



Testimony of Keith A. Bartholomew

Thank you for the opportunity to testify on the proposed cuts to the ODOT TIP.

1000 Friends sees this process not so much as a cost cutting effort, but more as an opportunity to meet the requirements of state law, primarily the Transportation Planning Rule, the Oregon Transportation Plan, and the Oregon Benchmarks. From this perspective, the question is not "How much money can be saved by cutting certain projects?", but rather "Which projects work against the state's land use, transportation, and air quality goals, targets, and mandates?"

Using land use, transportation, air quality policy as a filter, rather than fiscal policy, we support the cuts proposed by staff under "Option 2." In particular, we support trimming back the I-5/Kruseway project as proposed. As we stated in our prior testimony, we believe this project is primarily "needed" because auto-dependent land uses have been allowed to occur in the area. At a time when the region is attempting to reduce reliance on the automobile partially through better land use planning practices, it would be a mistake to reward past auto-reliant land use practices and promote future ones.

We also support the proposed cuts to various improvements to US 26. However, we recommend adding to the list the US 26/Beaverton/Tigard Hwy-Camelot, and the US 26: Sylvan Int - Highlands Int projects. The region is now committed to spending approximately three-quarters of a billion dollars in this corridor on Westside Light Rail. On a sheer equity basis, it does not seem fair that the same corridor should also receive another \$103 million as programmed in the current TIP. Furthermore, the addition of highway capacity in the corridor would compete with the light rail project for commuters, thereby reducing the light rail project's effectiveness. Promote transit ridership--don't expand the Sunset.

We support the staff recommendation to cut the E. Marquam Grand/MLK ramps. This project will only further serve to decant jobs and households from the core of our region and encourage further exurban sprawl in the Damascus/Boring area outside the Metro UGB. Further, we support delaying construction of the Water Ave. ramps until a comprehensive plan for the future of the Eastbank Freeway is complete.

We urge JPACT and the Metro Council to also cut the EIS funding on the Sunrise Corridor (Rock Creek-US 26), the Mt. Hood Parkway, and the Western Bypass until the completion of the Metro Region 2040/Future Vision process. As the OTC has indicated, this low-budget period is a time to focus on maintenance and preservation of existing infrastructure, not on development of costly new projects. Furthermore, each of these three projects has the strong potential of promoting substantial quasi-urban

12/10/05

development outside of the region's urban growth boundary. At a time when citizens of the region are determining whether they want to expand the UGB at all (or if to expand, how) these three projects seem particularly inappropriate. Now is the ideal time to put these projects aside, to be reinstated after the completion of the 2040/Future Vision process, if at all.

Thank you.



TO: JPACT and Metro Council

FROM: AIA Urban Design Committee

SUBJECT: TOD Implementation Program

- Regional Revolving Fund
- Site Improvement/Site Preparation Fund

DATE: October 21, 1993

Dear Members of JPACT and Metro Council:

The Portland American Institute of Architects (AIA) Urban Design Committee has reviewed both the Regional Revolving Fund Proposal and the Site Improvement Fund Proposal. The AIA Urban Design Committee supports both concepts.

REGIONAL REVOLVING FUND

Our experience indicates that if the region is to experience transit supportive development, the public sector must take the initiative in the assembly of land parcels around transit stations. The revolving fund would provide the financial mechanisms needed to ensure that development patterns and densities support the substantial public investment in transit. The lack of site assembly capabilities around stations results in low densities, piecemeal development and reduced potential for improving transit ridership.

SITE IMPROVEMENT FUNDS

Many of the region's most successful developments have been stimulated by highly visible public expenditures (roads, parks, public amenities, infrastructure). These expenditures indicate a public commitment which increases investor confidence and interest in an area's potential. Site improvement funds can be the catalyst to make something happen.

In summary, the proposed funding concepts will be valuable tools in the region's efforts to stimulate transit supportive development around transit stations.

JPACT and Metro Council
October 21, 1993
Page 2

The AIA Urban Design Committee believes that both funding concepts should be approved. We strongly urge your support.

Sincerely,



George M. Crandall, FAIA
Chair, AIA Urban Design Committee



Garry Papers, AIA
Chair, Planning Subcommittee

Copy: Martha Peck Andrews, AIA

**Comments to the Metro Public Meeting
Concerning State Transportation Program Cuts
Tuesday, December 7, 1993**

Ladies and Gentlemen:

I am Don Lloyd, a City Councilor for the City of Troutdale and also the President of the Troutdale Area Chamber of Commerce. I want to thank you for this opportunity to comment on the proposed changes to the ODOT 6-Year Plan.

I appeared at your first public meeting on October 21st to discuss your proposed criteria and one specific project - the improvements to I-84 from 223rd Avenue to Troutdale. I won't repeat all of the safety, economic development, and efficient-use-of-interstate-completion-fund arguments which I presented the first time. Needless to say, I was concerned that your first "cut list" included the entire I-84 project.

I see that your current project list recommends retention of the I-84 project, but at a reduced scope. While I am disappointed that you are not recommending construction of all the planned improvements, I understand that the cuts have to come from somewhere. I commend you for making the tough choices that were necessary and strongly urge that your final project list include the construction of the I-84 project without any further reduction in scope.

December 7, 1993

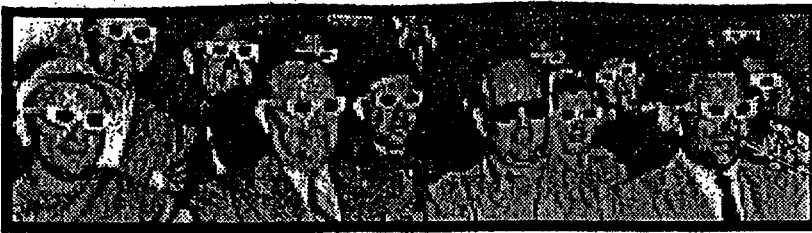
Remarks by Mayor Don Robertson at Metro's
Public Meeting on TIP Recommendation's

My name is Don Robertson, I am the Mayor of the City of Wood Village and a member of the East Multnomah County Transportation Committee.

I am here to speak on behalf of the I-84, 223rd to Troutdale Project. I spoke at your October 21, Public Meeting and have submitted written comments to Metro and ODOT. Wood Village continues to urge the completion of this project, as scheduled in ODOT's 6-year plan. We are pleased to see that the Metro Staff recommendation has upgraded the project and has recommended it for construction at a reduced funding level of \$22 million. While Wood Village would prefer this project be completed as originally planned by ODOT, we recognize the necessary trade-offs required to obtain the large funding cuts required. Our primary concerns of traffic congestion and safety will be met by the project as now proposed.

I would also like to address, briefly, another aspect of this "project cutting" procedure. I am concerned with moving funds from the previously approved 6-year ODOT construction list to accomodate new "multi-modal" projects. While I support the "multi-modal" approach, generally, I do not support the idea of cutting large amounts of funding from ODOT construction projects to fund "new" multi-modal projects. I would, therefore, urge Metro and ODOT to support only a minimum amount of re-allocated funding for these projects.

Thank you for your consideration of my City's views on the I-84, 223rd to Troutdale project.



HILLSDALE VISION GROUP

Our future is so bright we have to wear dark glasses.

December 7, 1993

To Whom It May Concern:

The Hillsdale Vision Group, a diverse group of citizens working to improve the liveability of Hillsdale, urges JPACT, Metro, ODOT and the Oregon Transportation Commission to defer major highway construction on Highway 26 until after the opening of westside light rail service.

Deferral of the highway work would save money, reduce construction related traffic diversion through Hillsdale and elsewhere in Portland, and set good public policy.

Save Money. Highway construction, not construction of light rail, is expected to create severe congestion. Deferral of highway work would allow millions of dollars currently earmarked for a traffic management plan to be used for more worthy purposes.

Reduced Travel Delays. In the short run, the deferral of highway construction virtually eliminates all the related delays. Once light rail is in place, travelers wishing to avoid highway delays would have an attractive alternative readily available.

Good Public Policy. It is time for local and state transportation planners to be problem solvers. Give the people what they want: light rail. With rail service in place, highway needs can be revisited. If highway improvements are warranted they can be built when light rail comes on line as a quality alternative. After all, that's why the community voted to build westside light rail in the first place.

Sincerely,

Richard Stein
for the Hillsdale Vision Group

Hillsdale Vision Group
Southwest Neighborhood Information, Inc.
7688 SW Capitol Highway
Portland, Oregon 97219
503-823-4592

12/10/93

Clackamas

TOWN CENTER

December 7, 1993

Metropolitan Service District
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

RE: Sunnyside/Sunnybrook Split Diamond - Oregon Transportation Plan

Dear Metro Council:

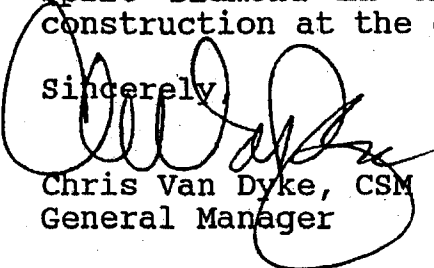
We urge you to keep the Sunnyside/Sunnybrook Split Diamond with I-205 as a top level priority when you are considering any funding shortfall.

Clackamas County has been pursuing a funding partnership with the Oregon Department of Transportation, the Clackamas County Development Agency, the Clackamas County Road Department, and a privately sponsored Local Improvement District (LID). We are in support of the partnership and must stress the critical nature of the improvements to the future success of the region as a whole. The County and the private sector in the Clackamas Town Center area are looking forward to the construction project and the supporting projects that make up the entire transportation improvements proposed.

The area surrounding the Clackamas Town Center is the fastest growing suburban business center in the Portland region and in the state of Oregon. There have been thousands of jobs created and millions of dollars of assessed value created here. Traffic congestion will inhibit growth and have a negative impact on existing businesses.

We strongly urge you to keep the critical Sunnyside/Sunnybrook Split Diamond in the Oregon Transportation Plan and initiate construction at the earliest possible opportunity.

Sincerely,


Chris Van Dyke, CSM
General Manager

cc: Carl Esser

OSPIRG

The Oregon State Public Interest Research Group

1536 SE 11th

Portland, Oregon 97214

(503) 231-4181, FAX: (503) 231-4007

Before the Metro Joint Policy Advisory Committee on Transportation

Testimony of

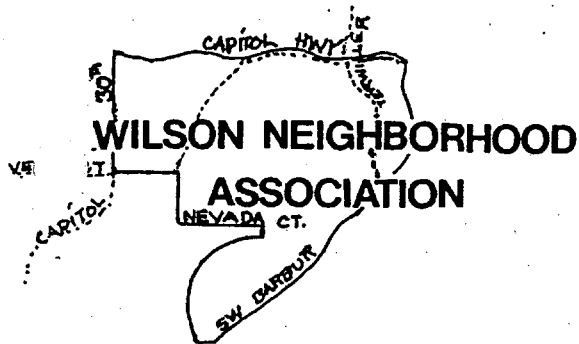
**Pamela Peck, Environmental Advocate
Oregon State Public Interest Research Group
December 7, 1993**

Thank you for the opportunity to testify. OSPIRG is a statewide consumer and environmental, research, and advocacy organization with 35,000 members. Tonight we are here to encourage the adoption of a balanced transportation funding program which meets bike, pedestrian, intermodal, and transit needs. A balanced approach is consistent with federal, state, and local transportation policies which recognize the need to create a viable transportation infrastructure which can move people and goods from place to place in a manner that uses resources efficiently, protects the quality of our air, and enhances the livability of our communities.

Automobile exhaust causes more air pollution in Oregon than any other activity according to the Oregon Department of Environmental Quality. Our region is skating on the edge of noncompliance with the 1990 Federal Clean Air Act which has serious implications for our regional economy. Continuing our current spending priorities which pour dollars into highway construction and expansion while consistently under funding transit and alternative modes will only add to our region's air quality problems.

The carbon dioxide emissions in auto exhaust contribute to global warming, the Energy Conservation Coalition estimates the cars and light trucks account for 27% of total CO2 emissions in the United States. The Carbon Dioxide Reduction Strategy recently adopted by the City of Portland has a goal of reducing metropolitan vehicle miles traveled per capita by 10 percent below 1995 levels by 2010. Actions called for to meet this goal include expanding transit and light rail and making streets bicycle- and pedestrian-friendly. Shifting transportation dollars to alternative modes will make this goal feasible.

Increasing highway capacity before our region has had an opportunity to complete the 2040 planning process and implement the Transportation Planning Rule does not make sense. Expansion of existing roads and construction of new road and highway projects will only serve to increase vehicle miles traveled in the region. New and upgraded roads generate new traffic by making new trip destinations possible, increasing the frequency of trips because access is easier, decreasing trip time which will cause some people to shift from mass transit to driving, and encouraging people to take jobs further from home. The city of Los Angeles is an excellent example of how planning that relies heavily on increasing road capacity only increases the congestion and air quality problems caused by single occupancy vehicle commuting.



December 7, 1993

Oregon Transportation Commission (OTC)
135 Transportation Building
Salem, OR 97310

RE: Recommendations Regarding ODOT Six-Year Program Cuts and Alternative Mode Additions.

The Wilson Neighborhood Association (a neighborhood in southwest Portland) is recommending to the Oregon Transportation Commission that the Oregon Department of Transportation (ODOT) defer highway reconstruction on U.S. 26 near the zoo until westside light rail comes on line. We believe that having an efficient, high-volume alternative to driving available will dramatically reduce the severe congestion which is forecast as a result of the proposed road construction.

The Wilson Neighborhood Association encourages Metro Council, JPACT, and the Oregon Department of Transportation Commission to recommend that major highway reconstruction on U.S. Highway 26 be deferred until the start of westside light rail service. This idea was originally introduced in early 1993 by Seth Singleton a member of the Westside Light Rail Citizens Advisory Committee (CAC).

There is a perception that deferral of this work would cause funds to be diverted outside the metro region never to return. There is a fear that, once deferred, the work will never be done. The Wilson Neighborhood Association believes this to be an inadequate excuse to spend tens of millions of taxpayer dollars. The improvements work should stand on its own merits when balanced against the present \$400 million statewide deficit in the Construction element and the impact to neighborhoods in southwest Portland. However, as is stated in the Westside Corridor Project Final Environmental Impact Statement, the highway work is of questionable value.

Highway capacity improvements west of the zoo will make the freeway more attractive, and, as a result, demand between the S.W. Jefferson street on-ramp and the zoo will increase, compared with the no build alternative. "This will result in a somewhat worse level of service..." (FEIS page 4-26)

Deferral of the highway work would save money, reduce construction related travel delay, and set good public policy.

10/2/93

Save Money

Highway construction, not construction of light rail (which will be in a tunnel with some necessary road construction connected with the light rail alignment at Highway 217) is expected to create severe congestion in the canyon and the limited westside surface streets to/from downtown Portland and I-5. This severe congestion, due to the nature of the westside (no gridded street pattern like the eastern portion of Portland) will significantly effect the Wilson Neighborhood and for that matter all neighborhoods in Portland's westside. **Deferral of highway work would allow millions of dollars currently earmarked for a traffic management plan to be used for more worthy purposes or simply offered as the ODOT Region 1's share of the \$126 million shortfall.** Once light rail is in place, travelers wishing to avoid highway delays would have an attractive efficient alternative readily available.

It has been suggested that deferring the highway work would result in cost increases due to inflation. This is an oversimplification. Projects deferred or removed from the TIP will not suffer from inflation due to the real shortfall in project funding. Money not spent on U.S. Highway 26 will be spent elsewhere in Oregon or include in ODOT Region 1's deficit contribution. **From a statewide perspective there is no cost increase due to inflation.** With the statewide deficit in the Construction element this argument is an oversimplification.

Reduced Travel Delay

In the short run, the deferral of highway construction virtually eliminates all the construction related delays. In the long run, the corridor will be served by the most popular alternative to congested highways.

Good Public Policy

It is time for local and state transportation planners to be problem solvers. Give the people what they want: light rail. With rail service in place, highway needs can be revisited. If highway improvements are warranted they can be built when light rail comes on line as a quality alternative. After all, that's why the community voted to build westside light rail in the first place.

The Wilson Neighborhood Association wishes to support the invitation by the Oregon Transportation Commission (OTC) to CUT MORE THAN THE MINIMUM to balance the Construction element so that new alternative mode projects can be substituted as a further step toward full implementation of the newly adopted Oregon Transportation Plan.

Furthermore, the Wilson Neighborhood Association supports Option B. While transit system improvements are necessary substantial investments in complementary and supplementary travel modes and in trip reduction efforts is a necessity. Southwest Portland

Oregon Transportation Commission (OTC)

December 7, 1993

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suffers from a significant lack of pedestrian and bicycle facilities. Such improvement would not be funded under Option A thus limiting the use of the enhanced transit investment in our area. Additionally, many members of the Wilson Neighborhood Association have been actively involved in the Hillsdale Vision Group and their efforts to create a sense of community out of that strip commercial development. Efforts are leading to a Transit Oriented Development (TOD) around the Hillsdale commercial district. Option B retains funding for such TOD infrastructure improvements as well as the pedestrian and bicycle linkages necessary to made the vision reality.

Lastly, the Wilson Neighborhood Association would like to thank Metro and ODOT Region 1 for allowing citizen input in these important decisions.

Sincerely,



Wesley C. Risher

Chairman, Wilson Neighborhood Association

WCR:wcr

METRO Council

METRO TIP Subcommittee

JPACT

TPAC

Portland City Council

Corporate Offices
9275 S. W. Peyton Ln.
Wilsonville, Oregon
97070
(503) 682-4100



December 7, 1993

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

Dear Committee Members:

PayLess Drug Stores is extremely pleased that the Stafford Road Interchange project is now being recommended by both Metro and Oregon Department of Transportation staffs. We understand these recommendations are not final. However, there are numerous reasons why the project should be included when the Oregon Transportation Commission makes its final decision next July.

Wilsonville is the home of the PayLess Distribution Center that currently serves our stores in Oregon, Washington, Idaho, Montana and Utah. It is crucial to our operations that trucks are able to easily arrive and depart from our distribution center and reach I-5 in a timely and safe manner.

According to the City of Wilsonville, an average of 7,715 cargo trucks use the Stafford Road Interchange daily. Grades, sharp turning radii and inadequate acceleration lanes result in trucks being unable to enter the freeway safely and accelerate to the freeway speeds. This is reflected in the extremely high accident rate for that interchange. In addition, especially during the morning rush hour, traffic routinely backs up onto the freeway from the Stafford Road southbound off-ramp.

While the majority of PayLess trucks use the Wilsonville exit, we believe improvements to the Stafford Road Interchange will help alleviate congestion on our end of Lower Boones Ferry Road. Please continue to support funding for reconstruction of the Stafford Road Interchange.

Sincerely,

A handwritten signature in black ink that reads "Jim Foster". The signature is written in a cursive, flowing style.

Jim Foster,
Fleet Manager

"Our mission is to be the drug store of choice."



Mentor Graphics Corporation
8005 S.W. Boeckman Road
Wilsonville, Oregon 97070-7777
(503) 685-7000

December 7, 1993

Metro Council
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Council and Committee Members:

Mentor Graphics Corporation urges Metro to recommend retaining the timetable for the Interstate 5/Stafford Road Interchange redesign project. With this letter, we will reinforce materials presented by the City of Wilsonville for the December 7 Metro meeting on state highway funding and offer our own perspective based on active support for changes to this intersection since before our relocation here in 1991.

As we have mentioned in earlier correspondence and testimony on highway funding reductions, region-wide access to the metropolitan employment base is critical to our success. Improvements to the I-5/217 intersection and continued assessment of the Westside Bypass alternatives are essential as well.

Mentor Graphics is headquartered in Wilsonville where nearly 1000 people commute to and from work daily. Most of them use the Stafford Road interchange on I-5. We have been banking on the design project to improve the flow of existing traffic on and off I-5. We believe it should move forward on time, not only for Mentor Graphics, but also for many other businesses and residents of one of Oregon's fastest growing communities.

Our paramount concern is safety. The staff analysis of various highway improvement projects, including Stafford Road, underlines our concern. The rate of accidents is high. Drivers and passengers literally take their lives in their hands when they use the interchange, especially the southbound off-ramp at peak traffic periods in the morning and evening. It will only be a matter of time before there are fatalities.

What makes the situation worse is the heavy truck traffic at the intersection - counted recently at over 7500 in one day. Slow moving trucks exiting the highway often are stuck at stop lights governing access to the overpass. That pushes waiting traffic back onto the freeway where people are starting, stopping and changing lanes, all in a setting of the limited visibility created by trucks, creating a very dangerous situation.

So, if there is one point to emphasize, it is safety. We should not tolerate any delay in reducing the chances of major accidents at this interchange.

There are other reasons why we believe the Stafford Road project should retain its current place in the funding plan.

First, the project is designed to improve the way the current intersection works. It is not designed to increase the flow of traffic on and off the highway. This is a critical point. The issue is not how

to increase the flow of traffic on and off I-5. The issue is how to move traffic safely through and around an existing and outmoded interchange.

Second, the feeder system of roads near the interchange is well developed and ready to accommodate the redesign project. The surrounding community, including businesses such as Mentor Graphics, has worked together to finance construction of good access roads, thus demonstrating a clear-cut local commitment that should now be matched by the state.


Third, Mentor Graphics itself has taken the initiative to finance improvements at the interchange. Since Mentor Graphics moved its headquarters from Beaverton to Wilsonville several years ago, the company has financed significant improvements at the interchange to enhance safety. When we moved to Wilsonville, we recognized that the Stafford Road redesign project would be several years off. Not content simply to wait, we contracted with traffic engineers to design interim improvements. We also worked with state highway engineers to gain approval to make changes, including installation of a new signal controller at the interchange that improved the flow of traffic on the overpass and synchronized it with traffic from the on-off ramps.

