side of the river and across the river to support better alternatives to driving. To reduce traffic demand, the region should consider investments in more east-west bus routes, bus priority treatment and the potential use of the existing railroad bridge for passenger rail and/or bike/pedestrian improvements.
 - Increasing motor vehicle capacity on appropriate regional facilities in order to direct traffic away from areas of conflict with land-use goals, such as improvements to McLoughlin Boulevard, Highway 224 and I-205.In the long term, efforts should focus on bringing more jobs to Clackamas County to reduce the need to travel across the river for work trips.
4. The region should further consider improvements to the Ross Island Bridge and to the I-205 Corridor/ Oregon City Bridge but not as an alternative to addressing the needs of the Sellwood Bridge. Analysis showed that improvements to the Ross Island and I-205 bridges would not reduce travel demand on the Sellwood Bridge but could support other regional growth management goals.

JPACT has recommended that the following options be set aside and not considered further:

- Pursuit of crossings at North Lake Oswego or near Marylhurst as either two- or four-lane bridges as they do not address South Willamette River crossing needs or other land-use goals.
- A new river crossing in Milwaukie because it would not be the best way to support Milwaukie's land-use goals and would significantly change the character of existing communities on both sides of the river.
- Full rehabilitation of the existing Sellwood Bridge to bring it to current design standards because the costs would be greater than replacement costs.
- Using existing Sellwood Bridge for bicycles and pedestrians only (i.e., closed to traffic), as it would not address South Willamette River crossing needs or support land-use goals.

Next steps

JPACT is seeking public comment until June 15 on these recommendations. There will be a public hearing before JPACT and the Metro Council's Transportation Planning Committee at 5:30 p.m. Monday, June 14, at Metro Regional Center, 600 NE Grand Ave., Portland. The Metro Council will adopt a final decision sometime in July.

Prior to any bridge replacement or major bridge improvements, additional environmental studies would be needed. Funding of the recommended options will need to compete with funding for other transportation projects in the region.

How can the public get involved?

Attend the public hearing on June 14

Make public comment in person at the hearing or by mail to 600 NE Grand Ave., Portland, OR 97232, attention Chris Deffebach; phone message (503) 797-1921; fax 797-1794; or send e-mail to deffebach@metro.dst.or.us. Call the Metro transportation hotline, (503) 797-1900, option 5, for information about the hearing.

Call Metro staff Chris Deffebach at (503) 797-1921 or Tim Collins at (503) 797-1642 for more information, to brief your organization or to be added to the mailing list.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE SOUTH) RESOLUTION NO. 99-2811
WILLAMETTE RIVER CROSSING STUDY)
RECOMMENDATIONS) Introduced by
Jon Kvistad, JPACT Chair

WHEREAS, The Southeast Corridor Study recommendations (adopted by Resolution No. 89-1108) identified the need for a study to address the issue of travel constraints across the Willamette River and examine the need for new bridge capacity across it; and

WHEREAS, The *Interim Federal Regional Transportation Plan* identifies the South Willamette River crossing as an outstanding area for special study; and

WHEREAS, Metro led the South Willamette River Crossing Study in coordination with other affected jurisdictions to identify and prioritize multi-modal crossing improvement strategies in the South Willamette River corridor between the Marquam Bridge in Portland and I-205 Bridge in Oregon City; and

WHEREAS, The South Willamette River Crossing Study considered options to reduce vehicular crossing demand, to add vehicular, bicycle and pedestrian capacity to existing crossings and to add new crossings as adopted by Resolution No. 97-2529; and

WHEREAS, The study considered how well the options supported land use goals specified in the 2040 Growth Management Concept; and

WHEREAS, The study consulted the public in defining the crossing problem, developing and evaluating options, and in developing recommendations; and

WHEREAS, JPACT has reviewed the study findings and developed recommendations for public comment as summarized in the *Findings and*

Recommendations Report for the South Willamette River Crossing Study as set forth in Exhibit A; and

WHEREAS, JPACT and Metro Council have solicited public comment on these recommendations and have reviewed the comments; now, therefore,

BE It RESOLVED that the Metro Council:

1. Recommends that the region can best support growth management goals for Southeast Portland by either preserving the existing Sellwood Bridge in its current condition or replacing it as a two-lane bridge. If the bridge is replaced, it should be of high aesthetic quality. In either case, the bridge should be improved to better meet the needs of pedestrians and bicycles. Further assessment of costs versus impacts of replacement versus rehabilitation should be considered in the environmental impact statement phase. Further environmental analysis is required prior to a decision to build.