On behalf of Mentor Graphics, I have been meeting with representatives of many local companies affected by the Stafford Road Interchange project. There is substantial support for a decision to move ahead in a timely fashion. Letters from these businesses and business groups are submitted by the City of Wilsonville to be included in the record of this hearing.

While we recognize that the State faces more demands for highway improvements than there are dollars to finance them, we believe the Stafford Road project should remain a top priority.

We ask you to endorse continuation of this project when you forward METRO'S recommendations on to the Oregon Transportation Department and Commission.

Sincerely,



Mike Cook
Manager Facilities Planning

cc: Bruce Warner, Oregon Department of Transportation
Mike Hollern, Oregon Transportation Commission



WASHINGTON
COUNTY,
OREGON

December 6, 1993

Judy Wyers, Presiding Officer
Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, Oregon 97232-2736

Subject: Six Year Transportation Improvement Program Reductions

Dear Ms. Wyers,

The Policy Group of the Washington County Transportation Coordinating Committee appreciates the opportunity to provide comments concerning the need to reduce the Region 1 construction budget by \$131.5 million. The Policy Group is composed of elected officials from Washington County and its cities.

The Policy Group has previously communicated with Metro and the Oregon Transportation Commission on the need to recognize local commitments to projects in the project ranking criteria and about its preference to cut no more than is required to balance the program. We are pleased to see that both Metro and the Oregon Department of Transportation have incorporated the first request into their evaluations, and we appreciate the difficulty of dealing with the second point.

At its December 6, 1993 meeting, the Policy Group continued discussion of the matter and reached consensus on the following points:

- o Cuts should be limited to the \$131.5 million necessary to balance the program.
- o If the Metro Council determines that additional cuts are justified in order to support alternative modes, then the Water Avenue Ramps project offers a ready source for \$19 million of additional funding.
- o Funding should be provided to ensure that both the Tualatin Valley Highway, from 10th to 21st, and the Highway 47 Bypass projects remain in the Construction Section of the STIP before any funds are redirected to alternative modes. (These two projects are on different sides of the threshold in Metro's and ODOT's proposed rankings; both have significant local funding commitments approved by Washington County voters.)

- o Funding T.V. Highway and the Highway 47 Bypass will leave \$15 million that may be tentatively programmed for alternative mode support, but should not be expended until the last two years of the program, when the Region will have a better sense of the costs and the need for additional funds for the Westside Light Rail Project, the Region's highest priority transportation project.

Common to these recommendations is the Policy Group's strong support for maintaining existing transportation commitments to the Region's voters, taxpayers and user groups before considering alternative proposals. These commitments include a pledge to build Westside Light Rail from Portland to Downtown Hillsboro and a state commitment to match Washington County property taxpayer dollars with state funds in order to make specific highway and arterial improvements, all of which include bike and pedestrian components.

While the new transportation alternatives included as part of the Metro proposal clearly have merit, they must be required to compete in a public process against other new initiatives. The projects highlighted in this letter have repeatedly met this test, and as a result, commitments have been made to every taxpayer and transportation system user in the Metro Region. Pushing any of the proposed transportation alternatives ahead of these projects is, quite simply, a recipe for further public distrust and cynicism about government -- an outcome we simply cannot afford.

Thank you for your attention. I look forward to continuing discussion of these issues with you and the Council in other forums.

Sincerely,



Roy Rogers, Chair, Washington County

cc. Rob Drake, City of Beaverton
Patrick Reilly, City of Tigard
Hank Drexel, City of North Plains
Kathy Forrest, City of Tualatin
Al Judah, City of Hillsboro
Ron Cain, City of Forest Grove
Barbara Stilson, King City

Bill Bash, City of Cornelius
Mark Cottle, City of Sherwood
Bob Tydeman, City of Durham
Howard Steinbach, City of Banks
Eva Cullers, City of Gaston

RFD Publications, Inc.

9600 S W Boeckman Road • Wilsonville, OR • 97070 • (503) 682-1881

November 22, 1993

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the Stafford Road Interchange is on the list of potential candidates to be deferred or eliminated from the program.

I am writing to emphasize the importance of retaining this project because of its importance to the city of Wilsonville and its businesses. I realize the deadline date was November 5th, but this did not reach my desk until a few days ago, however, I felt it was important that I respond.

RFD Publications employs over 285 employees, most drive their own vehicle or ride with someone on the same shift. We are a 24 hour operation. Our shifts vary making public transit inadequate to meet people's needs. We have dozens of suppliers and hundreds of customers. Our weekly semi truck traffic averages 135 weekly. Mid-size delivery truck trips average 140. Light delivery trucks visit 6 to 8 times per day.

It would take pages to list all the negative safety, efficiency and financial impacts of not proceeding with the Stafford Road Interchange. I will highlight only a few as examples impacting RFD Publications.

First, I would like to talk about safety concerns and stress caused by the 5 to 15, and often 20 minute delays just to get off Lower Boones Ferry Rd followed by another 10 minute delay to access the freeway. This is a daily routine for everyone. Frustration with traffic backups lead to great stress when combined with highly sensitive delivery schedules, anxious customers, etc. People take chances, get overly aggressive and attempt to make up lost time by speeding and passing in unsafe places. I also want to point out the enormous safety hazard trying to get off the freeway in the early morning as traffic is backed up for half a mile using the side emergency lane so that normal traffic can proceed down the freeway. This is a daily happening using both north and southbound exits. Highly unsafe for everyone on the freeway during this time.

As you are aware, the central distribution centers for multi-state retailers such as PayLess, G.I. Joes and Smiths Home Furnishings are located here. So too, huge warehouse facilities for Nike, Coca Cola, Mentor Graphics, Tektronics, Sysco Foods and United Parcel. Numerous other businesses add to this shipping and receiving traffic activity. Then too, Burns Brothers Truck Stop generates huge volumes of truck traffic that would otherwise not impact the interchange. Add the smaller retail outlets drawing traffic from out of the immediate area, such as Incredible Universe, Les Schwab, PayLess. Delays due to backup add to business costs. People making deliveries are being paid, - sometimes premium overtime rates, just to sit.

Lack of reasonable, safe, and timely access threatens all of the businesses ability to operate profitably. Their continued problems or even their possible failure send a message to the general community that says look elsewhere, Wilsonville is not a good place to do business or shop. Property values are affected, tax bases reduced, a very negative downward spiral is the potential result.

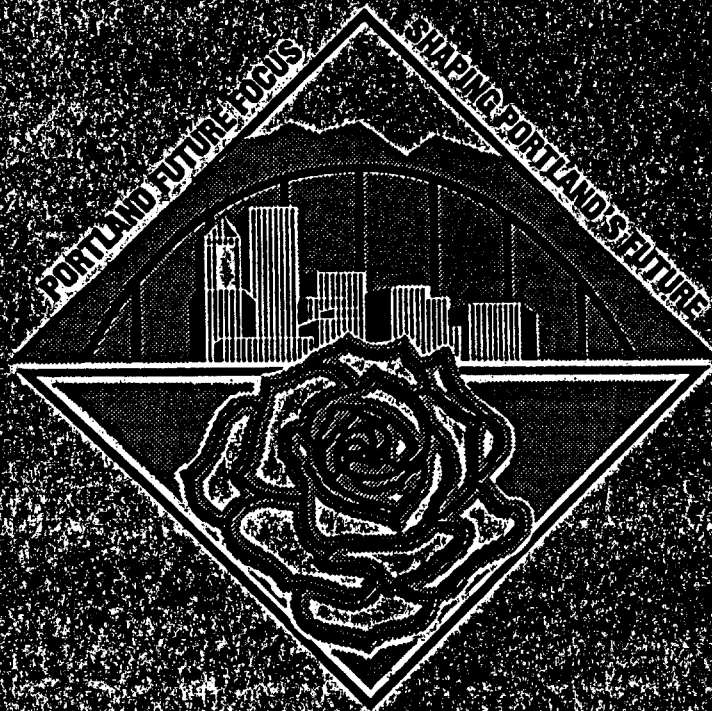
Our business and the many others who've chosen to locate here, over the past several years, have done so on the belief that the unsafe traffic situation was going to be resolved by this project. We have spent money to widen south of the ramp, create 95th avenue and do other improvements in good faith and anticipation of the projects completion. Those expenses will have been incurred needlessly. Same with the \$5 million plus invested in the interchange project to date for right of way acquisition and project design.

I have only touched the surface but feel very strongly that the Stafford Road Interchange should not be dropped. I would like to thank you for your consideration of the concerns I've expressed. The citizens and business of this area, as well as those who must travel in the area need the proposed interchange. If I can be of further assistance, do not hesitate to call on me.

Sincerely,

Patricia Davis
Facilities Manager
RFD Publications, Inc.

TRANSIT ORIENTED DEVELOPMENT IN THE PORTLAND METROPOLITAN AREA



Presentation to Mayor Vera Katz
by the Portland Future Focus
Growth Management Committee
June 15, 1998

Steve Schell, Chair
Rich Carson
Thomasina Gabriele
Bob Stacey

III. WHAT'S NEEDED?

- ◆ **Develop a common regional will and strategy to encourage intensive development around transportation and create a level playing field among all the local jurisdictions.**

Without a common strategy, development will not necessarily locate where high value infrastructure investments have already been made or are committed. Local jurisdictions that attempt to influence and shape development may lose development to jurisdictions with fewer restrictions. It is understood that some jurisdictions that have more current capacity for growth may be reluctant to take actions that appear to limit growth. These matters must be addressed and balanced for a common direction.

- ◆ **Design local, regional and state mechanisms to create a revenue pool that can be used to close the financial gap between rates and the higher cost of achieving development which meets public policy goals.**

Good quality, new, urban neighborhood development generally is more expensive than most of the region's households can afford. The revenue pool could help attain both affordability and economic diversity in new development.

The Portland region is highly dependent on Federal funding sources that limit what the money can be used for and that are subject to changing administration policies. It should be noted that a local revenue pool would be tapped to "prime the pump"; to stimulate some initial prototype projects built rather than being an ongoing source of subsidy.

- ◆ **Create incentives to locate projects near transportation.**

Make it more desirable to locate a project that was going to be built anyway where it can support the region's investments. An example would be forgiving a development impact fee (that would go into the revenue pool mentioned above) if the development is located within one half mile of the transit station. Be sure that the incentives benefit the project not the initial landowner.

- ◆ **Build some successful prototype projects that can be replicated.**

There's nothing like a successful, profitable, occupied project to spur lender confidence and developer interest.

- ◆ **Start with small, infill projects near existing development.**

It is most difficult to create from scratch an attractive, desirable place to live with services nearby. Doing this kind of project, even if it succeeds, requires large, well financed developers that are a rarity today. It's much more feasible to find financing and a developer to do smaller, lower risk infill projects that build on existing uses. Land bank larger parcels so they don't get split up -- these can be developed when the market is proven and prices will support the project costs.

- ◆ **Offer "deal making assistance".**

This assistance could include: targeting sites with neighborhood input and zoning in place up front, assembling land, writing down land cost, financial packaging, incentives, processing priority, condemnation powers. It is not clear who should perform this assistance -- it could be separate non-profits, individual consultants or a quasi-public agency.

Project Name	Number of Units	Estimated Total Cost	Site Ownership	Project Status	Estimated Public Assistance	
					in Loan rate	in \$/unit
Gresham?						
102nd & Burside	205	\$12.0 MM	1 major owner 4 small owners	Redevelopment Plan complete	7%	\$4,000
60th & Glisan	212	\$12.0 MM	1 major owner 1 small owner	ODOT to vacate summer/93	7%	\$4,000
Hollywood	240	--	Multiple Owners	Request for tech. assist	--	--
Intrawest	138	\$18.0 MM \$12.0 MM	One owner	No current activity		\$21,700
18th & Morrison	108	\$7.4 MM	Tri-Met plans to purchase	Development could proceed	8% through deferred pmts	\$6,000
Beaverton Central	10 acres	--	Beaverton owns site	Beaverton Council action	--	--
Murray West	150 acres	--	4 major owners	specific plan request	--	--
TOTAL	903	\$49.4 MM +				\$4.4 MM

\$43.4 MM

3.8 MM

** 16, Dec*

ASSUMPTIONS for FINANCING

- 20% private equity
- Debt Service Ratio 1.25/1; Tax-exempt bonds
- No other public investment in project.

NOTE: This information reflects preliminary predevelopment planning at various sites. It is subject to modification based on more detailed design, construction cost and financial analysis. This information should be used only for general discussion purposes.



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

December 7, 1993

JPACT Members
Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear JPACT and Metro Council members:

Staff recommendations contained in the November 29, 1993, memoranda from Andrew Cotugno to JPACT identify the TV Highway Project eliminated from the ODOT construction program. The basis for this recommendation stated in Table 3 is "Project requires significant modification of existing access rights; risk of schedule slip."

This finding is in error. Work began on this project in November of 1992. It was realized that the level of access modification could effect project feasibility. Due to the tremendous potential benefit of this project, in January of 1993, I personally convened a task force consisting of City staff, ODOT staff, the President of the Beaverton Area Chamber of Commerce and affected property owners. A commitment was made from ODOT that if a firm design concept was approved by City Council by June of 1993, this project would be assured of funding.

During the winter and spring of 1993, a series of work sessions, meetings, and open-house public meetings were held. These meetings involved all of the affected property owners and major retailers in the central Beaverton area. City Council approved a design concept in June 1993. There was sufficient certainty in all of the major issues associated with the project that ODOT agreed to proceed with the project. Survey work is complete, the design is underway with right-of-way acquisition scheduled to begin in January of 1994. A meeting of the task force is already scheduled for January of 1994 to guide the design process.

There has been considerable participation and commitment related to this project. The project scoping process developed a synergism that is continuing in a newly formed task force of the Chamber of Commerce Transportation Committee. As evidenced by its high technical ranking, it

JFACT and Metro Council
TV Highway Project
Page Two

is a critical safety and capacity improvement. It is also a critical component to redevelopment of downtown Beaverton that relates to transit-oriented development associated with the Westside LRT project.

Most importantly, commitments were made by ODOT that if the City and affected properties could develop a firm design concept, the project would be funded. A firm design concept has been developed and approved by City Council. Cutting funding for this project will seriously discredit the City and ODOT and damage our ability to development partnerships of mutual trust to address future issues.

We submit that the staff recommendation resulting in cutting this project from the ODOT construction program is in error and respectfully request restoring full funding for this project.

Sincerely,



Rob Drake
Mayor



CITY of BEAVERTON

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**JPACT and Metro Council
TV Highway Project
Page Two**

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Sincerely,



**Rob Drake
Mayor**



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, OR 97208-2252

7 December 1993

To: Metro Councillors, JPACT members, and Metro staff

**From: Douglas Klotz, President
Willamette Pedestrian Coalition**

**Regarding: Proposed cuts and substitutions to ODOT's 1995-1998
Transportation Improvement Program**

The Willamette Pedestrian Coalition would like to thank the T.I.P. Subcommittee and staff for their efforts to define a T.I.P. cut package that includes \$50 million in cuts to be replaced by alternative mode additions.

We urge you to recommend the package that gives more balanced Alternative Mode Options, Option 2.B, which includes monies for pedestrian and bicycle projects. We strongly support the concept of cutting deeply into the list of highway projects in order to divert funds to alternative modes. This incipient diversification is long overdue.

We support the decision to delay the "US 26 - Camelot to Sylvan" project. Light rail is being built to serve this corridor. Delaying further highway widening will give Light Rail a chance to capture this traffic.

It would be sadly shortsighted to go from investing in a single mode to investing in a single alternative mode. We strongly urge you to choose Option B over Option A. Pedestrian facilities, especially on arterials, have regional significance because of their contribution to increased transit use, with consequent reductions in VMT per capita and in congestion on arterials and other regional facilities.

While we welcome the \$5 million allotted to pedestrian facilities in Option 2.B, we wish to point out that this is a drop in the bucket compared to the regional need for pedestrian facilities. In the City of Portland alone, almost half of all arterial streets lack complete sidewalks. In other parts of the region, the need is even greater. Earlier this year, Portland neighborhoods identified one hundred and fifteen pedestrian projects needed on City arterials. Twenty-one of these were rated by the Pedestrian Program as priorities, of which nine, at a cost of \$6.5 million, were proposed for the next capital improvements budget. Only five of these projects, with allocated funds of \$753,000, have survived into the current Portland budget proposal. As you can see, the outstanding need is great.

We urge you to recommend Option 2.B, with an increase to the amount allotted to pedestrian projects, as a first step toward a more balanced regional and statewide transportation system. Thank you very much for your consideration.



DATE: December 7, 1993

TO: JPACT
Andy Cotugno

FROM: Rex Burkholder, Bicycle Transportation Alliance

SUBJECT: ODOT Six Year Program Cuts and Alternative Mode Additions

The Bicycle Transportation Alliance (BTA) is a volunteer, non-profit organization seeking to better the quality of life for residents of the Portland metropolitan region by promoting increased bicycle use and the improvement of bicycling conditions. The BTA holds that communities where residents feel comfortable walking and bicycling are healthier, safer, and more economically vital places. We are very interested in the proposed reduction in public investment in expanded motor vehicle capacity in the region and the potential for increasing the viability of "traditional" transportation modes—bicycling and walking.

The forced reduction in highway spending should be seen a positive force helping push the region to seriously undertake a reassessment of our transportation investment strategy. It is foolhardy to expect people to change their transportation behavior as long as we continue to subsidize automobile use by building more and bigger roads while failing to provide the most rudimentary systems for walking and biking. Even our vast investment in transit is doomed to be wasted if we fail to provide convenient and attractive means to get to the bus or train.

Our lopsided investment in automobile-dominated transportation effectively disenfranchises a large segment of our population: young children cannot safely walk or bike to school or play, the elderly—some 60% who are carless—are trapped in their homes, low-income residents—who cannot afford the \$3000 to \$5000 a year to own a car—are denied access to jobs, services and education. Building sidewalks and bikeways is not only smart from an environmental and land use perspective but is also a more just and equitable investment of public resources.

The BTA believes that the highest regional priority for transportation investment is completing attractive, convenient, and direct pedestrian and bicycle transportation networks throughout the metropolitan region. This strategy would significantly further state and regional goals for reduced reliance on the automobile, rational land use, social equity, and increased public safety.

Specific Recommendations:

- The BTA wholeheartedly endorses the establishment of programs to develop a Regional Bicycle and Pedestrian System Plans and to establish regional goals and standards to ensure pedestrian and bicycle access to regional activity centers. The BTA is eager to assist Metro staff on this project and recommends the establishment of citizen advisory committees to assist in this process.
- Page 3 of Attachment B notes that JPACT has not addressed the policy question of how arterial expansion projects should affect multi-modal

WORKING FOR SAFE,
HEALTHY, AND SUSTAINABLE
TRANSPORTATION

mobility. This issue needs to be addressed soon. We recommend that JPACT endorse a policy wherein arterial improvements must include improvements to transit, pedestrian and bicycle movement as precondition of consideration for funding.

- The BTA supports the delay or deletion of all projects which increase motor vehicle capacity. These projects are bad public investments that encourage automobile use and undesirable land use (see above) as well as being contrary to the VMT reduction goals of the state Transportation Planning Rule: Goal 12. These projects include: The Mt. Hood Parkway, the Sunrise Corridor, the West Side Bypass, and widening projects on Highway 26 (no.s 3, 5, 10 and 13 on the list). The latter are unnecessary in light of the tremendous investment in public transit in this corridor, and, if completed, will seriously affect the success of the West Side Light Rail, as occurred with MAX. At the very least, the projects on US 26 should be delayed until completion of the West Side Light Rail in order to minimize disruption to surrounding neighborhoods from displaced traffic. In addition, the Water Ave and E. Marquam Ramps to I-5 should be deleted and some of these funds earmarked for transportation demand management and alternate mode projects in this area. The Central Eastside Industrial Council stated that two-thirds of the 18,000 employees in this area commute from the inner east side of Portland—almost all by car. A very small investment in bike lanes could get these people to work a great savings to them and to the region.

These cuts would result in \$83 million in additional funds for alternative transportation projects in the region. (maybe we could make Tri-Met free!)

- All bikeway projects should be kept in the TIP.

The BTA does not endorse any of the staff recommendations. Option 1 includes many projects that should be dropped *even* if there weren't a revenue shortfall. Option 2 does not go far enough either in selecting projects for deletion or delay. It is much better not to spend the money at all than to build projects that will only lead to increased congestion and urban sprawl in the future. In addition, there is a tremendous need for bicycle and pedestrian facilities in the region. Portland's Pedestrian Program has identified \$7.5 million in potential projects in its first year alone.

We can and we must do better than this. The people of this region rely upon ODOT and Metro to make wise transportation investments: not to just spend the money.

Please enter this testimony into the public record.



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

TO: Canyon Road Project Participants
FROM: Daryl Steffan, Transportation Division Manager *Daryl*
DATE: November 3, 1993
SUBJECT: SCHEDULE AND UPDATE FOR THE CANYON ROAD PROJECT

Greetings!

I know there is interest concerning the status of this project. I thought it would be appropriate to update everyone concerned as to the schedule and status.

The project has been proceeding on the following schedule since City Council approval of the design concept.

- | | | |
|---|----------|------|
| • Finalize design concept | June | 1993 |
| • Begin survey | June | 1993 |
| • End survey, begin preliminary design | November | 1993 |
| • End preliminary design, begin right-of-way acquisitions | April | 1994 |
| • Begin contract preparation | January | 1996 |
| • Bid date | March | 1996 |

This schedule is based on information I received from Carl Mickelson, the ODOT project manager for this project. ODOT expects a base map to be completed by mid-December. We will schedule a meeting for sometime in mid-January to reacquaint ourselves with the approved design concept and provide input for the design.

Distribution:

Jim Adams
Robert Zukin
Gary Hoisington, A-Boy Stores
Christy Hitchen, ODOT
Karla Forsythe, Beaverton CC
Scott McKenzie, Beaverton Auto Up.
Robert McGill, Beaverton Town Sq.
Wally Preble, Carr Chevrolet
Scott Kirkpatrick, City of Beaverton
Rich Gettmann, First Interstate Bank
Cheryl Perrin, Fred Meyer, Inc.
Harlan Grosz, Haagen-Dazs
Ray Kaster, Kaster Carpets
Gary Katsion, Kittelson & Associates
Bill Roff, LRS Architects
Steve Kelly, Nature's Fresh NW

John Selling
Louis Busch
Jack Orchard, Ball, Janick & Novack
Dennis Mitchell, ODOT
Steve Clark, Beaverton CC
Bill Trumble, Beaverton Fred Meyer
Nick Salehi, Canyon Service Center
Rob Drake, Mayor, City of Beaverton
Bill Scheiderich, City of Beaverton
Robert Kabusreiter, Fred Meyer, Inc.
Jeff Boeck, Great Harvest Bread
Steve Wells, Hot Spot Fireplace
Jim Heitert, Kittelson & Associates
Patrick Rooney, KRUPR
Dan Kavanaugh, Metro. Life Ins. Co.
Sarah Ffitch, Natures Fresh NW

Michael Lilly
The Waterbed Center
Bruce Warner, ODOT
Ken Schumann, Pacific University
Dan Twohy, Olive Garden
Peter Fry, Restaurant Mgmt. NW
Joseph Angel, Restaurant Mgmt. NW
Carl Mickelson, ODOT
John Nuccio, Nuccio Foods, Inc.



the
CHAMBER.

11/26
RECEIVED

NOV 26 1993

THE GREATER HILLSBORO AREA CHAMBER OF COMMERCE

November 19, 1993

Andy Cotugno
Planning Director
METRO
600 Northeast Grand Avenue
Portland, OR 97232-2736

RE: Proposed Cuts to the ODOT Transportation Program

Dear Mr. Cotugno,

The Transportation Committee of the Hillsboro Chamber of Commerce recently became aware that on October 21, 1993 METRO held a public hearing regarding the recommendation on the prioritization of the Transportation Plan for the region. We regret not knowing of this hearing and not having the opportunity to voice our concerns to METRO.

Certain projects included in the Regional Transportation Plan are vital in order to maintain the current healthy economic climate and accommodate the projected continued growth that Hillsboro and Washington County will experience. One of the primary concerns of the Chamber is the low priority given to the improvement of the TV Highway from Shute Park to 21st Avenue in METRO's recommendations. There are several reasons the Chamber feels this project should receive a higher ranking:

1. TV Highway is the primary access into Hillsboro from east and west.
2. The current state of this section of the roadway constitutes a safety hazard, with no left turn lane, no bus pull outs, no sidewalks, and no bike paths.
3. The full value and utilization of existing TV Highway improvements, to the east and west of this section, cannot be realized without completion of this final phase of the project. Because the unimproved section is at the center of the project, bicyclists and pedestrians coming from either east or west suddenly find themselves with a major obstacle.
4. TV Highway provides the primary access to the area's hospital and fire station; emergency vehicle response time is impeded by the lack of road shoulders and a left turn center lane. The section between Shute Park and 21st Avenue includes two very busy intersections.
5. The subject project is one of the projects recommended by ODOT Region 1 to remain in the transportation improvement program construction section.
6. The project's Final Environmental Impact Statement was approved back in the mid-1980s. Final drawings have been completed and the right-of-way acquisition is almost completed. The project has included local funds from Washington County and the City of Hillsboro. It is our understanding that a large portion of the funding for the current phase of the project consists of federal dollars.



7. The project's design encourages other modes of transportation because it includes bike paths and sidewalks, as well as bus turn lanes.

The Hillsboro Chamber of Commerce feels these points need to be carefully considered before making any final recommendation on the project's ranking.

Enclosed is a resolution adopted by the Hillsboro Chamber of Commerce Board of Directors, indicating their strong support for the completion of the TV Highway project, from Shute Park to 21st Avenue.

We would also request that the Chamber be notified of any further public meetings and opportunities for input on this and future transportation issues. Accordingly, we ask that notices be mailed to the following:

Bernie Brown
David Evans & Assoc., Inc.
2828 SW Corbett Avenue
Portland, OR 97201

Bob Herb, Director
Hillsboro Chamber of Commerce
334 SE Fifth Avenue
Hillsboro, OR 97123

Thank you for your assistance.

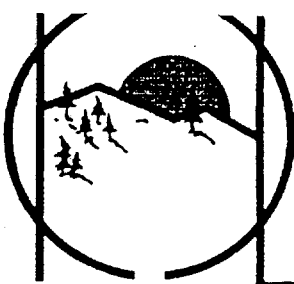
Sincerely,


Marilynn Helzerman
President

*See
mtg.
notice*

MH:pw
Enclosure

cc: Michael Heglund, METRO
Susan McLain, District 1 Councilor, METRO
Terry Moore, District 13 Councilor, METRO
Bruce Warner, Region 1 Manager, ODOT
Rob Drake, Mayor, City of Beaverton
Roy Gibson, City of Hillsboro



the
CHAMBER.

THE GREATER HILLSBORO AREA CHAMBER OF COMMERCE

Resolution R-14-93

Resolution Supporting Completion of Improvements to the Tualatin Valley Highway, Shute Park to 21st Avenue

WHEREAS, METRO and the Oregon Department of Transportation (ODOT) must reduce ODOT'S allocation for transportation improvement projects; and

WHEREAS, this requires eliminating or postponing some transportation projects already approved for the region and the TV Highway project in Hillsboro has not received a high ranking from METRO's staff at this time; and

WHEREAS, the Hillsboro Chamber of Commerce Board of Directors feels that completion of this highway project will significantly impact the transportation system in Hillsboro; and

WHEREAS, the TV Highway is the primary access into Hillsboro from east and west and provides the primary access to the area's hospital and fire station; and emergency vehicle response time is impeded by the lack of road shoulders and a left turn center lane; and

WHEREAS, the current state of this section of TV Highway constitutes a safety hazard, with no left turn lane, no bus pull outs, no sidewalks, and no bike paths; and while sections of the highway to the east and west have been improved; and

WHEREAS, this project is one of those recommended by ODOT Region 1 to remain in the transportation improvement program; and

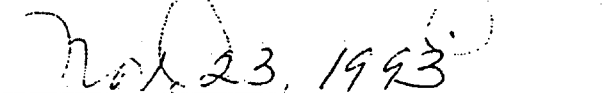
WHEREAS, the project's Final Environmental Impact Statement was approved back in the mid 1980s, final drawings have been completed and the right-of-way acquisition almost completed; and

WHEREAS, Washington County and the City of Hillsboro have already contributed funds to the project and a large portion of the funding for the current phase consists of federal dollars; and

WHEREAS, the project's design encourages other modes of transportation because it includes bike paths, sidewalks, and bus turn lanes,

NOW, THEREFORE, BE IT RESOLVED that the Hillsboro Chamber of Commerce Board of Directors strongly encourages METRO to reevaluate the merits of this project and its ranking within the transportation improvement program construction priority list.


Marilynn Helzerman, Chamber President


Date



My name is Marge Hamlin. I am 57 years of age and have never owned a car nor had a driver's license. I commuted mainly by bus or carpool until about three years ago. At that time, I decided to try the annual *Bike to Work Day*. It was a lot of fun riding to town in a group. I hadn't stopped to think about the fact that I would have to ride home by myself. It was a scary ride over the Burnside Bridge and making a right-hand turn on Milke Blvd. in order to get over to Ankeny, which is a designated bike route, but I made it! After my terror subsided enough, I tried it again and from then on rode to work, somewhat intermittently (when the weather was nice). Then in 1994, I bought a new mountain bike and discovered long distance riding. Now the biking has really hit me and that winter I decided to try riding to work in the dark and the rain, etc. Much to my surprise I found it not all that difficult and a lot more enjoyable than I had ever imagined. It was liberating. I was no longer bound by bus schedules. I left home a little late. I just rode a little faster. It was invigorating and I arrived at work energized and ready to work. Riding home turned out to be an excellent way to release the tensions of the day. I also discovered that I am better able to enjoy the beauty around me. I spotted the earliest signs of spring and smelled the leaves in the fall and rode through neighborhoods in the winter, taking in the beauty of Christmas lights.

My experience with biking has expanded so far in 1996 I have logged some 2500 miles. Besides commuting to work, I run all of my errands by bicycle now and it has been a real time saver for me. Sometimes I go home via the Hawthorne bridge so that I can stop at the Fresh Market, or 19th to pick up groceries on the way home. I can ride to the Lloyd Center area to do some shopping, or to Kaiser Beach. I do recreational riding on weekends and take frequent trips to places like Swan's Island, Blue Lake Park on Marine Drive, Exbury Park, or Millmochah Falls. If I want a short easy ride, my chosen way is to ride to Crystal Springs Rhododendron Gardens to do a little bird watching. The point I want to make is that even though I don't have a car, I have access to all these places by bicycle and it is important to people like myself to have safe and easy access. My experience has been that routes that have designated, painted bike lanes are definitely safer. Motorists can see where we, the bicyclists, are supposed to be. It is clearly defined. We need more painted bike lanes wherever possible because we shouldn't have to take a longer, more indirect way in order to reach a destination safely. One example that has made a big difference is the bicycle lanes on the Burnside Bridge. We need them on all the bridges. It is not safe to put the pedestrians and bicyclists on the sidewalks together. On the Hawthorne bridge, for example, the sidewalks narrow down considerably as you are coming off the bridge and when pedestrians are walking there, it is very uncomfortable to have to pass them in that narrow area. It's unfortunate that cuts have to be made and I know the decisions are difficult. I believe that the safer and more convenient we make it for bicyclists, the more cars we get off our roadways which in the end, benefits all of us. Invest the dollars to make bicyclists safer and we all benefit - cleaner air, less congestion, less wear and tear on our roadways, less consumption of dwindling resources. Think about it.

Marge Hamlin
5223 NE Couch
Portland, OR 97218
323-7708 (w) 231-0305 (h)

12/7/98

**ODOT 1995-1998
Transportation Improvement Program**

Comments

**Public Meeting
JPACT and Metro Council**

December 7, 1993

**City of Beaverton
Community Development Department
Transportation Division**

CAPITAL IMPROVEMENTS PROGRAMMING

"...the Federal Government should participate if the benefits to whomsoever they may accrue are in excess of the estimated costs....."

Flood Control Act of June 22, 1936
United States Code, 1940

B/C greater than 1

B - C greater than zero

CAPITAL IMPROVEMENTS PROGRAMMING

Objective: Maximize Public Benefit

Formulation:

$$\text{Maximize: } \sum_{i=1}^n (B_i - C_i)$$

With **B** = Discounted project benefits
 C = Discounted project costs
 n = Number of independent projects

CAPITAL IMPROVEMENTS PROGRAMMING

BENEFIT ANALYSIS

$$B = B_c + B_s$$

With $B_c =$ Capacity benefits, difference in delay,
existing and improved condition

and $B_s =$ Safety benefits, National Safety Council
benefit factors, based on consistent
application of reduction factors

**RECOMMENDATIONS CONCERNING METRO'S
CRITERIA**

Keep accident factor, revise to include economic benefit of accident reduction.

keep cost benefit factor, modify to include economic benefit of delay reduction.

AGENDA BILL
Beaverton City Council
Beaverton, OR

SUBJECT:
Canyon Road Improvement

continued to 6/21/93
~~CONTINUED TO 5/24~~
FOR AGENDA OF: May 17, 1993

BILL NO. 93-94
[Signature]

APPROVED FOR AGENDA BY:

DEPT. OF ORIGIN: DCD *[Signature]*

DATE SUBMITTED: May 10, 1993

PROCEEDING:
Public Hearing

CLEARANCES: Facilities Review Committee

EXHIBITS: Staff Report

EXPENDITURE
REQUIRED: \$0

AMOUNT
BUDGETED \$0

APPROPRIATION
REQUIRED: \$0

BACKGROUND

The city of Beaverton and the state of Oregon are cooperatively developing a project to improve traffic capacity and safety along SW Canyon Road between SW 117th Avenue and Highway 217. The project will provide turn lanes, lane channelization, raised medians, sidewalks, bike lanes, landscaping and driveway consolidation improvements on Canyon Road. In addition, the development of a public-access way serving properties north of Canyon Road between SW 114th and 117th will be pursued and a realignment of SW Broadway is proposed. Removal of the existing traffic signal at the north entry to the Beaverton Town Square and Fred Meyer complex is also proposed. The project is being funded as a part of the state of Oregon's Six-Year Transportation Improvement Program.

The attached report is a review of the project's consistency with the Comprehensive Plan and Development Code. The report documents the public involvement conducted to date and the issues and problems that have been raised by impacted businesses. It also includes a staff recommendation of the project design concept to be forwarded to the state of Oregon for final design and right-of-way acquisition.

RECOMMENDED ACTION

Staff recommends that City Council adopt the recommendations as summarized in the attached staff report. It is also recommended that City Council direct staff to forward the approved project design concept to the Oregon Department of Transportation for development of final project engineering and right-of-way acquisition.

RECOMMENDATIONS

(REVISED 6/28/93)

A. Based upon the information presented, background facts and analysis staff recommends that the Council approve the request. Approval of the design concept should be subject to the following conditions:

1. The project design concept, as illustrated in the attached Exhibit A, should be approved and forwarded to the state of Oregon for final engineering.
2. Priority for the improvements shall be subject to available funding. It is recommended that project elements be placed in the following priority (first being most important):
 - a. Achieving the curb to curb lane widths and street tree elements illustrated in Figure 3 (page 8 of the staff report dated May 17, 1993).
 - b. Construction of sidewalks on both sides of the street
 - c. Provide exclusive right turn lanes west to northbound at SW 117th Avenue and east to south bound at Highway 217.
 - d. Relocate the existing shopping center entry traffic signal to a new location to be designed east of the Chevron Oil service station. The new traffic signal and intersection shall provide access to the existing aisle way north, located east of the Carr Chevrolet dealership, and access to the Fred Meyer parking lot to the south.
 - e. Redesign of the SW 117th Avenue/Broadway/Canyon Road intersection to permit "double" left turn movements on the north and south approaches.
 - f. Providing planter strips with street trees on Canyon Road.
 - g. Constructing a public roadway, north of Canyon Road, between SW 117th Avenue and SW 114th Avenue.
3. Final engineering plans shall be routed through the city's development review process to be reviewed for development code consistency and subject to city approval prior to the construction of any improvements.
4. Particular attention should be provided in the final design to the impact of sidewalks and planter strips upon adjacent developments. Where impacts caused by these improvements create undue economic hardships, consideration should be given to utilizing curb-tight sidewalks in lieu of planter strips.
5. Existing driveways on Canyon Road shall be consolidated where there are alternative access points and/or driveway redundancies.

6. Crosswalks will be provided at all four legs of the new 117th Avenue and Canyon Road signalized intersection.
7. The acquisition of public right-of-way for the project shall be subject to the procedures and practices of the state of Oregon. It appears to the city, at this time, that acquisition of the Leonard Adams Insurance office building would provide the greatest amount of flexibility for the property south of Canyon Road and should be considered by ODOT in the final design process.

B. The state is encouraged to explore the following items - if they are technically feasible and within the scope of available project funding:

1. The development of a westbound to eastbound "u-turn" on Canyon Road at SW 117th Avenue within the project.
2. Improvement of the capacity of the southbound Highway 217 off ramp at Canyon Road through the construction of a 4 lane approach (i.e., a right turn lane, two through lanes and a left turn lane).
3. The development of improved access to and from SW Broadway to the Town Center Parking lot.
4. Under grounding utilities, along SW Canyon Road, within the scope of the project.

C. The City shall work towards developing and/or funding the following items concurrent with the Canyon Road Project:

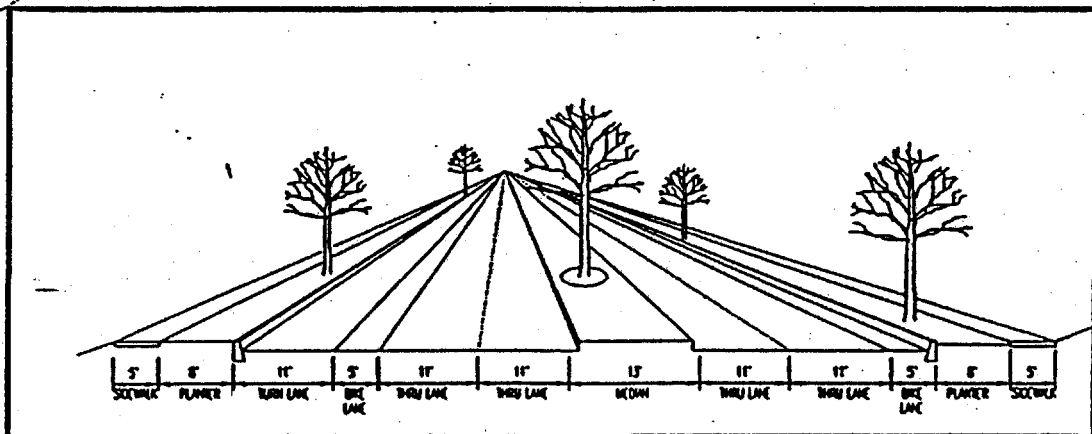
1. The construction of SW Lombard Avenue between Broadway and Canyon Road shall be pursued by the city of Beaverton. The city shall work to schedule completion of these improvements either before or concurrent with the construction of the Canyon Road project improvements.
2. The development of a "gateway" feature, per the Downtown Plan, at the east end of the project.

D. Proposed Canyon Road Project Elements

The project will enhance traffic safety and flow by increasing capacity at both ends of this now highly congested road section (between the southbound Highway 217 ramp/Canyon Road intersection and the 117th/Canyon Road intersection), eliminating close signal spacing that creates a "stop-and-go" traveling condition, and channelizing left turns to maintain and enhance access to properties north and south of Canyon. Circulation improvements north and south of Canyon are important components of the project. The city seeks to develop a road section that encourages a safe, pedestrian-friendly environment while balancing the needs to move traffic. This includes the consideration of lower design speeds and reduced lane widths. *The following elements correspond to the numerated elements in Exhibits 1 and 2 (on pages 30 and 31).*

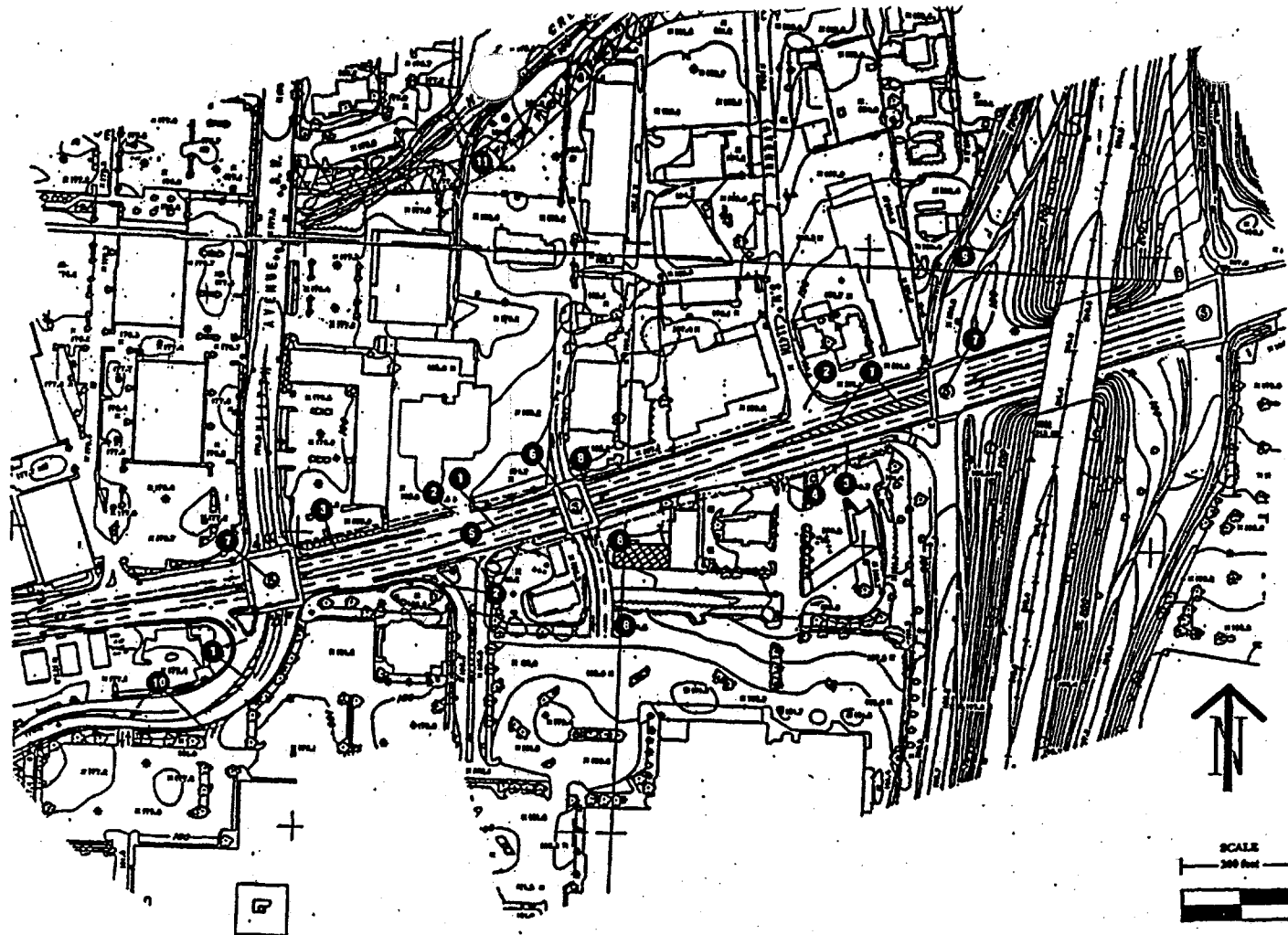
1. The Downtown Development Plan - Urban Design Policy (Exhibit 3 -page 33) recommends a gateway be developed on Canyon Road west of Highway 217. This project provides a design cross section that will accommodate a gateway feature in the median. The concept sketch for the cross section of Canyon Road from the Downtown Development Plan is shown in Exhibit 4 (page 34). Figure 3 depicts the features and dimensions of the proposed Canyon Road Project design which incorporates a location, for example, the median-island, for an entry feature as depicted in the Downtown Development Plan.