2. Recommends that, instead of adding capacity in the Sellwood or Milwaukie/Lake Oswego area, actions to meet traffic needs should focus on:

- Mitigating traffic growth on Tacoma Street, Highway 99E and on Highway 43 and A Avenue in Lake Oswego where traffic conflicts with land-use goals.
- Increasing transit services and improving transit, bicycle and pedestrian facilities on either side of the river and across the river to support alternatives to driving. To reduce traffic demand, the region should consider investments in improved east-west transit service, bus priority treatment between central Portland and Clackamas County, and the potential use of the existing railroad bridge for passenger rail and/or bike/pedestrian improvements.

- Increasing motor vehicle capacity on appropriate regional facilities in order to direct traffic away from areas of conflict with land-use goals, such as improvements to McLoughlin Boulevard, Highway 224 and I-205.

3. In the long term, recommends that efforts should focus on bringing more jobs to Clackamas County to reduce the need to travel across the river for work trips.

4. Recommends that the region further consider improvements to the Ross Island Bridge and the I-205 corridor/Oregon City Bridge to serve these independent needs, recognizing that the improvements would provide only modest benefits in relieving traffic on the Sellwood Bridge.

5. Directs staff to incorporate the recommendations into the next update of the Regional Transportation Plan, including revising the functional street classification for Tacoma Street from a major arterial to a minor arterial and revising the street design classification from a regional street design to a community boulevard design to better support the 2040 Growth Concept's main street designation for this street.

ADOPTED by the Metro Council this ____ day of ____ 1999.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



METRO

To: JPACT

FROM: *AC* Andy Cotugno, Transportation Department Director

Subject: Bi-State Transportation Committee Appointments

Date: June 30, 1999

JPACT approved Resolution 99-2778 for the purposes of establishing a Bi-State Transportation Committee of JPACT and RTC on April 20, 1999. Representative agencies on the committee have proposed a member and an alternate. The following names are submitted to JPACT for approval for the Bi-State Transportation Committee:

Organization	Member	Alternate
Metro	Rod Monroe	Ed Washington
City of Portland	Charlie Hales	Elsa Coleman
Oregon Dept. of Transportation	Kay Van Sickle	Dave Williams
Tri-Met	Fred Hansen	Bob Stacey
The three counties (Multnomah, Clackamas and Washington)	Serena Cruz	Mike Jordan
Cities of East Multnomah County	*	*
Port of Portland	**	**

* Will be selected by the East Multnomah Transportation Coordinating Committee at their July 12 meeting.

** Will be presented at the July 8 JPACT meeting after review with the Port Commission President.

Motorola, Sun team for P-based wireless

BY JOHN RENDLEMAN

IN AN EFFORT TO MOVE WIRELESS NETWORKING beyond its proprietary roots, Motorola Inc. and Sun Microsystems Inc. are working together to build an IP-based wireless network infrastructure.

Motorola's 10-year, \$1 billion contract with Sun, together with a separate deal with Cisco Systems Inc. to provide Motorola with IP routing and switching technology for its wireless products, could open the door to providing customers with highly reliable Internet access through cellular phones, pagers and other handheld devices.

It could also pose a challenge to wireless efforts already under way from companies such as Ericsson NV, Nortel Networks and Nokia Corp., analysts said.

Separately, Motorola mobile phone customer Nextel Communications Inc. earlier this month said that its i1000plus Internet-capable mobile phone is now available for \$299, the same price as earlier models without Internet features.

Later this year, Nextel plans to launch new mobile Internet services in several U.S. metropolitan areas: Atlanta, Chicago, New York, Philadelphia, Washington and regions of North Carolina.

When available, the Oneline wireless Internet Web and enhanced voice services will offer access to e-mail, calendaring functions, an address book, and content from the Web and from corporate intranets, said officials at Nextel, in Reston, Va.

In listening to any of the major players in the PC industry, one trend becomes abundantly clear: The handheld revolution is at hand. The proliferation of myriad devices that offer simple, easy access to the Internet is fundamentally changing the purpose of the PC.

Although most handhelds still rely on the PC for network access, recent advances in remote connectivity are serving to cleave the PC market, creating a sprawling market of connected devices, many of which can be used in lieu of a PC.