Figure 3
Canyon Road Typical Section - Design Concept

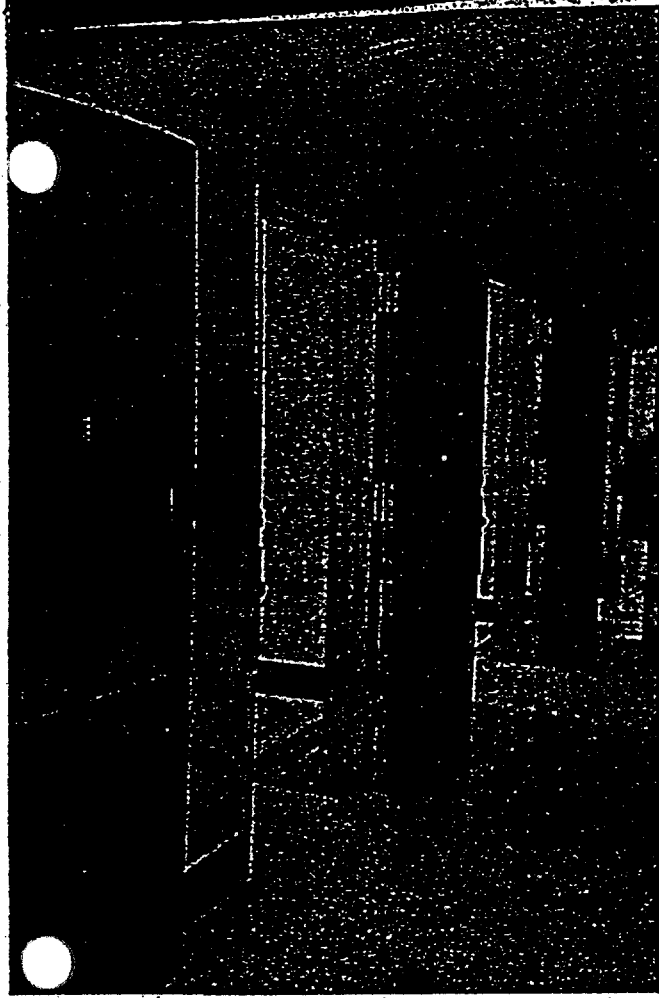


Sidewalks will be constructed along both sides of Canyon Road. To the extent feasible, an eight-foot planter strip will be provided. Five-foot bike lanes will be included in the curb-to-curb cross section. A raised median will be constructed west of Highway 217. This would include a planter for street trees. The city should consider the development of a designed art feature, representative of the distinct culture of the city of Beaverton, to be used at this and other gateways to the downtown area. With the raised median barrier, no left turns would be permitted for approximately 600 feet west of the Highway 217 southbound ramp terminal.

- 1 Construct rail lanes
- 2 Major intersection/driveway to be limited to right-in and right-out only. (Unless otherwise specified, all other driveways on Canyon Road, within the project limits, to be consolidated and/or limited to right-in and right-out)
- 3 Construct exclusive right turn lane
- 4 Driveway to be limited to right-in only. Close the two existing driveways to the former Hana car wash/gas station from Canyon Road
- 5 Remove the existing traffic signal
- 6 Construct new traffic signal - the exact location shall be determined during the project engineering phase
- 7 Traffic signal to be modified for new road geometry/lane configurations
- 8 Revise parking lots and access points as required by the project
- 9 Provide improvements on the southbound ramp from Highway 217 to include: 1 right turn lane, 2 through lanes & 1 left turn lane
- 10 Provide improved accesses to and from SW Broadway into the Town Center parking lot - location and number to be determined during project engineering phase
- 11 Construct new public street between SW 117th Avenue and SW 114th Avenue - if funding permits. Street location and design to be determined during the project engineering phase.



**Canyon Road
Improvement Project
Concept Plans**



The Oregonian/JIM VINCENT/The Oregonian

Patients are being transferred to community programs.

Deadline for cuts

will not... the patients probably will be better off," he said. "People do better in (small) environs."

cuts in... But he is worried about problems that may erupt because the state is trying to make a difficult change with no extra money on hand. "It's a good thing to be doing," he said. "It's risky to do it this way."

und 450... Bachik agreed: "To do this sort of thing properly there should be a period of double funding."

50 beds... The community programs should be up and running smoothly before the hospital closes down beds, he said; otherwise you run into just the sort of situation Dammasch faces today. Also, he said there should be about three community beds to replace one hospital bed because patients tend to stay in community programs longer. He said the state is trying to do it closer to a 1-1 ratio.

ie state... "That's where the bulge is," he said. "We're trying to do it too cheap. Because of Measure 5 we just don't have the money."

ility's... Dammasch employees already are scattering to other places, Bachik said. Some have found other jobs in state government, a few have transferred to the community-based programs and some have "bumped" other employees under the hospital's union contract and kept their jobs.

small-... But the dismantling of an institution is "fraught with frustrations and difficulties," Bachik said, particularly when it is one where some employees have worked for many years.

Those... on Ad- legal aid the prom-

Beaverton council OKs traffic proposal

■ The plan is expected to eliminate lengthy tie-ups on Southwest Canyon Road

By HARRY BODINE

of The Oregonian staff

BEAVERTON — The Beaverton City Council reluctantly approved a plan this week that should improve, if not eliminate, traffic tie-ups on Southwest Canyon Road.

The plan approved unanimously on Monday will move the entrance to the Fred Meyer-Beaverton Town Square shopping center east and build a barrier down the middle of Canyon from the freeway to the traffic signal at Southwest 117th Avenue.

The Oregon Department of Transportation has agreed to spend up to \$5-million on the project, with construction occurring between 1994 and 1996.

Elements of the plan have been under intense review by city and state officials, Beaverton Area Chamber of Commerce leaders and owners of local businesses. The parties struggled to reach an agreement before June 30 to meet a state funding deadline.

- Elements of the plan include:
- Removing all or part of the Leonard Adams Co. building, 11420 S.W. Canyon Road, to make way for a new entry to the shopping center east of the Chevron station at 11015 S.W. Canyon Road. The current entrance would be eliminated. The relocated four-way traffic signal also would provide access to the east side of Carr Chevrolet, which is on the north side of Canyon.
 - Installing a median barrier that would prevent left turns.
 - Widening the southbound Oregon 217 offramp to Canyon to provide two lanes continuing south on a frontage road leading to Southwest Beaverton-Hillsdale Highway.
 - Providing better access to the Town Square parking lot from Southwest Broadway near 117th.
- The plan also calls for building a new road between 114th and 117th avenues north of Canyon to improve

access to businesses in that area — if money can be found to pay for its construction.

That appears dubious, given cost estimates provided by state traffic engineers.

The council asked that the state buy all of the Leonard Adams building, although state officials have proposed buying just part of it. Buying the whole building will provide more space for the new entrance and not leave the Adams estate with a badly devalued remnant of land. It's also good land-use planning, Beaverton officials said.

State traffic analyst Dennis J. Mitchell said he understood the city's wishes but wouldn't make a commitment until the project's design was finalized.

Council members David Willis and Carole Shick supported the proposed Canyon improvement, but felt it did not do justice to companies on the north side of Canyon, other than Carr Chevrolet.

"We have taken care of the big players," Shick said. "We have taken access away from small business. We have lost something."

Owners of two retail stores north of Canyon agreed with Shick.

Speaking on behalf of Portland Outdoor Store, 3975 S.W. 114th Ave., Brad and Al Popick urged the council to drop the project instead of letting it proceed as proposed. The design kills off their area, they said.

Larry Kaster, owner of Kaster Carpets at 11325 S.W. Canyon Road, said moving the Fred Meyer-Town Square traffic light closer to Oregon 217 would not help his company at all.

All he could look forward to is two years of construction disrupting his business, Kaster said.

Council members and Daryl Steffan, Beaverton's transportation planning manager, said the proposed changes are a start, not a final decision.

Tri-Met's westside light-rail line will provide more opportunities to address traffic flow and access problems in the area, Steffan said.

Tardiff to head Newberg police

NEWBERG — Stayton Police Chief Robert Tardiff Jr. will become chief of the Newberg Police Department on July 6.

nearby city of Sublimity, population 1,500.

In Newberg, population 14,300.



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97078 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

December 7, 1993

JPACT Members
Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear JPACT and Metro Council members:

Staff recommendations contained in the November 29, 1993, memoranda from Andrew Cotugno to JPACT identify the TV Highway Project eliminated from the ODOT construction program. The basis for this recommendation stated in Table 3 is "Project requires significant modification of existing access rights; risk of schedule slip."

This finding is in error. Work began on this project in November of 1992. It was realized that the level of access modification could effect project feasibility. Due to the tremendous potential benefit of this project, in January of 1993, I personally convened a task force consisting of City staff, ODOT staff, the President of the Beaverton Area Chamber of Commerce and affected property owners. A commitment was made from ODOT that if a firm design concept was approved by City Council by June of 1993, this project would be assured of funding.

During the winter and spring of 1993, a series of work sessions, meetings, and open-house public meetings were held. These meetings involved all of the affected property owners and major retailers in the central Beaverton area. City Council approved a design concept in June 1993. There was sufficient certainty in all of the major issues associated with the project that ODOT agreed to proceed with the project. Survey work is complete, the design is underway with right-of-way acquisition scheduled to begin in January of 1994. A meeting of the task force is already scheduled for January of 1994 to guide the design process.

There has been considerable participation and commitment related to this project. The project scoping process developed a synergism that is continuing in a newly formed task force of the Chamber of Commerce Transportation Committee. As evidenced by its high technical ranking, it

JPACT and Metro Council
TV Highway Project
Page Two

is a critical safety and capacity improvement. It is also a critical component to redevelopment of downtown Beaverton that relates to transit-oriented development associated with the Westside LRT project.

Most importantly, commitments were made by ODOT that if the City and affected properties could develop a firm design concept, the project would be funded. A firm design concept has been developed and approved by City Council. Cutting funding for this project will seriously discredit the City and ODOT and damage our ability to development partnerships of mutual trust to address future issues.

We submit that the staff recommendation resulting in cutting this project from the ODOT construction program is in error and respectfully request restoring full funding for this project.

Sincerely,



Rob Drake
Mayor

mika

SHIRLEY HUFFMAN

809 N.E. Jackson School Road
Hillsboro, Oregon 97124-3234

December 6, 1993

Andy Cotugno, Planning Director
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Andy:

I am very concerned about the low ranking that appears to have been placed on the final improvement of the Tualatin Valley Highway from Shute Park to 21st Avenue in Hillsboro. This is an important part of the transportation system for the City of Hillsboro and for the whole of Washington County, and one that should have been completed long ago.

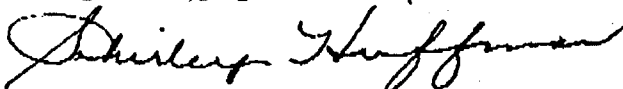
Congestion and safety are two of the major concerns on this portion of the highway. Attempted left turns at 13th, both easterly and westerly, create serious traffic problems; often both lanes are tied up for great distances. This particular section of the highway serves a neighborhood that is dependent on public transit. There are no bus pull-out lanes, and busses stopped to serve riders are a major contributor to congestion. Pedestrian and bicycle traffic is hazardous to users.

The Tualatin Valley Highway is heavily traveled, including extensive truck use. It serves as a major link connecting Forest Grove, Cornelius, Beaverton and unincorporated Washington County, and carries much of the traffic going to and from south Washington County, as well as Portland. It is a major Tri-Met route.

Because of cost overruns, caused mainly by delays in the original project, Washington County and the City of Hillsboro were major contributors of funding, using local dollars, for the improvement of the Tualatin Valley Highway from Maple Street to Main Street, when that work was done several years ago. Commitments for completing the project within a reasonable time have been postponed, while growth continues and problems connected with an inadequate road system increase.

I urge METRO to assign to this project the high priority ranking that it deserves.

Very truly yours,



Shirley Huffman

mike

CITY OF HILLSBORO



Mr. Andy Cotugno, METRO Planning Director
 600 Northeast Grand Avenue
 Portland, Oregon 97232-2736

Dear Mr. Cotugno:

December 6, 1993

It has recently come to my attention that a funding shortfall is threatening the completion of the Tualatin Valley Highway project between Shute Park Plaza and 21st Street in Hillsboro. I wish to formally register my concerns about this possibility.

That particular stretch of highway is the only link by foot and bicycle between Hillsboro High School and the Hillsboro Public Library. After school every weekday, the library is crowded to capacity with students doing research and homework. Along this route between the two facilities, there are no sidewalks, no bike lanes, and poor lighting.

The library is situated in an area populated by low income residents, many of whom are elderly. These people rely on the library for a variety of informational materials (primarily medical and legal), and as a source of inexpensive recreation, since they generally cannot afford to buy books, go to the movies, or even rent videos. They make heavy use of the large print collection and the books-on-tape. Many come to the library on foot along this route.

For both these populations, having to travel along this particular stretch of highway is treacherous. The safety of students and the elderly is an issue to consider.

On a personal note, I drive to and from work via this part of the TV Highway. I can be counted as one of the many who have been rear-ended while waiting for someone ahead of me to make a left turn. I now opt to be stuck behind buses in the right lane rather than risk using the left lane for any reason. Motorists' safety is also an issue to consider.

If the highway were improved along this stretch, it could only bring positive economic benefit to the businesses along the way. I imagine they, too, are anxious to have sidewalks, bike lanes, and turn lanes in place. I encourage ODOT to work very closely with the landowners along this route. Library staff were not consulted before construction began between Maple and Shute Park Plaza. The resulting double sidewalk configuration has since caused major drainage problems and much difficulty in complying with the Americans With Disabilities Act. To rectify this situation will not be inexpensive and very well could have been avoided with adequate communication.

Please take my concerns to heart. The TV Highway Project between Shute Park Plaza and 21st Street truly needs to be completed.

Sincerely, Debra Brodie
 Library Director

cc David Lawrence, City of Hillsboro
 Bob Herb, Hillsboro Chamber

Bruce Warner, ODOT
 Susan McLain, METRO

OAK KNOLL

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DEC 6 1995

Andy Cotugno, Planning Director
METRO
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Mr. Cotugno:

Please consider the reinstatement of improvements on Southeast Tualatin Valley Highway from Shute Park to Southeast 21st.

The planning and engineering for the project has already been approved.

The community needs this project completed to help aid economic development, bus transportation, and for safety. Too many accidents occur on this stretch of highway due to lack of left hand turning lanes.

I urge you to please reconsider.

Sincerely yours,

Marjorie M. Vuylsteke

Marjorie M. Vuylsteke
Co-Owner - Oak Knoll Winery, Inc.
Board Director - Hillsboro Chamber of Commerce

cc: David Lawrence
Bruce Warner
Hillsboro Chamber of Commerce
Susan McLain

OAK KNOLL WINERY, INC.
29700 S.W. BURKHALTER RD.
HILLSBORO, OREGON 97123
(503) 648-8198
FAX: (503) 648-3377

**OREGON
ROSES**
INC.

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CC / 1993

KENT R. TEUFEL
President

FRED R. TEUFEL
General Manager

JEAN M. TEUFEL
V.P./Director

MARGARET E. TEUFEL
Educator/Chairman

1170 E. Tualatin Valley Hwy., Hillsboro, Oregon 97123
Phone (503) 648-8551 FAX (503) 648-9851

Nov. 3, 1993

Andy Cotunga, Planning Director
Metro
600 N.E. Grand Ave.
Portland, OR 97232-2736

Dear Mr. Cotunga:

We have been in business at this location since 1942 and we urge you to expedite the I.V. Highway Project.

Our customers and employees (over 100) impede traffic as they wait to make a left turn.

Bicycles and pedestrians go through our property - a dangerous situation.

From my kitchen window I see the problem at 13th + River Rd. A turning lane is desperately needed! My grandson was involved in one of the many accidents there.

Sincerely,

Margaret Teufel
Chairman Board

DELNA JONES
WASHINGTON COUNTY
DISTRICT 6
ASSISTANT MAJORITY LEADER

REPLY TO ADDRESS INDICATED:

House of Representatives
Salem, OR 97310-1347
986-1406

P.O. Box 5969
Aloha, OR 97006
690-8690



HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310-1347

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COMMITTEES
Chair:
Revenue & School Finance
Member:
Legislative Rules & Reorg.
PRIOR COMMITTEES
Vice-Chairperson
State & Federal Affairs
Member:
Agency Reorg. & Reform
Business & Consumer Affairs
Education
Environment & Energy
Intergovernmental Affairs
Legislative Rules
Trade & Economic Development

December 3, 1993

Andy Cotugno, Planning Director
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

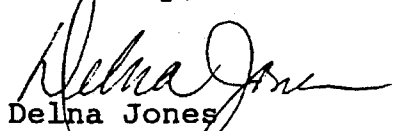
Dear Mr. Cotugno:

In regard to the Oregon Department of Transportation's 1995-98 Transportation Improvement Program, it is my opinion that METRO should give the Tualatin Valley Highway Project high priority.

While I certainly understand the difficulty in determining priorities during a funding shortfall, I am particularly concerned with the local commitment that was made in the TV Highway Project. Specifically, Washington County voters approved property tax serial levies for the Major Streets Traffic Improvement Program with the commitment that the TV Highway would be improved from East Main Street to SE 21st Avenue. The local match of 63% was used up in Phase 1 of the project, and there was a commitment to the completion of the entire project. I feel it would be terribly unfair of the State not to complete the project, particularly since the local people have fulfilled their end of the agreement.

I do not believe it would be a sound policy decision for the State to turn its back on a previous commitment when given the choice. I urge you to reconsider the low ranking that has been assigned to this project in METRO's staff recommendation.

Sincerely,


Delna Jones
State Representative
District 6

cc: David Lawrence, City of Hillsboro
Bruce Warner, Oregon Department of Transportation
Hillsboro Chamber of Commerce
Susan McLain, District 1 METRO Councilor



Washington County
Employment and Training Consortium

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Hillsboro Chamber of Commerce

December 3, 1993

Mr. Andy Cotugno
Planning Director
METRO
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Cotugno:

As a local director of a low-income employment program, I am concerned about the increasing problems with traffic in the Shute Park area. This area has a high percentage of low-income residents who do not own automobiles and depend on mass transit, walk, or bike to work. According to our most recent data, 62% of the adjacent census tract is low to moderate income residents. Yet the segment of TV Highway under consideration is the only one which does not have a bike lane or a safe sidewalk system. This is also an area in which bus usage is very high, especially during rush hours, when traffic regularly backs up in both lanes. The lack of turn-outs for busses worsens this situation, endangering motorists and pedestrians alike by blocking a busy traffic lane. This segment also has no designated left-turn lanes which causes blockage of the other lane as well.

Conservative estimates of growth in this area predict that approximately 2000 jobs will be added in the next two years. According to recent figures from Adult and Family Services, the new applications for food stamps and aid to dependant children in Washington County are growing at a rate of 9% per month. By this summer, a new AFS branch office will open in Hillsboro to serve the influx of low-income residents to this area. The accident totals in this area for the first ten months of 1993 already equal the total for entire year of 1990, upon which Metro's project rating was based. The anticipated growth of the lower income population can only mean more and more accidents and injuries.

Things will not get better on their own. The need to take action now for the traffic problems we anticipate in the near future is urgent. I strongly support the retention of the TV Highway Project.

Sincerely,
Thomas Schuler

Thomas Schuler
Director of Assessment
Washington County Employment

Portland Community College
Rock Creek Campus, RC-2-103-b
17705 NW Springville Rd.
Portland, OR 97229
(503) 244-6111 ext. 7334

Beaverton Area Chamber of Commerce
4800 S.W. Griffith Dr., Suite 100
Beaverton, OR 97005-8721
(503) 526-0976
(503) 644-0123

Hillsboro Chamber of Commerce
334 S.E. 5th Street
Hillsboro, OR 97123
(503) 640-0817

CORDELLA MILES

ATTORNEY AT LAW

(503) 640-0504

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245 SOUTH EAST FOURTH AVENUE • SUITE B • HILLSBORO, OREGON 97123

December 3, 1993

**Andy Cotugno
Planning Director
METRO
600 NE Grand Avenue
Portland, OR 97232-2736**

**Re: TV Highway Project
Shute Park to 21st Avenue**

Dear Mr. Cotugno:

I am writing in support of continued inclusion of the TV Highway Project, Shute Park to 21st Avenue, in ODOT's Transportation Improvement Program. I reside in east Hillsboro and have my office on Fourth Avenue so make at least seven round trips on that stretch of highway every week. It must be improved as it is extremely dangerous now.

Over the years I have seen numerous accidents because there is no turn lane at 13th/River Road and no refuge lane for cars turning left out of the businesses on the north side of TV Highway. Just in the past year I have not been able to get out of the way of a police car and an ambulance because there are no shoulders or bicycle lanes. I have been stuck behind busses as there are three bus stops in that short space and have had to swerve around bicycles because there are no bicycle lanes. I always feel unsafe when travelling on that section of TV Highway.

TV Highway is a major part of the regional transportation system and must be improved along its entire length. To the best of my knowledge, this section is the only one, excepting one-way grids, which has not been widened to five lanes.

Thank you for your consideration of my letter.

Sincerely,



**Cordella Miles
CM:cm**

**cc: David Lawrence
Bruce Warner
Hillsboro Chamber of Commerce
Susan McLain**

Intel Corporation
5200 N.E. Elam Young Parkway
Hillsboro, OR 97124-6497

(503) 696-8080

m. kc
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DEC 6 1993



December 2, 1993

Mr. Andy Cotugno
Planning Director
METRO
600 N. E. Grand Avenue
Portland, OR 97232-2736

Subject: Tualatin Valley Highway (Shute Park to 21st) Improvement Project

Dear Mr. Cotugno:

It is my understanding that METRO has given the TV Highway (Shute Park to 21st) project a low ranking in a recommendation to the Oregon Department of Transportation (ODOT) as ODOT attempts to identify \$400 million in project cuts from the current six-year State Transportation Improvement Program.

I am of the belief that the TV Highway (Shute Park to 21st) project should receive a much higher ranking from METRO than it appears to currently hold. Our reasons are many, but as a minimum:

1. It is the final phase of an improvement project on which work began 13 years ago. It makes no sense to improve the sections to the east and west of the segment of highway, encouraging increased traffic, and then to funnel this traffic into an unsafe and congested stretch of road. This logic applies to bicyclists and pedestrians as well, who eventually reach this hazardous section of road and must be discouraged from using these alternative means of transportation.
2. The TV Highway project has received a 63% local match. The voters supported a serial levy to complete the entire project from Main Street to 21st Avenue, along with other Washington County highway projects. They have waited patiently through a series of delays and received commitments from public agencies that the project would be completed. Cutting this project from the improvement program will further undermine the public's trust in government.

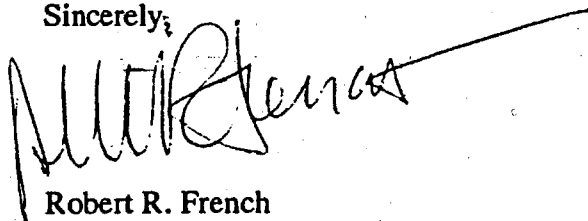


Andy Cotugno, METRO
December 2, 1993

3. Commitments to complete this and other transportation improvement projects contributed to Intel's decision to expand its operations in the Hillsboro area. Again, renegeing on those commitments now would further undermine confidence in our local government bodies.
4. The TV Highway plays a major role in the regional transportation system. It is:
 - a. the primary access to Hillsboro, and to points east (Beaverton, Portland) and west (Cornelius, Forest Grove);
 - b. a primary truck route which plays a significant role in moving goods and people in the region;
 - c. and an important route in transporting employees to their jobs within the region by either vehicle or bus.
5. The TV Highway is a primary access route for emergency vehicles which are affected by the delays within the subject section of roadway. It is also the primary access route to the hospital.
6. Many of the people who live in the area of this proposed improvement fall within the low income category and are dependent upon bus service for transportation to their jobs. Bus turnouts and pedestrian pathways are critical to their safety.

Your assistance in changing the priorities of your regional transportation projects is greatly appreciated. Please let me know if you need additional data and if not, I look forward to METRO restoring the TV Highway (Shute Park to 21st) project to its original and necessary priority.

Sincerely,



Robert R. French
Manager, Public Affairs

RRF:eg

cc: Bob Herb, Hillsboro Chamber of Commerce
David Lawrence, City of Hillsboro
Susan McLain, METRO
Bruce Warner, ODOT

Bateman, Culligan & Associates, Inc.

445 East Main St. ♦ Suite 101 ♦ Hillsboro, OR 97124
(503) 640-6229

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DEC 2 1993

December 2, 1993

Mr. Andy Cotugno, Planning Director
METRO
600NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Cotugno,

I was most concerned to learn that METRO may be concluding that the TV Highway Project should not be included in ODOT's Transportation Improvement Program.

As a resident of Hillsboro for over 20 years, I've watched the congestion and many related dangers accumulate in the area where TV Highway enters Hillsboro and curves onto 10th avenue. I lived in the immediate area with my wife and three children for 15 years. We were always worried because there was no safe pedestrian or bicycle access from our neighborhood to the South into Hillsboro, Shute Park, the library, or the Aquatic Center. I've witnessed countless near-accidents in that area because there are no sidewalks or bike paths for pedestrians and bicyclists.

In addition, since there are no center turn lanes, whenever someone makes a left turn into businesses the heavy traffic immediately backs up. There is also a lot of bus traffic which causes substantial congestion when passengers get on and off.

I hope you will reconsider your position on this issue. It would be a shame if there were more serious accidents or even loss of life when the situation could be so readily corrected.

Yours Very Truly,



Randall D. Bateman

cc: David Lawrence, Asst. Mgr., City of Hillsboro
Bruce Warner, Region 1 Dir., ODOT
Susan McLain, Dist. 1 Councilor, METRO
Hillsboro Chamber of Commerce



NOBLECRAFT
INDUSTRIES, INC.

CHARLES L. NOBLE, President

P.O. BOX 3
HILLSBORO, OREGON 97123
(503) 645-1425

OFFICE - 700 SW 216th AVE.
BEAVERTON, OREGON 97006
Hillsboro 97123

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DEC 6 1993

December 2, 1993

Mr. Andy Cotugno, Planning Director
METRO
6000 NE Grand Avenue
Portland, OR 97232-2736

Re: Widening of 10th Street/TV Highway from Shute Park to 21st Avenue, Hillsboro

Dear Mr. Cotugno:

This referenced segment of highway is part of the principal traffic arterial to the East out of Hillsboro and Cornelius. Forest Grove traffic also uses this arterial. The segment is the only section that is not five (5) lanes between Forest Grove and Portland.

The "Westside Bypass", if built, will likely be to the East of Hillsboro in the vicinity of 219th Avenue. At this location it will do nothing to alleviate this ongoing bottleneck which is getting worse each month as the area is undergoing major residential, commercial and industrial development. The "Bypass", in fact, will exacerbate the congestion.

Some of us encouraged ODOT/METRO to locate said "Bypass" to the West of Hillsboro as a "Beltline". Most progressive U.S. and European cities have opted for a "Beltline", but this alternative was studied briefly and rejected.

It is imperative that this short but critical segment of 10th/TV Highway be widened now to ease the grid lock being experienced by this bottleneck.

Respectfully Submitted,

Charles L. Noble

cc: David Lawrence
Bruce Warner

Hillsboro Chamber
Susan McLain

Bernie Brown

CN/mm



Tuality Healthcare

335 SE 8th Avenue
Hillsboro, Oregon 97123-4248
(503) 681-1111

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NOV 26 1993

Andy Cotugno

November 24, 1993

Andy Cotugno
Planning Director
METRO
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Dear Mr. Cotugno,

It has come to our attention that an item of significance to us has been given a low priority in METRO's recommendations to the ODOT Transportation Program. Specifically, the improvement of the Tualatin Valley Highway from Shute Park to 21st Avenue.

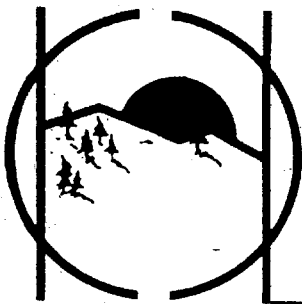
This project would complete the prior work performed on the east and west of this section and provide for the safe and continuous utilization of the highway. There are two busy intersections in the area under discussion that need to be addressed. It is a project that deserves to be completed at this time and with the support of your agency.

Please consider the logic of finally completing a project that should have been completed at an earlier date and the increase in safety for all users - automobiles, bicyclists, pedestrians, emergency vehicles - that this completion will bring to this busy area.

Thank you for your consideration.

Sincerely,

Ron Desrosiers
Vice President of Subsidiary Services
Tuality Healthcare



the
CHAMBER.

mk
RECEIVED

NOV 26 1993

THE GREATER HILLSBORO AREA CHAMBER OF COMMERCE

November 19, 1993

Andy Cotugno
Planning Director
METRO
600 Northeast Grand Avenue
Portland, OR 97232-2736

RE: Proposed Cuts to the ODOT Transportation Program

Dear Mr. Cotugno,

The Transportation Committee of the Hillsboro Chamber of Commerce recently became aware that on October 21, 1993 METRO held a public hearing regarding the recommendation on the prioritization of the Transportation Plan for the region. We regret not knowing of this hearing and not having the opportunity to voice our concerns to METRO.

Certain projects included in the Regional Transportation Plan are vital in order to maintain the current healthy economic climate and accommodate the projected continued growth that Hillsboro and Washington County will experience. One of the primary concerns of the Chamber is the low priority given to the improvement of the TV Highway from Shute Park to 21st Avenue in METRO's recommendations. There are several reasons the Chamber feels this project should receive a higher ranking:

1. TV Highway is the primary access into Hillsboro from east and west.
2. The current state of this section of the roadway constitutes a safety hazard, with no left turn lane, no bus pull outs, no sidewalks, and no bike paths.
3. The full value and utilization of existing TV Highway improvements, to the east and west of this section, cannot be realized without completion of this final phase of the project. Because the unimproved section is at the center of the project, bicyclists and pedestrians coming from either east or west suddenly find themselves with a major obstacle.
4. TV Highway provides the primary access to the area's hospital and fire station; emergency vehicle response time is impeded by the lack of road shoulders and a left turn center lane. The section between Shute Park and 21st Avenue includes two very busy intersections.
5. The subject project is one of the projects recommended by ODOT Region 1 to remain in the transportation improvement program construction section.
6. The project's Final Environmental Impact Statement was approved back in the mid-1980s. Final drawings have been completed and the right-of-way acquisition is almost completed. The project has included local funds from Washington County and the City of Hillsboro. It is our understanding that a large portion of the funding for the current phase of the project consists of federal dollars.



7. The project's design encourages other modes of transportation because it includes bike paths and sidewalks, as well as bus turn lanes.

The Hillsboro Chamber of Commerce feels these points need to be carefully considered before making any final recommendation on the project's ranking.

Enclosed is a resolution adopted by the Hillsboro Chamber of Commerce Board of Directors, indicating their strong support for the completion of the TV Highway project, from Shute Park to 21st Avenue.

We would also request that the Chamber be notified of any further public meetings and opportunities for input on this and future transportation issues. Accordingly, we ask that notices be mailed to the following:

Bernie Brown
David Evans & Assoc., Inc.
2828 SW Corbett Avenue
Portland, OR 97201

Bob Herb, Director
Hillsboro Chamber of Commerce
334 SE Fifth Avenue
Hillsboro, OR 97123

Thank you for your assistance.

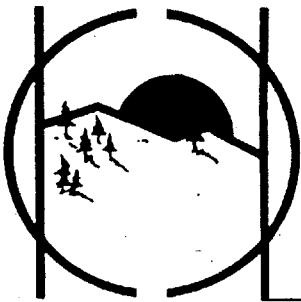
Sincerely,



Marilynn Helzerman
President

MH:pw
Enclosure

cc: Michael Hoglund, METRO
Susan McLain, District 1 Councillor, METRO
Terry Moore, District 13 Councillor, METRO
Bruce Warner, Region 1 Manager, ODOT
Rob Drake, Mayor, City of Beaverton
Roy Gibson, City of Hillsboro



the
CHAMBER.

THE GREATER HILLSBORO AREA CHAMBER OF COMMERCE

Resolution R-14-93

Resolution Supporting Completion of Improvements to the Tualatin Valley Highway, Shute Park to 21st Avenue

WHEREAS, METRO and the Oregon Department of Transportation (ODOT) must reduce ODOT'S allocation for transportation improvement projects; and

WHEREAS, this requires eliminating or postponing some transportation projects already approved for the region and the TV Highway project in Hillsboro has not received a high ranking from METRO's staff at this time; and

WHEREAS, the Hillsboro Chamber of Commerce Board of Directors feels that completion of this highway project will significantly impact the transportation system in Hillsboro; and

WHEREAS, the TV Highway is the primary access into Hillsboro from east and west and provides the primary access to the area's hospital and fire station; and emergency vehicle response time is impeded by the lack of road shoulders and a left turn center lane; and

WHEREAS, the current state of this section of TV Highway constitutes a safety hazard, with no left turn lane, no bus pull outs, no sidewalks, and no bike paths; and while sections of the highway to the east and west have been improved; and

WHEREAS, this project is one of those recommended by ODOT Region 1 to remain in the transportation improvement program; and

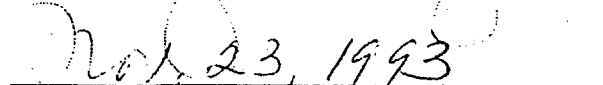
WHEREAS, the project's Final Environmental Impact Statement was approved back in the mid 1980s, final drawings have been completed and the right-of-way acquisition almost completed; and

WHEREAS, Washington County and the City of Hillsboro have already contributed funds to the project and a large portion of the funding for the current phase consists of federal dollars; and

WHEREAS, the project's design encourages other modes of transportation because it includes bike paths, sidewalks, and bus turn lanes,

NOW, THEREFORE, BE IT RESOLVED that the Hillsboro Chamber of Commerce Board of Directors strongly encourages METRO to reevaluate the merits of this project and its ranking within the transportation improvement program construction priority list.


Marilynn Helzerman, Chamber President


Date



RREEF

The RREEF Funds

727
RECEIVED

November 15, 1993

Mr. Andy Contugno
Metro Service District
600 NE Grand Avenue
Portland, OR 97232-2736

Re Sunnyside/Sunnybrook Split Diamond Project
Clackamas, Oregon

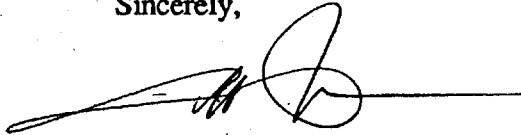
Dear Andy:

We are writing on behalf of the new owners of the Clackamas Promenade Shopping Center regarding the Proposed 1995-1998 Transportation Improvement Program. More specifically, we would like to express our support for the Sunnyside/Sunnybrook Split Diamond Project and request that you continue to include it in ODOT's six year plan.

The new owner of The Clackamas Promenade is a state pension fund that will pay retirement benefits to state employees from the income generated by the property. They are a financially stable and community oriented property owner that has made a long term commitment to the Clackamas area. Because of their long term focus, they purchased the property assuming the Sunnyside/Sunnybrook improvements would be completed as planned. The interchange is vital to the long term growth of the region. We believe that traffic congestion will negatively impact all retailers in the area if the interchange is not completed. We strongly encourage your continued support of this project.

If you would like to further discuss our views on this project, please do not hesitate to contact me.

Sincerely,



James A. Pierre
Portfolio Manager



Mentor Graphics Corporation
8005 S.W. Boeckman Road
Wilsonville, Oregon 97070-7777
(503) 685-7000

Date: November 9, 1993

To: Metro Planning Committee
Joint Policy Advisory Committee on Transportation
Metro Council

Via: fax 797-1793

From: Mike Cook, Manager Facilities Planning and Interiors

A handwritten signature in black ink, appearing to read "Mike Cook", with a long horizontal line extending to the right.

Re: Stafford Rd. Funding Criteria

For incorporation in the public record of the following meetings:

Metro Planning Committee: Tuesday, November 9 at 4 p.m.

Joint Policy Advisory Committee on Transportation, November 12, 7:30 a.m.

Metro Council: November 12, at 4 p.m.

Mentor Graphics wishes to express its concern over the threat of funding loss for upgrades to the Stafford Rd. interchange. The combination of 65 mph speed limits, 7700 truck trips in and out of this key regional distribution center and access for our 1000 employees, creates a deadly hazard daily. As stated in our earlier correspondence, safety should be kept as a stand-alone criteria. We have been working with a number of area businesses who are also very concerned about this interchange and urge you to give much more serious consideration to the immediate impacts on safety and business in the region than implied by the current criteria.

FAX TRANSMITTAL

27700B S.W. Parkway Avenue
Wilsonville, Oregon 97070
Telephone: (503) 685-8888
FAX: (503) 685-8889

Date 11-9-93

To Metro Planning Committee
~~Joint Policy Advisory Committee on Transportation~~
Metro Council

Company _____

Fax Number 797-1793

From Al Hix, IFS Direct Dial# (503) 685-

Document(s) Being Sent _____

Total Number of Pages Being Transmitted (including this page) _____


Comments Please distribute.
For incorporation in the public record of the following meeting

Metro Planning Committee: Tuesday, 11-9

Joint Policy Advisory Committee on Transportation:
November 12,

Metro Council: November 12

CONFIDENTIALITY NOTICE: This communication may contain information that is privileged and/or confidential. It is intended only for the individual or entity named above. If you are neither the intended recipient nor an agent or employee responsible for delivering the document to the intended recipient, you may not read, disseminate, copy or distribute this information. If you received this communication in error, please notify us immediately to arrange for return of the original document(s).

TO: Metro Planning Committee
FROM: Al Hix, Director of Facilities 
SUBJECT: Stafford Road - I-5 Interchange
DATE: November 9, 1993

VIA FAX: 797-1793 FOR IMMEDIATE DISTRIBUTION. REQUEST THAT THE FOLLOWING INFORMATION BECOME PART OF THE RECORD

Over the next several meetings you will be making decisions on how to distribute budget cuts on ODOT projects. I-5 - Stafford Road interchange is listed as a cut candidate. We at In Focus Systems strongly urge you to reconsider and place this project on the accepted list for the following reasons:

- 1. Safety. This is a major interchange servicing trucking and commercial activity through the I-5 corridor. The existing interchange is over capacity in its ability to smoothly handle the traffic flow. Exiting and entering I-5 can be a life-threatening experience. The interchange inadequacy is also felt in Wilsonville auxiliary roads as vehicles use service roads to try and bypass the congestion.**
- 2. Commerce. Trucking goods is an integral part of Oregon's infrastructure. Providing stations to service this industry that are well designed makes good sense. We depend on the goods delivered by the trucking industry and to deny their importance to our economy and not provide support is short-sighted.**
- 3. Growth. Reality is, whether we like it or not, Oregon will continue to grow and this growth is situated in the suburbs. A community climate that promotes industry and provides the infrastructure to support it also provides jobs and the money needed to keep our economy vital. The importance of providing funds to continue to improve road conditions in suburban industrial areas is critical. The I-5 - Stafford Road Interchange falls into the critical category.**

Balancing growth and quality of life is a difficult challenge. Promoting mass transit and alternative methods of transportation should be encouraged, but not to the point that those types of projects supersede any consideration for projects that improve the safety and efficiency of the existing road system in the non-core metro area. Please give serious consideration on retaining the I-5 Stafford Road Interchange in the construction schedule.

November 9, 1993

JPAC Members

Subject: Planning Committee Meeting Agenda: Item 3, ODOT Six Year Program-Process, Schedule, Criteria

I am writing to support construction of the I-5, Stafford Road interchange. The current interchange is congested and unsafe. People's lives are in danger because of the traffic load and design of the existing interchange. Accident statistics confirm this.

The concept of the need for roads to carry commerce is lacking from the discussions I have heard so far. All I hear is the need for another bike path or pedestrian walkway, but I have yet to see a bicyclist or person on foot efficiently deliver food to grocery stores or drugs to hospitals. These types of activities are necessary for our society and require trucks. The Stafford Road interchange carries over 5000 trucks a day and needs to be improved to carry them safely and efficiently.

This is a time when people do not trust government with their money. Metro must appear to be spending the limited funds available wisely. You can do this by recommending that available funds be spent where they will do the most good for the most people. The concept of using scarce public transportation funds for bike paths or pedestrian walkways that will be used by less than 2 percent of the population - for recreational purposes - cannot be justified or tolerated. Use the available funds to improve safety for the general public and to promote efficiency in our system of commerce. Support construction of the Stafford Road, I-5 Interchange.

Please make this part of the record.