Microsoft Corp. launched its MSN Mobile service, a wireless extension of its MSN.com Internet portal that allows customers to receive their information services on pagers, cell phones and other wireless devices.

To make this possible, Microsoft May 20 acquired OmniBrowse Inc., a wireless data company specializing in content delivery services for wireless handheld devices.

Geoworks Corp., adding yet another new business focus, has embarked on a crusade to elevate the wireless environment to the broadcast advertising status of television and radio.

The company revealed plans to launch a series of wireless information services, sponsored by advertising, which customers can receive free of charge. Geoworks said it will unveil the first service package this week.

While offering information services on wireless devices is nothing new, the business model of broadcasting advertising to wireless devices as a means of subsidizing content is.

BY ANTHONY EFFINGER
BLOOMBERG NEWS

PALO ALTO, Calif. — Hewlett-Packard Co., the world's No. 2 computer maker, Tuesday unveiled its new e-services strategy for boosting sales of computers and software that help companies do business online.

The centerpiece of the strategy is new software, called e-speak, that one day could let people use wireless hand-held computers to compare rates on cabs, limousines and buses from city street corners, for



Scott McNealey, CEO
Sun Microsystems

We're moving into the post-PC era now. We use a variety of smaller, simpler devices to get what we want from the network. The future will be filled with devices that are always on, always connected; devices that are as easy to use as a telephone — and just as dependable. When was the last time you picked up a phone and didn't hear a dial tone? We're working to bring that level of reliability to the Net. In many businesses, the PC of the future will be a thin client.

'Pervasive' IBM plan targets mobile users

By Ed Scannell
and Ted Smalley Bowen

IBM WILL LAY OUT its long-term pervasive computing strategy this week, which aims to extend electronic business beyond the PC to the emerging class of intelligent devices. In addition, IBM will detail how it will use Java as the lingua franca to create applications capable of running across these platforms.

IBM is eyeing a significant portion of what company officials estimate will be a \$100 billion to \$120 billion market by 2003. By focusing on systems and software infrastructure and components for mobile and embedded devices, the company is looking to be a key provider of foundation technologies. IBM has also targeted specific application types, including automotive, smart cards, mobile e-business, and home/consumer, for partnerships aimed at end-to-end data exchange and management.

3Com wireless venture takes flight

The untethering of communications continues. 3Com and Aether Technologies week said they would team to form OpenSky, a company that will offer wire e-mail and Internet access services. OpenSky will be based in Palo Alto and be under the wing of Patrick McVeigh, merly head of sales and marketing 3Com's Palm Computing Division.

Initially, OpenSky services, which should be available by year-end, will target Palm and Palm V handheld devices. Services also target devices that run Microsoft Windows CE operating system. Open plans to introduce services such as real-time e-mail access — including Web-based e-mail accounts like Yahoo's, and packages Lotus Notes or Microsoft Exchange — year-end.

The man who reads nothing at all is better educated than the man who reads nothing but newspapers.
Thomas Jefferson

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U.S. Department
of Transportation

Urban Mass
Transportation
Administration

The Status of the Nation's Local Mass Transportation: Performance and Conditions

Report to Congress

3. CONCLUSION

Americans have consistently demonstrated a preference for home ownership and private automobiles. Steady, long-term growth in real per-capita income has enabled most Americans to translate these housing and mobility preferences into reality.

Expenditures on these items increase as income increases, resulting in steady growth in low density suburban population; and the spatial separation of home, job, shopping, school and recreational locations; and increased travel. The convenience, flexibility and affordability of private automobiles, vans and trucks have fostered richly diverse suburban transportation destinations--so dispersed that they cannot be served economically by conventional mass transit except under special circumstances.

These economic and demographic forces have been mutually reinforcing and have proven as resistant to economic recession and inflation as to conscious government intervention. The basic economic realities have consistently overwhelmed traditional centralized, and monopolized, transit solutions. They call for highly tailored and flexible approaches to meeting demands for mobility. Increasingly, policymakers at all levels view urban mobility as a multifaceted problem requiring diversified

solutions by transportation providers, employers, retail merchants, and developers.

Growing access and congestion problems in many suburban centers create an opportunity for trying a variety of cooperative public/private approaches and an incentive for the affected business community to innovate at its own expense. Examples of such innovations are presented in Chapter 7.