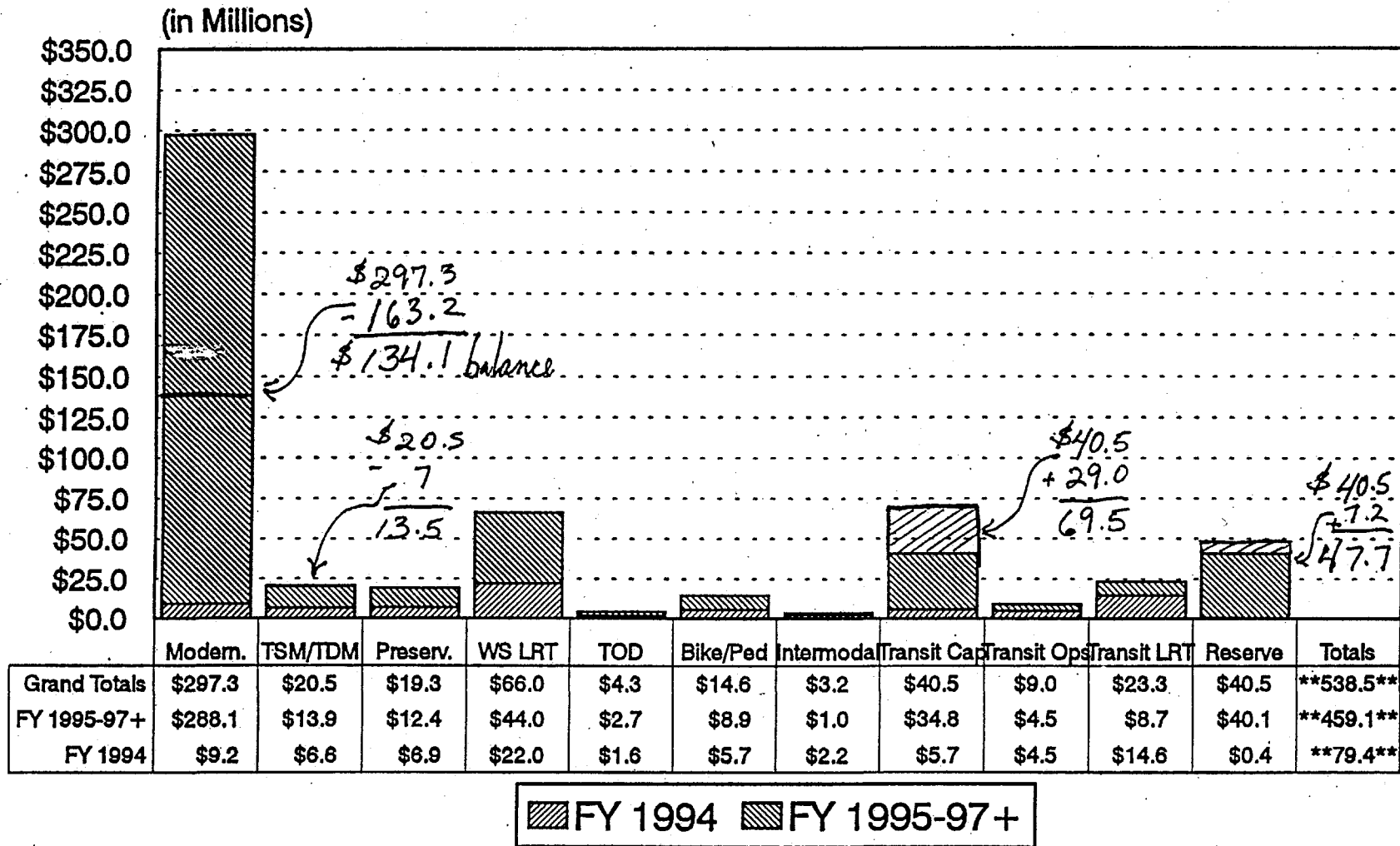
Very truly yours,



Don C. Weege
9921 S.W. Quail Post Road
Portland, Oregon 97219

Transportation Improvement Program

By Project Type for FY 1994 and FY 1995 to Post 1997



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING)	RESOLUTION NO. 94-1890
TO THE OREGON TRANSPORTATION)	
COMMISSION A PACKAGE OF PROGRAM)	Introduced by
REDUCTIONS AND ADDITIONS FOR)	Councilor Monroe
INCORPORATION IN THE 1995 THROUGH)	
1998 STATE TRANSPORTATION IMPROVE-)	
MENT PROGRAM)	

WHEREAS, The Oregon Transportation Commission (OTC) adopted a 1993-1998 Six-Year Transportation Improvement Program (STIP) in July of 1992; and

WHEREAS, The region has been informed that the last four years (1995-1998) of the STIP Construction element are approximately \$400 million overprogrammed; and

WHEREAS, The STIP must demonstrate fiscal constraint relative to reasonably expected revenue; and

WHEREAS, The urban portion of ODOT Region 1 is responsible for approximately \$136.5 million of the total Program Construction element imbalance; and

WHEREAS, The Region 1 Development element must also be cut to no greater than \$307 million; and

WHEREAS, The OTC has requested Metro to recommend appropriate project cuts to the Construction and Development elements within the urban portion of the ODOT Region 1 jurisdiction encompassing the Portland metropolitan area; and

WHEREAS, The OTC has further allowed Metro to suggest cuts deeper than needed to balance the Program in order that additional funds might be programmed to alternative mode projects in the region; and

WHEREAS, Metro identified program objectives and technical

and administrative criteria for review of projects currently contained in the STIP; and

WHEREAS, Metro implemented a four-month long public involvement process that included two public meetings and briefings of TPAC, JPACT, the Metro Council Planning Committee and the Metro Council; and

WHEREAS, Metro accepted oral and written testimony on draft project selection criteria and project cuts and additions to the STIP; and

WHEREAS, Metro produced written responses to the substantive commentary received during this process; and

WHEREAS, ODOT will commence a public process for selection of projects to include in the 1995-1998 STIP in March 1994; and

WHEREAS, Metro will consider adoption of the regional Transportation Improvement Program incorporating the ODOT program; now therefore,

BE IT RESOLVED:

1. That the Metro Council adopts the Construction project cuts and Development element recommendations shown in Exhibit 1 and the alternative mode additions shown in Exhibit 2 for incorporation into the 1995-1998 STIP.
2. That the intent of the Metro Council with respect to the recommended cut of the I-5/Water Avenue ramps project is that this project be retained in the Regional Transportation Plan and in the Development element of the STIP. Once identified, funding for an alternative southbound access should be considered.
3. That projects which may be recommended upon completion of the Intermodal Management System Plan be considered eligible for

receipt of alternative mode reserve funds identified in Exhibit 2 only if this fund is increased to \$20 million, or greater.

4. That, with respect to the several interrelated Sunset Highway projects, the Metro Council urges ODOT to correct only the westbound safety problem, which occurs at the Sylvan Interchange merge with the Canyon Road exit, in the most cost-efficient manner but in no case at a cost in excess of \$50 million; that if this problem can be remedied for less than this amount, any residual balance be allocated to increasing the alternative mode reserve fund identified in Exhibit 2.

5. That the intent of the Metro Council with respect to recommended cuts associated with the remaining Sunset Highway projects is that completion of the full Sunset Highway widening project commence in 1999 and that funding for construction be considered during the next Metro TIP and STIP updates.

6. That staff be directed to forward these priorities in testimony during the appropriate hearings on the STIP update by the Oregon Transportation Commission.

7. That this action is consistent with the Regional Transportation Plan.

8. That if adopted by the OTC, these recommendations will be reflected in amendment of the Metro TIP.

ADOPTED by the Metro Council this ____ day of _____, 1994.

Judy Wyers, Presiding Officer

EXHIBIT 1: STAFF RECOMMENDED PROGRAM WITH ALTERNATIVE MODE ALLOCATION

	CONSTRUCTION PROJECTS	COST	KEEP	CUT
1	I-5: @ 217/Kruseway	43.40	13.40	30.00
*2	T/V Hwy: 160th Avenue - 110th Avenue	8.40	2.70	5.70
*3	US 26: Beaverton/Tigard Hwy - Camelot	7.24		7.24
4	I-5: E. Marquam Grand Ave/MLK Jr. Ramps	50.00		50.00
5	US 26: Murray Road - 217	20.30		20.30
6	Farmington: 167th - Murray Blvd.	5.18	5.18	
7	I-5: Stafford Interchange	7.90	7.90	
*8	I-5: Water Avenue Ramps (Esplanade)	19.00	1.80	17.20
9	I-205: @ Sunnybrook Interchange	18.20	18.20	
*10	US 26: Camelot Int - Sylvan Int	66.20	50.00	16.20
11	99W: @ 124th	1.00		1.00
12	I-205: @ Glisan N&S Bound	0.37		0.37
13	US 26: Sylvan Int - Highlands Int	9.40		9.40
14	I-84: 223rd - Troutdale	29.00	22.00	7.00
15	OR-47: Council Creek - Quince (Hwy 47 Bypass)	7.13	7.13	
*16	T/V Hwy: Shute Park - 21st	4.65	4.65	
*17	US 30B: Columbia Blvd. - I-205 (Turn Lanes)	0.44	0.44	
18	217: NB Off-Ramp @ Scholls Hwy	0.27		0.27
19	VAR: Metro Advance Warning Signs (ATMS)	1.21	1.21	
20	VAR: Metro Area Freeways Detection Sys. (ATMS)	1.43	1.43	
21	VAR: Motorist Information System (ATMS)	1.10	1.10	
22	Two Additional MACS (ATMS)	6.62	3.31	3.31
23	Various TSM Initiatives (ATMS)	1.54	0.77	0.77
24	Sandy MACS	4.41	4.41	
25	BV/Tualatin Hwy: Lower Boones Ferry Rd. - Tualatin/Sherwood (Bikeway)	0.24	0.24	
26	BV/Tualatin Hwy: 99W - SW McDonald St. (Bikeway)	0.39	0.39	
27	OR-43: Mcvey Avenue - Burnham (Bikeway)	0.44	0.44	
28	Barbur Blvd.: Hamilton/Miles (Bikeway)	1.50	1.50	
29	I-84: Gateway Park & Ride Lot	0.96	0.96	
30	I-205: Columbia River/N.E. Falling (landscaping)	1.97		1.97
31	U.S. 30B: Linnton/Sauvie Is. Brdg. (rockfall)	1.79		1.79
32	I-205: Willamette Rv. Bridge Ice Detector	0.17		0.17
33	Excess Bid for Three FY 93 WS LRT Projects	11.50	11.50	
TOTAL		333.35	160.66	172.69
TARGET				136.50
BALANCE FOR PROGRAMMING TO ALT. MODES				36.19

*Staff recommendation has changed regarding these projects

**Of which \$229.46 is Hardship ROW which has been removed from Subtotal

	DEVELOPMENT PROJECTS	CONSTR. COST	CURRENT STATUS	RECOMMENDED STATUS	NEW COST	
Construction Elements Deferred to Development						
1	T/V Hwy: 160th - 110th	5.70	Constr.	ROW	5.70	
*2	I-5/217/Kruse Way (Unit 1)	30.00	Constr.	ROW	10.00	
*3	US 26: Beaverton/Tigard Hwy - Camelot	7.24	Constr.	ROW	7.24	
4	U.S. 26: Murray to 217	20.30	Constr.	H/ROW**	20.30	
5	I-5: Marquam Ramps	50.00	Constr.	Study/EIS	0.00	
6	99W @ 124th	1.00	Constr.	ROW	1.00	
7	I-205: Glisan N & S Bound Ramps	0.37	Constr.	FIN. DESIGN	0.37	
*8	Water Ramps (SB Access Alternative)	17.20	Constr.	Study/EIS	0.00	
9	U.S. 26: Camelot to Sylvan	16.20	Constr.	ROW	16.20	
10	217: NB Off-ramp @ Scholls Hwy	0.27	Constr.	FIN. DESIGN	0.27	
11	US 26: Sylvan Int - Highlands Int	9.40	Constr.	ROW	9.40	
12	I-84: 223rd/Troutdale	7.00	Constr.	DELETE	0.00	
13	Various MACS & TSM Projects (ATMS)	4.08	Constr.	ROW	4.08	
Development Program ROW Projects						
14	217: Sunset - T.V. Hwy	20.60	ROW	EIS	20.60	
15	I-5: 217/Kruse Way Interchange (Unit 2)	37.00	ROW	EIS	0.00	
16	Farmington: 209th-Murray Phase 2	2.67	ROW	ROW	2.67	
17	MP 4.1 - Dabney Park (Rockfall)	3.86	ROW	ROW	3.86	
Development Program Hardship ROW Projects						
18	Mt. Hood Parkway: I-84 - US 26 Sunrise Corridor:	27.60	H/ROW	H/ROW**	27.60	
19	Sunrise Corridor: I-205 - Rock Creek Jct	85.30	H/ROW	H/ROW**	85.30	
20	Sunrise Corridor: Rock Creek Jct - Mt. Hood Hwy	31.36	H/ROW	H/ROW**	31.36	
21	I-205: Sunrise Interchange	64.90	H/ROW	H/ROW**	64.90	
Development Program Final Design Projects						
22	I-5: Wilsonville Interchange	12.60	FIN. DES.	FIN. DESIGN	12.60	
Development Program EIS Projects						
23	99E: SE Harold-SE Tacoma Interchange	6.44	EIS	DELETE	0.00	
24	99E: MLK/Grand Viaduct-SE Harold	6.42	EIS	DELETE	0.00	
25	I-5: Greeley Ramp- No. Banfield Interchange (Unit 2)	33.50	EIS	EIS	33.50	
26	217: TV Hwy-72nd Ave Interchange	38.20	EIS	EIS	38.20	
27	Western Bypass Corridor EIS	0.00	EIS	EIS	0.00	
					SUBTOTAL**	158.445
					TARGET	307.000
					BALANCE	148.555
Metro Suggested Adds to Develop. Element						
1	Regionally Significant Bike Program	??	NA	ROW	??	
2	Regionally Significant Pedestrian Program	??	NA	ROW	??	
*3	ISTEA Mng't Systems Plans & CMS projects	??	NA	ROW	??	
4	Two 10-Minute Transit Corridors	??	NA	ROW	??	
5	Transit Oriented Development Program	??	NA	FIN. DESIGN	??	
6	Hwy/Arterial/Transit ATMS Program	20.00	NA	ROW	20.00	
7	S/N FEIS/Final Design	1800.00	NA	FIN. DESIGN	1800.00	

EXHIBIT 2

ALTERNATIVE MODE INVESTMENT RECOMMENDATIONS

- | | | |
|----|---|--------------------------------|
| 1. | Fund Tri-Met bus replacement and ADA needs. | \$ 29.00 million |
| 2. | Reserve balance for 2 years. Use funds to implement construction elements recommended by development efforts on the following candidates: | \$ 7.19 million |
| | a. Transit-Oriented Development | |
| | b. Regionally Significant Bike Program | |
| | c. Regionally Significant Ped. Program | |
| | d. Congestion Management Plan | |
| | TOTAL | \$ <u>36.19 Million</u> |
-



JOSEPH HUGHES CONSTRUCTION, INC.
GENERAL CONTRACTOR
(503) 620-8134

January 6, 1994

John Kvistad
METRO PLANNING COMMITTEE
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear John:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5/Hwy 217 interchange is on the list of potential projects to downsize.

I am writing this letter to urge you to provide funding at a level that will solve traffic congestion problems at that interchange. At a minimum, a reserve of \$22 million is required.

We have been in business in Tigard in 10 years and employ 25 people. We're currently purchasing our own office facility in the Tigard triangle area and I have recently been made aware of your plans to ignore the critical transportation needs at the referenced 217/I-5 intersection by underfunding. The economic impact to us that poor planning in this area will cause is astronomical. My company works in all areas of the metropolitan area and easy freeway access is the most critical criteria to our location. For Metro to think that the intersection of two of the busiest freeways in the state can continue to function as though they were two country roads, is incomprehensible to me.

From the preliminary drawings, it appears that eastbound access to Kruse way will be impossible from 72nd St. as will northbound access to I-5. Also, exiting to 72nd St. from westbound 217 appears to be excluded as well. This design will cost us countless man-hours using alternative routes. Also, people working anywhere on 72nd St. between Pacific Hwy and Bonita will be cutting through the Tigard Triangle Neighborhood north of 217 creating traffic problems that I am sure you cannot imagine.

In this brief letter I cannot possibly explain all of the problems that underfunding will cause even for my small business. Thank you for your consideration. Please call me if you need further input or have any questions.

Sincerely,



Joe Hughes, President
JOSEPH HUGHES CONSTRUCTION, INC.

JH/mw

January 6, 1994

*



Councillor Jon Kvistad, Chair
Metro Planning Committee
600 NE Grand Avenue
Portland, OR 97232

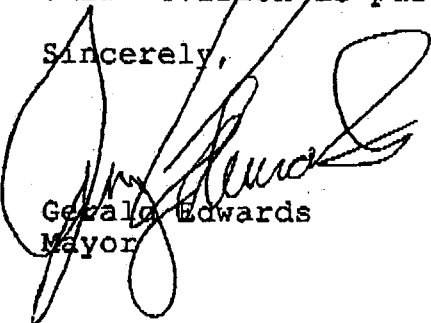
Re: ODOT Transportation Improvement Program

We are pleased to see that the I-5 at Highway 217/Kruse Way project is receiving a high priority rating in the proposed Metro recommendations for the ODOT TIP. Improvements to this interchange are critical to address growing safety and congestion problems. However, we are concerned about the proposed funding level.

The proposed funding of \$13.4 million is based on a new project concept recently released by ODOT. We are concerned that the \$13.4 million will not provide a long-term solution to the existing problems. Based on our preliminary review and discussions with ODOT, it appears that at least \$22 million is needed to provide a workable solution to the existing safety and capacity problems.

Therefore, we request that the funding level for this project be increased to at least \$22 million. We ask that your committee make this revision as part of your TIP recommendations.

Sincerely,



Gerald Edwards
Mayor

rw/metro



City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

January 6, 1994

Mr. Jon Kvistad, chair
Metro Planning Committee
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Kvistad and members of the committee:

On behalf of the City of Wilsonville and in particular on behalf of our business constituents, I would like to commend the Metro planning staff and the staff of the Oregon Department of Transportation for their hard work on the revisions to the ODOT construction schedule and for the hard work yet to come. I am also extremely pleased to see that the concerns and input of the city and its constituents were taken to heart in developing the preliminary recommendations for the construction schedule and that the I-5/Stafford Road Interchange project is recommended to be kept in that schedule. It is our fervent wish that this also be the final recommendation of Metro and the Oregon Transportation Commission.

The reasons for retaining the Stafford Road Interchange project in the construction schedule are many and have been gone over in some detail in our prior testimony. However, I would like to reiterate some of those reasons for the record.

Safety

There is a serious safety issue at the Stafford Interchange which, according to traffic counts conducted by the City of Wilsonville in October 1993, is now used by an average of 7,715 cargo trucks daily. Grades, sharp turning radii and inadequate acceleration lanes result in trucks being unable to enter the freeway safely and accelerate to freeway speeds (65 mph in that section of I-5). This is reflected in the extremely high accident rate for that interchange. In addition, traffic routinely backs out onto the freeway from the southbound off-ramp during all day parts and especially during the a.m. peak hours.

Economic Development

Wilsonville is the site of the distribution centers of such major businesses as Nike, Avia, G.I. Joe's, Smith's Home Furnishings, PayLess Drug and Sysco Food Systems. Wilsonville is also the headquarters of Tektronix and Mentor Graphics. These and many other businesses in Wilsonville depend on the free and safe flow of cargo through the Stafford Interchange and in many cases have developed their business plans around the assumption that the interchange would be rebuilt. We cannot responsibly ignore the needs of these businesses.

Intermodal Transportation

While the goal of reducing single-passenger automobile trips is laudable and the City of Wilsonville has taken significant steps to reduce such trips, the issue at the Stafford Interchange is truck traffic, not passenger car traffic. As mentioned earlier,

January 6, 1994
Mr. Jon Kvistad
Page 2

7,715 trucks per day are using the Stafford Interchange. No matter how many sidewalks and bike paths we build, there are certain freeway users who will not and cannot be served by them. These are, of course, the business interests such as those in Wilsonville, who move their goods and materials by truck and who will continue to depend on the highway system.

Wilsonville, which is not a part of the Tri-Met district, has also invested millions of dollars in developing and expanding a mass transit system -- South Metro Area Rapid Transit -- to connect the city with other parts of the region and to provide an alternative to the single-occupant passenger vehicle on our own streets. Our transit system, I might add is, unlike Tri-Met, free to the users.

In addition, we have recently adopted a Bicycle/Pedestrian Master Plan and our city code requires bike paths and sidewalks as part of all new development in the city.

Again, however, no matter how much we do (and we believe we are doing our part) to get passenger vehicles off the roads, we have not lessened our obligation to ensure that truck traffic can move safely on our highways.

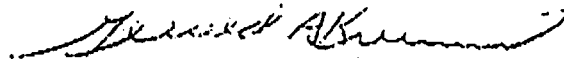
Local Investment

As long ago as 1978, ODOT had made it clear that the city needed to move its major north-south arterial streets away from the freeway interchanges, and the city has done so at great expense. In addition, at ODOT's insistence, and as part of the Stafford Interchange project, a new north-south arterial was constructed using funds from a Local Improvement District that includes many of the businesses and industries most directly impacted by the Stafford Interchange. In total, the city has spent or committed more than \$14.4 million towards arterial improvements to support the interchange reconstruction project.

In addition, Wilsonville businesses pay nearly \$1 million per year in employer payroll taxes to support South Metro Area Rapid Transit.

All of this, I believe, lends ample weight to keeping the Stafford Interchange project on the construction schedule. I again commend the staffs of Metro and ODOT for their diligence and hard work and thank your committee and the OTC for their consideration of these issues.

Sincerely,



Gerald A. Krummel
Mayor



TRIANGLE
DEVELOPMENT COMPANY

Lake Oswego, OR 97035
Phone (503) 699-5010
Fax (503) 699-5029

January 6, 1994

Mr. Jon Kvistad
METRO Planning Committee, Chair
METRO Regional Center
600 N.E. Grand Avenue
Portland, Oregon 97232

Dear Mr. Kvistad:

This letter is being submitted in lieu of attendance at this afternoon's METRO Planning Committee meeting dealing with your selection of transportation projects and proposed budgets for the upcoming years in the Portland Metropolitan area.

First let me introduce myself. I own a Lake Oswego based commercial real estate development consulting firm. I have been active as a real estate developer in the Portland area for the past eight years and have been responsible for the development of over 825,000 square feet of office and industrial buildings which house businesses that generate approximately 2,200 jobs. While I do not consider myself a transportation expert, I do know a good deal about the needs of businesses, especially in southwest Portland, Beaverton, Tigard and the Kruse Way area. One major concern of all businesses is mobility from the standpoint of their employees, customers and suppliers. The ability to move these people as well as companies' products, both within the Portland metropolitan area and beyond, in an efficient manner is critical their success. It also contributes to every resident's quality of life due to better air quality and less travel time.

And as I understand the list of road related transportation improvements under consideration, the number one project is the improvements to the I-5/Highway 217/Kruse Way interchange. One only has to travel through this interchange during any rush hour or almost any other part of the day to realize that the interchange is overloaded and needs immediate improvement. Delays in travel time through this area affect not only employees, residents, emergency vehicles and goods moving through the area, but also have a ripple effect throughout the entire region due to the importance of I-5 as a regional transportation link. I am familiar with the original 1991 ODOT proposal for major renovation of this interchange. I understand that due to federal and state fiscal constraints two versions of a much smaller project (\$22 million and \$13 million construction costs respectively) are currently under consideration, and have been briefed by ODOT on the technical aspects of each. I believe that good public policy and prudent fiscal management would dictate that a project that completely solves this traffic bottleneck should be the one that is built. I believe that neither

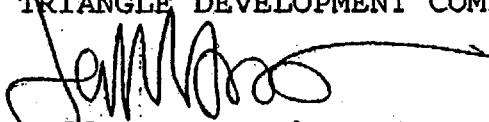
Mr. Jon Kivstad
January 6, 1994
Page 2

of the two smaller projects currently under consideration provides that complete solution. Each one represents a band-aid type approach to a serious problem that deserves a complete solution. However, I recognize that political and fiscal realities may not allow this at this time. If that, in your judgment, is the case, I strongly urge you to approve the larger \$22 million version of the two projects under consideration. This version comes closest to solving the long term problem and at the same time will require the least demolition when the longer term solution is put in place.

Your leadership on this issue is desperately needed by everyone who lives, works or does business anywhere along Interstate 5. Time is money to all business people, and to the extent time spent on the road by employees, customers and suppliers can be reduced, several beneficial results occur. The first is that costs will be reduced, allowing more funds to flow toward new jobs, plant expansions, R & D, dividends to shareholders, and so on. The second is that a given number of trips will generate less pollution of our air shed due to less time on the road per mile traveled. Third, less time spent traveling by all individuals means each can spend more time at more productive and pleasurable endeavors, thereby increasing quality of life.

Thank you for your favorable consideration of this important project. As a member of the Portland area business community, I recognize your role as a METRO councilor in guiding the direction of transportation improvements for our future. Your action on this and other transportation issues will have important and hopefully beneficial consequences for the entire region.

Sincerely yours,
TRIANGLE DEVELOPMENT COMPANY



Jeffrey M. Sackett
President

cc: Governor Barbara Roberts
Senator Mark Hatfield
Senator Bob Packwood
Congresswoman Elizabeth Furse
Congressman Ron Wyden
Congressman Mike Kopetski
Ms. Bonnie Hayes
Mayor Rob Drake
Mayor Alice Schlenker
Mayor Jerry Edwards
Mr. Mike Hollern
Mr. Don Forbes

**METRO**

DATE: January 6, 1994
TO: Planning Committee
FROM: Susan Lee, Committee Recorder
RE: Resolution No. 94-1890

I received two phone calls as of 2:30 p.m. related to Resolution No. 94-1890.

Michelle McElligott, 5220 SW Franklin #1, Beaverton, OR 97005, 641-0266, called to enter her testimony into the record. She stated that she was opposed to any building or expansion projects on Highway 217. She said no building should occur until the transportation problems already existing were addressed. She favored expansion of alternative transportation projects and public education to encourage people to use alternative modes.

Celena Smith, 11652 SW Ironhorse Lane, Beaverton, OR 97005, 646-2938 called to enter her testimony into the record. She stated she was opposed to any cuts to transportation projects in Washington County. She said Washington County should be fully funded.

PACTRUST

Pacific Realty Associates, L.P.

15115 S.W. Sequoia Pkwy., Suite 200

Portland, Oregon 97224

503/624-6300 • Facsimile: 503/624-7755

January 6, 1994

BY FACSIMILE - 797-1793

Jon Kvistad
Councilor and Member of the
Metro Planning Committee
Metro Regional Center
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Councilor Kvistad:

Re: Metro Planning Committee Hearing on Funding for the Interstate 5
and Oregon State Highway 217 Interchange (the "Interchange")

Pacific Realty Associates, L.P. ("PacTrust") is a real estate investment and development company which has substantial investments in the northwest United States. Formed in 1972, PacTrust is locally owned and headquartered in the Portland area. We own more than 3,800,000 square feet of industrial and commercial buildings in the Portland Area. Our tenants number in excess of 330 in the Portland Area and a significant percentage of those tenants are local or regional companies. Our properties are located in all quadrants of the Portland Metropolitan Area. Approximately two-thirds of our properties is located within two miles of the Interchange. The remaining third is in other areas of the Portland Metropolitan Area including northeast Portland, northwest Portland, and Clackamas County.

You are meeting this afternoon to make a recommendation to the Metro Joint Policy Advisory Committee on Transportation ("JPACT") as to the funding level for the reconstruction of the Interchange. Your recommendation is critically important to the economic well-being of the Portland Metropolitan Area as well as to the Washington and Clackamas County residents, workers, businesses and governmental jurisdictions in close proximity to the Interchange.

I am sure you are aware that the Interchange, as well as the highways and surface roads within several miles of its proximity, is severely impacted by traffic congestion at the present time. Reasonable projections of regional growth as well as interstate traffic on Interstate 5 show components of the Interchange reaching D and F levels of service within the next several years. These projections are conservative and, I believe, have been generated on Metro's computer program.

Jon Kvistad
Page 2
January 6, 1994

The recent requirement that substantial cuts be made in Oregon's highway construction funding has caused a preliminary redesign of the Interchange to a configuration which will cost approximately \$22 million to construct. This is a significant savings from the plan which had previously been approved. In fact, the reduction proposed by the Oregon Department of Transportation ("ODOT") is more than 16 percent of the total of \$130 million ODOT proposes to cut in our region, and is the largest single cut proposed in the region. We understand that the Metro staff is recommending this project be further cut to \$13.4 million. This added cut is simply unacceptable.

PacTrust can understand the cut recommended by ODOT in the present funding climate, although we believe backing down from the original project scope will prove to be a mistake when viewed from a future perspective. We have studied the design of the project recommended by ODOT and believe it will at least keep us from absolute gridlock during the design period even though it has serious deficiencies. The \$13.4 million version of the project simply does not solve the present traffic congestion problems, much less those we will suffer in the future.

Our hope is that you will see this project as one that has significant impact on regional and interstate commerce which will affect employment and the economy of our region. It also has a strong safety component, as anyone who currently drives in the effected area will testify.

If the \$13.4 million version of this project is constructed, we will be faced with funding significant dollars in the relatively near future to augment or redo the work as this version simply will not survive through the planning horizon. Augmentation will require the expenditure of significant money by local jurisdictions to upgrade local streets and roads to handle traffic trying to escape the highway congestion. Partial reconstruction of the Interchange at a later date will be extremely expensive and will cause abandonment of a large part of what would be constructed under the \$13.4 million version.

We understand the wish to obtain funds to deal with replacement of mass transit equipment, ADA issues and fund alternative mode investment, but we must use available funds to provide answers to real, current and significant problems before allocating dollars to alternative mode issues.

We believe your constituents are concerned with the economy and with the region's ability to handle reasonably projected growth and will not understand reducing the funds available for reconstruction of the Interchange to a level which will not solve the current problems. We urge you to recommend to JPACT the adoption of at least the ODOT recommended \$22 million improvement to the Interchange.

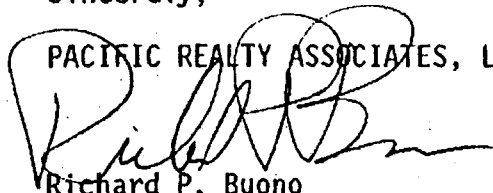
Jon Kvistad
Page 3
January 6, 1994

We also urge you to endeavor to find a way to get the schedule of deliberations on important matters such as this one out to the public in a more expeditious fashion. Your meeting this afternoon, which is your committees only hearing which will take public testimony, came as a complete surprise to the public and to the written news media. We had less than a day to prepare comments for your meeting. We feel this is not good public policy.

Please let us know if a meeting with you before you are to review the final JPACT recommendation would help you. We will be happy to meet at your convenience to discuss this project further.

Sincerely,

PACIFIC REALTY ASSOCIATES, L.P.



Richard P. Buono
Vice President

cc: Office of Representative Elizabeth Furse
Office of Senator Mark Hatfield
Bonnie L. Hays, Chairman, Washington County Board of Commissioners
Darlene Hooley, Chairman of the Commission, Clackamas County
Mayor Vera Katz, City of Portland
Office of Senator Robert Packwood
Paul Phillips, Oregon State Senator
Pat Reilly, City of Tigard
Steven Rhodes, City of Tualatin
Office of Governor Barbara Roberts
Doug Schmitz, City of Lake Oswego



TM

... business and community working together.

January 6, 1994

Metro Planning Committee
 Metro Regional Center
 600 N.E. Grand Ave.
 Portland, Ore 97232

re: I-5/217 Interchange construction cuts

Dear Committee Members,

The Board of Directors of the Tualatin Chamber of Commerce, on behalf of its members, urges your support of proposed improvements in the I-5/Hwy. 217 interchange.

We feel that this major intersection of a highly travelled interstate highway should be given as much financial support as possible. The interchange has a critical regional impact that affects the commerce, employees, jobs and flow of goods and services, as well as the residents within the region. Besides having an economic impact, the intersection improvements have a great safety impact. As is, the intersection has serious traffic flow hazards. This is not just a neighborhood or single occupancy vehicle commuter problem.

The interchange is presently in need of improvement, and as the region grows, the traffic problems will only tend to restrict commerce in this area if not dealt with now.

We feel that the proposed alternatives given by ODOT do not completely solve the traffic problems now encountered. However, we feel that the proposed \$22 million option is much more acceptable than no improvements at all. The proposed \$13 million option is unacceptable. We need a more complete solution to the regional traffic problems than band aid fixes we have seen.

Please support this interstate improvement with your vote for funding.

Sincerely,

Ed Casey
 Past President - Tualatin Chamber of Commerce
 Executive Board - Tualatin Chamber of Commerce
 Board of Directors - Tualatin Chamber of Commerce
 membership (262 members representing approx. 6600 employees)

fax: 241-7417

January 6, 1993

Maurice Higdon
3705 NE Killingsworth
Portland, OR 97211

Metro Commission
777 NE Martin Luther King
Portland, OR

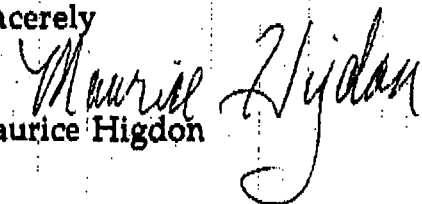
To Whom It May Concern:

It came to my attention this morning that the Commission is looking at its recommendations to ODOT concerning future road construction in the Portland area. I would like to state unequivocally that I do NOT support the construction of large new freeways in the metropolitan area. I do understand that there will need to be some projects to update, and in some cases even (slightly) enlarge, certain existing roads, highways, and bridges. However, there has not been a concerted effort on the part of all the governmental agencies in the region to improve transportation modes that provide alternatives to single-user cars.

I grew up in Houston, TX: each year we saw more and more acreage consumed for freeways and parking lots, yet road congestion got worse and worse. Many of the large cities in the so-called Sun Belt have witnessed this problem. Many of these cities and states are now faced with a tremendous problem: these large roads, which require huge annual upkeep, cannot be maintained in the light of the current budgetary cut-backs. Does Metro wish to throw itself and the region into a similar situation? Come on folks, Measure 5 will have some affect in this field!

If so much money is available, why is it not spent on better mass transit, bikeways, massive public education? These are areas that could save money (both in the short- and long-run) and help the environment. Please, do NOT approve large new highways for the Portland metro area.

Sincerely


Maurice Higdon

5550 S.W. Macadam Avenue
Suite 300
Portland, OR 97201
P.O. Box 5909
Portland, OR 97228-5909
503 221-5700 • FAX: 503 221-8627

SPIEKER
PROPERTIES

January 6, 1994

Mr. John Kvistad
METRO PLANNING COMMITTEE
METRO REGIONAL CENTER
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

Dear John:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5/Highway 217 interchange is on the list of potential projects to downsize.

I am writing this letter to urge you to provide funding at a level that will solve traffic congestion problems at the I-5/217 interchange. At a minimum, a reserve of \$22 million is required.

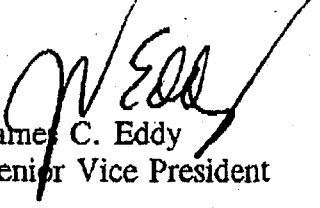
We are the owners of three (3) major projects impacted by the traffic at I-5/217, Nelson Business Center, S.W. Commerce Center and Park 217. Nelson Business Center and S.W. Commerce Center are approximately 500,000 square feet of prime industrial space with a economic value of over \$25 million. Park 217 is multi-use project, combining office, retail and industrial space with a value of over \$22 million. Customer and employee inconvenience have suffered for years as a result delays in improvements to the I-5/217 intersection. Prospective tenants seeking a location in this area have optioned to relocate until the traffic congestion problem is corrected. The business' and landowners in the area cannot afford to have the traffic issues at this intersection delayed.

Mr. John Kvistad
January 6, 1994
Page 2

Thank you for consideration of my concerns. If I can be of assistance, please call me.

Sincerely,

SPIEKER PROPERTIES, INC.



James C. Eddy
Senior Vice President

cc: Jim Gardner
Susan McLain
Richard Devlin
Mike Gates
Rod Monroe
Ed Washington
Terry Moore



FAX: 503-684-5111
Phone: 503-684-3111

10500 SW Nimbus Avenue • Portland, OR 97223-4394, 1

January 6, 1994

John Kvistad
Metro Planning Committee
Metro Regional Center
600 N.E. Grand Avenue
Portland, Or 97232-2736

Dear John:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5/Highway 217 interchange is on the list of potential projects to downsize.

I am writing this letter to urge you to provide funding at a level that will solve traffic congestion problems at the I-5/217 interchange. At a minimum, a reserve of \$22 million is required.

Synektron Corporation is a multi-million dollar spindle manufacturer. This route is used by all of our employees who live in the Portland and Vancouver areas and commute to work. Currently, the congestion at the I-5/217 interchange adds anywhere from a 5 to a 20 minute delay each way. This route is also used to and from the airport by our customers. The impression the interchange gives is that Oregon is much more congested than it really is.

Thank you for your consideration of my concerns. If I can be of assistance, please call me at (503) 684-7704.

Sincerely,

Tamara Aldrich
Sales Manager

cc: Jim Gardner
Susan McLain
Richard Devlin
Mike Gates
Rod Monroe
Ed Washington
Terry Moore



January 6, 1994

Dear Councilor Kvistad:

Council Planning Committee

It has just recently come to my attention that METRO staff is recommending that funding for the I-5 at 217/Kruseway Interchange Improvement project be cut to \$13.4 million. Just this morning, I attended a roundtable discussion hosted by the Tualatin Valley Economic Development Corporation at which the proposed improvements that could be constructed with the \$13.4 million were presented. I find this band-aid approach to a critically serious problem to be totally unacceptable. I am a civil engineer and manager of operations for W&H Pacific, a civil engineering, surveying and planning firm in Portland. We currently employ 90 people, many of whom use this interchange on a daily basis, including myself. From my professional experience, as well as daily experiences of using this interchange, I feel confident in saying to you that the increased efficiency and safety associated with the completion of the \$13 million improvements will be marginal.

The I5 at 217/Kruseway Interchange should be funded in its entirety. If you don't fund it to this level, we will most assuredly be faced with a significantly more expensive project in the near future when the band-aid improvements must be substantially replaced in order to provide levels of service that will be critical to ensure the efficient and safe movement of traffic. At a very minimum, funding at the level of \$22 million should be approved so that when the ultimate improvements are finally constructed, they can essentially be incorporated into the \$22 million improvements.

I am a proponent of the development of alternative modes of transportation when funding levels are adequate. However, I believe METRO's first and highest priority is to provide for the region's basic and critical infrastructure needs. This project is most certainly one of those needs. You have an obligation as an elected official to protect the public health, safety and welfare on your constituency. I urge you to act accordingly. Please fund the complete Interchange project. If you find that you simply cannot do that, then please fund the \$22 million dollar project.

Sincerely,

W&H Pacific

Michael N. Schmid, P.E.
Manager of Operations





9585 S.W. Washington Square Rd. • Portland, Oregon 97223
Mailing Address: P.O. Box 23635 • Tigard, Oregon 97223-0085
(503) 639-8860

DATE: January 6, 1994
TO: Metro Planning Committee
RE: ODOT Highway Construction Cuts
I-5 @ 217/Kruse Way Interchange

Representing the interests of over 125 tenants, which employ over 2,000 people and serve Metro area patrons (nearly 20,000,000 visits per year), I respectfully submit that cutting the funding to this project would severely diminish the economic vitality of the entire west Metro area. The contribution by Washington Square of \$300 million per year to the economy cannot take place without adequate roadways to move merchandise and people in and out of the west Metro area. Goods and services cannot be provided without roadways. Patrons of Washington Square do not walk, ride bicycles or, for the most part, use public transit to shop. Delivery of goods has only one method of arrival, that is by truck, which requires roadways.

The west Metro area has a history of being short-changed on roadway improvements. The stalled west side by-pass has created a major problem in the roadway system of which the I-5 @ 217/Kruse Way interchange is a crucial part. By Metro's own rating system, it is the number one project in the Metro area.

ODOT's most recent design, with an estimated cost of \$22 million, is at best a bandaid approach to the problem. Full funding would be preferable. To cut the project to \$13.2 million would accomplish practically nothing.

I ask for your support in providing adequate funding for what is the number one ranked roadway improvement need in the Metro area by funding the project fully, but certainly by no less than the \$22 million needed to fund the state's most recent plan.

Thank you for your consideration.

Sincerely,

Jack F. Reardon, CSM/CMD
Vice President and
General Manager

JFR:crw

cc: JPACT Members
Metro Council Representatives
The Honorable Barbara Roberts
Hike Hollern, Chairman, Oregon Transportation Commission



Signature



MARKETING GROUP LTD.

10200 SW Nimbus Ave., Suite G-2 • Portland, OR 97223 • (503) 968-1608 • FAX (503) 968-1808 • 1-800-884-CLAY (2529)

January 6, 1993

John Kvistad
Metro Planning Committee
Metro Regional Center
600 N.E. Grand Avenue
Portland, OR 97232 2736

Dear John,

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5/Highway 217 interchange is on the list of potential projects to downsize.

I am writing this letter to urge you to provide funding at a level that will solve traffic congestion problems at the I-5/217 interchange. At a minimum, a reserve of \$22 million is required.

Our business (sales & distribution) relies on the transportation of goods and people in and out of the Beaverton - Tigard area. Daily, congestion is increasing; the efficient flow of our goods is being effected. I and other employees are already forced to plan commutes around the highly congested morning and evening hours. To maintain this area as a desirable place to locate and conduct business, proper measures must be found to solve the I-5/217 interchange problem of congestion.

I am also a resident of the I-5/Kruse Way area. I am personally aware of the frustrations associated with the existing interchange regardless of the direction one is proceeding. Please provide the proper funding for this project.

Thank you for consideration of my concerns. If I can be of assistance, please call me.

Sincerely,

Donald T. Moore

Donald T. Moore
Vice President, Sales & Marketing

cc: Jim Gardner
Ed Washington
Terry Moore
Susan McLain

Rod Monroe
Mike Gates
Richard Delvin

FORUM PROPERTIES INC.

January 6, 1994

John Kvistad
Metro Planning Committee
Metro Regional Center
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear John:

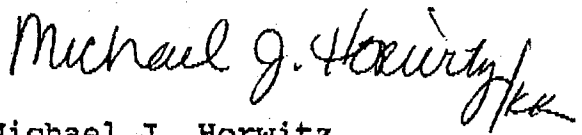
I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5/Highway 217 interchange is on the list of potential projects to downsize.

I am writing this letter to urge you to provide funding at a level that will solve traffic congestion problems at the I-5/217 interchange. At a minimum, a reserve of \$22 million is required.

Speaking on behalf of the hundreds of tenants within the business park that I manage, I can tell you that the intersection's current status has major negative impacts on our ability to conduct and continue to attract businesses to the area. I-5 is one of the most significant intersections in the metropolitan area and the 217 corridor is the heart of the high tech economy that is rapidly growing.

Thank you for consideration of my concerns. If I can be of assistance, please call me.

Sincerely,
FORUM PROPERTIES, INC.



Michael J. Horwitz
Property Manager

- cc: Jim Gardner
- Susan McLain
- Richard Devlin
- Mike Gates
- Rod Monroe
- Ed Washington
- Terry Moore



WESTLAKE

CONSULTANTS INC.

ENGINEERING ♦ SURVEYING ♦ PLANNING

Phone: 503-654-0552
Fax: 503-624-0157

January 6, 1994

Mr. Jon Kvistad
Metro Councilor
Metro Planning Department
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Re: I-5/Highway 217 Interchange
Ref: O.D.O.T. Transportation Funding Cuts Hearing

Dear Mr. Kvistad:

We are issuing this communication to you in response to your request for involvement in the public hearing process for the O.D.O.T. funding cuts as relate specifically to the I-5/Highway 217 Interchange. Westlake Consultants, Inc. with a staff of 40 personnel together with eight survey crews is located directly adjacent to the interchange at Highway 217 and 72nd Avenue, and therefore utilizes continually on a daily basis this interchange for both commuting and daily work trips to project sites throughout the Metro area. We are also responsible for having prepared the topographic mapping of the I-5 and entire area at the interchange as a subconsultant to H.N.T.B. for design purposes by O.D.O.T. We therefore have a vested interest in the future of this regional interchange as the problems which exist in and around this regional interchange impact the function of our business on a daily basis.

We are familiar with the proposed design alternatives for the interchange, and while we believe the optimum solution to be full funding for the entire project, with some key redesign issues addressed, we understand that this may not be a realistic option at this time with the given budget.

Page 2 of 2
I-5/217 Interchange
January 6, 1994

It is our position that the only viable option, other than full funding, would be the allocation of \$24 million in funds for the larger of the two alternative design options. This would, from a design stand point, be a positive step in the direction of implementing the balance of the improvements when funds become available. This option would provide for sufficient structure to be in place to avoid any substantial negative impact when appropriate funding becomes available to allow future improvements. This option would also improve much of the existing circulation and stacking issues and thus would be an improvement from the stand point of safety issues, not to mention the enhancement of alternative modes of transportation at the west quadrants.

In contrast, to opt for the \$13.2 million project would merely serve as a "Band-Aid" approach to solving substantial existing problems, and according to our information, would result in significant "throw-away" amounts at such time when future improvements could be implemented.