Federal transportation assistance programs should be designed to provide freedom for creative local governmental initiatives in partnership with the private sector to solve unique, complex and ever-changing urban mobility challenges.

JUNE 1987

Affordable personal micro-computers could facilitate matching the increasingly individualized mobility demand of urban residents with a diverse range of specialized mass transit services and private ridesharing arrangements. Such matching services--known as transportation brokerage--could stimulate greater use of transit services and could increase the independence of persons with transportation handicaps through faster, more convenient, and more sensitive match-ups between individuals and a variety of prescheduled or on-demand services. Eventually these computers could coordinate and manage a regionwide network of individual decentralized services offered by a variety of different providers.

Senate Bill 483

The Smart Jitney/Smart Community Initiative

- SB-483 will provide the matching funds necessary for the State of Oregon's Energy Office to form a partnership with federal agencies, high-tech corporations, and other public and private organizations, to develop a "smart community" information system that can reduce transportation, energy, environmental and economic problems in a cost-effective manner.
- After it is fully tested in rural, urban and suburban areas of Oregon, the State and its public-private partners plan to license or sell their proprietary system to cities and counties throughout the world.
- Using this approach, the State of Oregon should expect to recover its investment many times over within 10 years, while improving the quality of life of its citizens.
- Smart community systems will use palmtop computers and wireless data communications to provide a variety of new wireless information services (e.g. e-mail, tele-shopping, home-banking, traffic reports, stock quotes, games, interactive training courses). Wireless information systems and services are expected to be a multi-billion dollar industry within the next decade.
- An essential, smart-community, information service will be a "smart jitney" dispatching subsystem, which will permit communities of almost any size to provide low-subsidy, door-to-door, transportation services for their residents, including the aged, the poor and those with disabilities.
- Smart jitneys are privately-operated automobiles and vans that are authorized to pick-up and deliver passengers, for a fee, in selected travel corridors. The U.S. Department of Transportation calls them single-trip carpools, instant vanpools or dynamic ridesharing services.
- Federal agencies have put a high priority on developing and deploying smart jitney and smart community systems because of their potential to:
 - Reduce oil imports, air pollution, traffic congestion and mobility problems.
 - Create a wide variety of new business, employment, education and recreation opportunities for local residents.

at a low cost to taxpayers. In fact, the private sector is expected to pay most of the costs of building and operating these systems in the future.

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CONGRESSMAN DAVID WU GIVES WASHINGTON COUNTY COMMUTER RAIL THE GREEN LIGHT

Washington, DC – The U.S. House is debating a transportation bill today that Congressman David Wu says contains good news for Oregonians who are tired of commuter traffic.

“This bill gives the green light to a new suburb-to-suburb commuter rail line in Washington County,” said Wu, who authored language in the bill to make the rail line possible. “Commuter rail is an innovative approach to reducing congestion and improving quality of life for metro-area residents.”

“David Wu is very foresighted in his advocacy of commuter rail in Washington County,” said County Commissioner Roy Rogers. “Congressman Wu has taken a significant long-term step forward for the region.”

Washington County Commuter Rail. The language Wu authored acknowledges the commuter congestion problem between the South and West suburbs of Portland (Washington County “suburb to suburb” traffic). The bill recognizes that a commuter rail line could help alleviate congestion, and states that if a commuter line were to connect with Westside Light Rail it would enhance the transportation goals of the region. The bill also encourages the Federal Railroad Administration and Federal Transit Administration to provide technical assistance to the Oregon Department of Transportation, Washington County, and METRO to develop the commuter rail project.

“It is very rare for Congress to approve language like this for a project that isn’t yet authorized. In practical terms, this bill means that Washington County will have a leg up in competing for funds to bring the project closer to fruition,” Wu said.

Westside Light Rail – The Transportation bill also includes an \$11,062,000 payment for construction of Westside Light Rail. “Congressman Wu has been instrumental in ensuring that we finish this project as planned. His hard work means that livability in our region will remain intact,” said Fred Hansen, General Manager of Tri-Met.

“Westside Light Rail is the backbone of our region’s transportation plan,” Wu added.

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COMMITTEE MEETING TITLE JPACT
DATE 7-8-99

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Scott L Rice	Cornelius City Council
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David Brugdon	Metro
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Shannon Becker	Multnomah County
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Martha Bennett	City of Milwaukie

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