We thus strongly urge that funds be allocated for the \$24 million proposed improvements to the I-5/217 Interchange, with both a focus on optimizing the design as well as placing the balance of the required improvements as a high priority on the prospective budget. Thank you very much for your requesting our position on this most important issue, and it is our sincere wish for a successful conclusion.

Sincerely,

WESTLAKE CONSULTANTS, INC.



Judi Haney
President

cc: Honorable Governor Barbara Roberts; Senator Mark Hatfield; Senator Bob Packwood; Bruce Warner - O.D.O.T.; George Van Bergen - Metro Council; Dan Saltzman - Multnomah County; Roy Rogers - Washington County; Mayor Rob Drake - City of Beaverton; Councilor John Godsey - City of Hillsboro; Commissioner Ed Lindquist - Clackamas County; Mayor Craig Limnicki - City of Milwaukie; Ms. Michal Wort Transportation Development Branch; Mike Thorne - Port of Portland

JH/K

1/11/94





TIGARD AREA CHAMBER OF COMMERCE
12420 S.W. MAIN ST., TIGARD, OR 97223
(503) 639-1656

January 6, 1994

Jon Kvistad
Metro Planning Committee
600 NE Grand Avenue
Portland, OR 97232-2736

This fax is in reference to the Metro Planning Committee meeting which is to be held at 4:00 p.m. today.

It is the consensus of the Tigard Area businesses represented by Tigard Chamber that it is imperative that the 217/I-5 interchange be fully funded. As a vital commercial link between Southern California and British Columbia, we feel that priority should be put on this project.

Of the two remaining proposals, we feel that the \$13.2 million dollar project is unacceptable as it will not solve any of the existing travel problems.

At the very minimum, we urge that the Metro Planning Committee's recommendation to JPACT involve the \$22 million project.

Sincerely,

Gene Grant

Gene Grant
President

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797



METRO

12 January 1994

Memorandum

To: Rod Monroe, Chair, JPACT
Susan McLain
Jon Kvistad
Jim Gardner, alternate

From: Terry Moore, Councilor, District 13 *Terry Moore*

Subject: 1995-1998 TIP Package

I offer the following thoughts for your consideration during discussion of the Metro staff recommendations for how the region should address two imperatives brought into focus in this TIP review:

- 1) The policy directive that we should create a balanced transportation system that provides the facilities for (and even encourages!) travel by means other than private automobile; and,
- 2) The need to re-examine funding for projects currently in the TIP due to a budget shortfall at the state level.

\$50 Million goal for "Alternative Mode Investment": This was a very modest proposal and would have gotten us on the way to meeting ISTEA and Goal 12 directives, as well as our own adopted regional and local policies. We should try for more than the \$36.19 million and should in no case do less. If we can achieve only the \$36.19 million, funding for the intermodal and congestion management plans should be deleted from the list of candidate projects for the alternative mode investment package.

Sunset Highway/Sylvan Projects: We should defer the highway and interchange construction to the "development" list of the projects until the light rail line is running. However, public testimony made a compelling case that the bikeway segment from Camelot Ct. west to Cedar Hills should be constructed. That bikeway will provide a much-needed link between West Slope and the Cedar Hills Shopping Center area and the Sunset LRT station. It is on the neighborhood side of planned soundwalls, so construction will not affect future highway activities on the right-of-way. The construction of sound walls for mitigation of the *existing* noise levels

JPACT re TIP
12 January 1994
Page 2

from the Sunset Highway should also be funded for construction and not deferred. The sound walls appear to be separable from the highway expansion project in most locations and are clearly essential components of mandated environmental mitigation.

I-5/217/Kruse Way interchange: The plethora of testimony we have received on this points to a great deal of interest in assuring that something be done to alleviate a congested situation, particularly at the 217 to southbound I-5 onramp and the I-5 to 217 westbound offramp. The smaller of the two ODOT proposals seems to have the potential of addressing those two problems, but I would like to reserve the money and allow for an more in-depth public review of the proposals. By deferring the bulk of the budgeted amount to development, we should ultimately get a project that will actually solve the transportation problem at that location. Later projects should address pedestrian, transit, and bicycle access across I-5 between Kruse Way and the Tigard Triangle area, but expenditures on those facilities as part of the smaller project are probably not warranted given the existing land use pattern.

Difference between safety and preservation projects and capacity projects: It is important to remind ourselves that, according to the December 28th Metro staff report, "virtually all currently programmed safety and preservation-oriented projects" continue to be funded under either a \$50 million or a \$36.19 million alternative modes investment scenario. As we look to meeting our regional policy objectives related to a balanced transportation system and clean air mandates, we should not confuse "capacity" with "safety". It's also instructive to add to the funding graph distributed at the Dec. 7th public hearing all the money that will be spent on preservation, maintenance, and safety highway projects - for a better understanding of how the region has an unbalanced funding approach to its desire for a balanced transportation system.

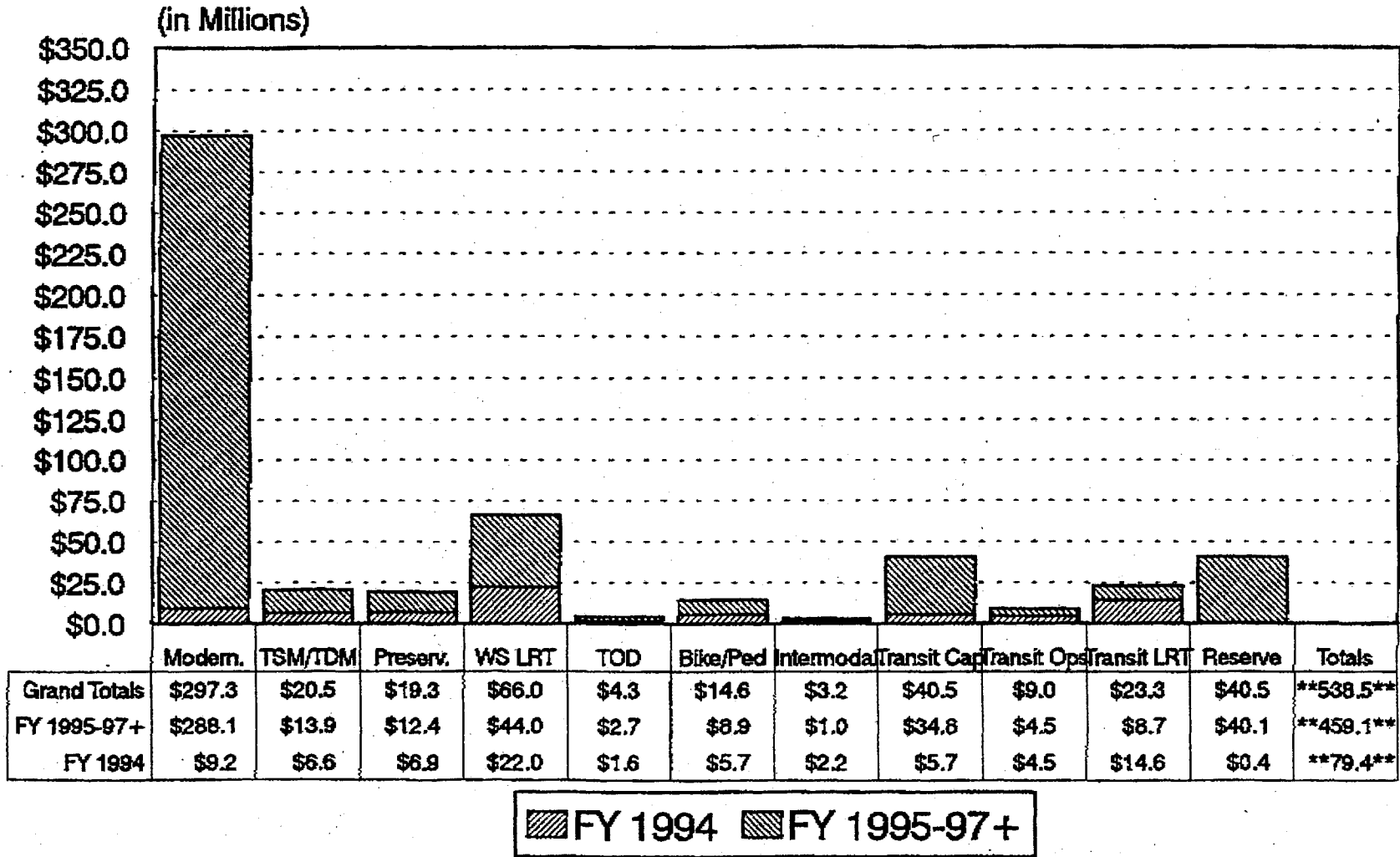
ATMS Projects: Approximately \$12 million were budgeted for these projects. I think this is an area that could be cut at least by half and still preserve some options for innovative (to our region) means of conserving highway capacity through incident management. However, I remain unimpressed with the motorist information system signage on I-5 just south of downtown Portland and don't see similar projects as warranting a higher funding priority than additional bus service.

c JPACT members
Gail Ryder
Andy Cotugno

tshh

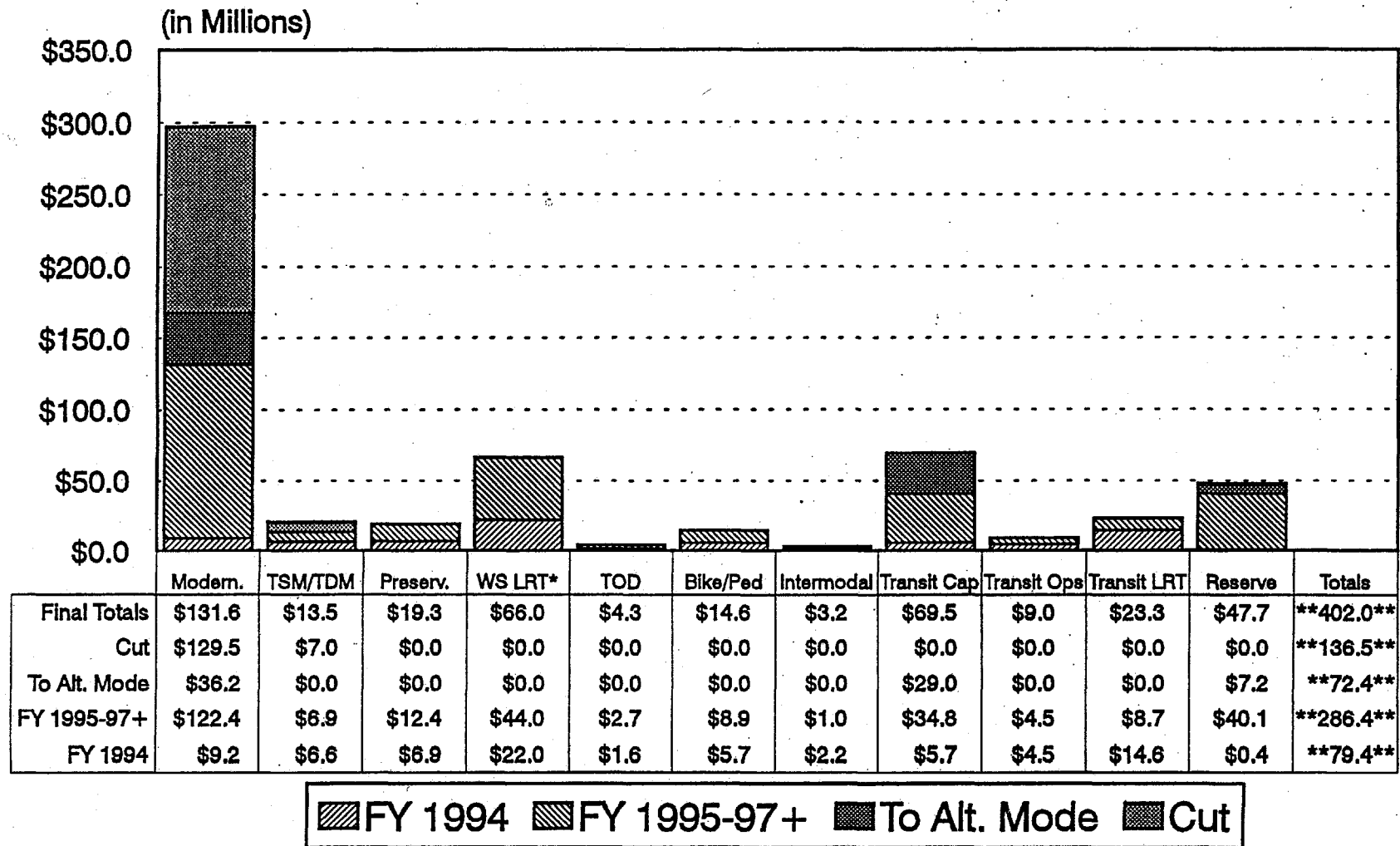
Transportation Improvement Program

By Project Type for FY 1994 and FY 1995 to Post 1997



Transportation Improvement Program

By Project Type for FY 1994 and FY 1995 to Post 1997





WASHINGTON
COUNTY,
OREGON

January 11, 1994

JPACT

% Andy Cotugno, Planning Director
Metro Regional Center
600 NE Grand Street
Portland, Oregon 97232-2736

Dear Andy:

On Monday, January 9, 1994, the Washington County Transportation Coordinating Committee took action on Metro Resolution 94-1890 regarding the package of program reductions for the Oregon Transportation Plan to be included in the State TIP.

The Coordinating Committee approved the Metro recommendation with the modifications recommended by TPAC.

In recommending the TPAC package, the Coordinating Committee has asked for the following changes in the Resolution:

1. Item No. 4 be modified to delete the language on line 5. After the word manner, delete "but in no case" and on the same line, delete after the word cost, "in excess." The basis for this proposed change was to assure that in the event the Sylvan project came in at just over \$50 million, that the project would not be dropped and that additional funds would be found to complete that project. The wording, as proposed, left the Coordinating Committee concerned that any amount over \$50 million would cause the project to not be completed.

2. Also in No. 4 of the Resolution, the Coordinating Committee recommends deleting the language beginning on line 6, "... that if this problem cannot be remedied for less than this amount, any residual balance be allocated to increasing the alternative mode reserve fund identified in Exhibit 2." The Coordinating Committee recommends that this language be dropped in its entirety and replaced with the following: "... that any underruns from the Sylvan project be used to complete the I-5/217/Kruse Way project."

Resolution 94-1890

January 11, 1994

Page 2

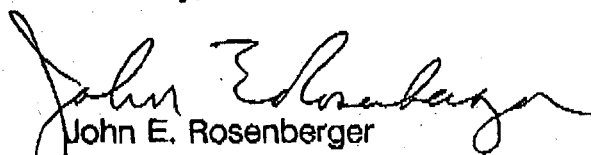
3. The Coordinating Committee recommended that a section be added to the Resolution that clearly identifies that I-5/217/Kruse Way is a facility of statewide significance, and that correction of the deficiencies on that system should be recognized as a State responsibility beyond the efforts underway at the ODOT Region 1 level to fund improvement of that interchange.
4. The Coordinating Committee seeks assurances that right-of-way funds for the I-5/217/Kruse Way project (\$5 million) are available and earmarked for this project and are not part of the \$13 million that has been identified for construction, and that the improvement includes the structures necessary to improve the north to north movement and to assure that the project that is built is not thrown away in the second phase.
5. The Coordinating Committee recommends that the Resolution be amended to include a section that indicates that underruns on any projects in the construction program would be reserved for the purpose of completing the Construction Section projects before any underruns are transferred to any alternative modes or projects not specifically identified as part of the funding package.
6. The Coordinating Committee also suggested changing the reference to "Tri-Met bus replacement..." in Exhibit 2 to "Tri-Met Core Capital program..."

The Coordinating Committee recommends that particular attention and priority be given to ODOT's continuing efforts to develop a design and funding package that adequately addresses problems at the I-5/217/Kruse Way Interchange.

The Coordinating Committee emphasized that it offers these recommendations in the spirit of regional cooperation that will be necessary to complete the difficult task of defining a solution to ODOT's Transportation Improvement Program funding shortfall. Commissioner Roy Rogers will be available to present the Coordinating Committee's recommendation at the JPACT meeting.

If you have questions, please contact me at 648-8740.

Sincerely,


John E. Rosenberger
Director

c: WCTCC
JPACT Members

Resolution No. **35228** **SUBSTITUTE**

Expresses the Council's support for deferring the Sunset Highway (US 26) Improvements until after the Westside LRT is completed.

WHEREAS, the Oregon Transportation Commission has directed ODOT Region I to cut at least \$130 million from the state Transportation Improvement Program, and

WHEREAS, the Commission, in support of the recently adopted Oregon Transportation Plan, has agreed to include further highway project construction cuts to provide funding for construction of alternative mode projects based on recommendations from each region, and

WHEREAS, deferral of the Sunset Highway Improvements until after completion of the Westside LRT would benefit the region's residents by providing additional transit capacity in the corridor before the highway capacity is necessarily reduced, and

WHEREAS, the City's adopted policies give top priority to construction of alternative mode projects, and

WHEREAS, concerned citizens have already requested ODOT and Metro to consider deferrals and ODOT and Metro have partially met their request, and

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Portland, a municipal corporation of the State of Oregon, that the Council urges regional and state agencies to defer portions of the construction of the Sunset Highway (US 26) Improvements in order to achieve two objectives:

- a. eliminating construction-related delays on the highway until after the opening of the Westside LRT, and
- b. providing \$50 million in funds for alternative mode projects by reducing interim Sunset/Sylvan costs to \$35 million.

Adopted by the Council, DEC 29 1993

Commissioner Earl Blumenauer
Steve Dotterer

Auditor of the City of Portland
By *Britta Olson*
Deputy

December 28, 1993

Resolution No.

Identification of City of Portland priorities for the funds from the former Water Avenue Ramp project. (Resolution)

WHEREAS, by Resolution No. 35220, the City requested ODOT not to build Phase III of the East Marquam Project (the Water Ave. Ramp); and

WHEREAS, that resolution requested regional and state agencies allocate the funds for a 1) transportation master plan for the Central Eastside, 2) alternative transportation mode projects, and 3) construction of an alternative access route to southbound I-5; and

WHEREAS, the Office of Transportation was directed to return with a suggested prioritized list of transportation projects for use of the funds; and

WHEREAS, ODOT Region I and Metro have been asked by the Oregon Transportation Commission (OTC) to recommend cuts in the regional construction program by approximately 40% to balance the State Transportation Improvement Program (STIP), and

WHEREAS, the OTC, in support of the recently adopted Oregon Transportation Plan, has agreed to incorporate additional highway project cuts to provide funds for alternative mode projects based on recommendations from each region, and

WHEREAS, the STIP Development section includes funds for Preliminary Engineering and EIS studies for future projects and currently includes \$5.4 million for PE and right-of-way on the I-5 (Greeley/Banfield) Project Phase II, a project to be studied in the requested Central Eastside Transportation Master Plan; and

WHEREAS, the construction of an alternative southbound access to I-5 cannot occur within the four year time of this STIP, given the time requirements of the master plan and environmental documents;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Portland, a municipal corporation of the State of Oregon, that the city supports regional cuts beyond the minimum required to balance the STIP to fund alternative mode projects, and be it further

RESOLVED, that the City requests that the region program up to \$5.4 million in the STIP Development section for:

- a. The Eastside Transportation Master Plan, followed by
- b. PE and EIS for I-5 (Greeley/Banfield) Project
- c. PE and EIS for the alternative southbound access to I-5, and be it further

RESOLVED, that the Council adopts Attachment A as the City priority list of projects using Water Ave. Project Funds , and be it further

RESOLVED, that the Council requests that the region and state programming of transportation funds include in the development section of the STIP construction of future alternative southbound access to I-5.

Adopted by the Council,

**Commissioner Earl Blumenauer
Steve Dotterer**

**Auditor of the City of Portland
By**

December 29, 1993

Deputy

**Attachment A
Water Avenue Ramp Funds Project List**

- | | | |
|----|---|----------------|
| 1. | Eastbank Esplanade Improvements
Project elements included in East Marquam Project as part of city permitting process. | \$1.8 Million |
| 2. | Transit Services
Bus purchases for service within the City to support industrial areas and meet ADA requirements | \$5 million |
| 3. | Regionally Significant Pedestrian and Bike Improvements
Candidate Projects: | \$7.96 Million |
| | <ul style="list-style-type: none"> • SE Hawthorne .5 Mill • Burnside Bridge Esplanade Ramp 1 Mill • CCTMP Central City Bike Projects .46 Mill • Bikes to Transit Improvements 2.0 Mill • SE Bikeway Signage and Improvements .25 Mill • Pedestrian Crossings for Transit and School 1.0 Mill • Capital Hwy Bike Ped Improvements 2.25 Mill • NE Cully sidewalks .5 Mill | |
| 4. | Ten Minute Corridor Improvements
bus priority and stop improvements within the city | \$1.5 Million |
| 5. | Congestion Management | \$.740 Million |
| 6. | Transit Oriented Development
Land acquisition and Infrastructure Improvements | \$2.0 Million |

Resolution 94-1890

January 11, 1994

Page 2

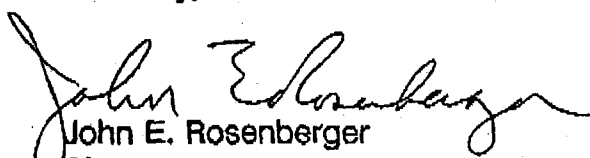
3. The Coordinating Committee recommended that a section be added to the Resolution that clearly identifies that I-5/217/Kruse Way is a facility of statewide significance, and that correction of the deficiencies on that system should be recognized as a State responsibility beyond the efforts underway at the ODOT Region 1 level to fund improvement of that interchange.
4. The Coordinating Committee seeks assurances that right-of-way funds for the I-5/217/Kruse Way project (\$5 million) are available and earmarked for this project and are not part of the \$13 million that has been identified for construction, and that the improvement includes the structures necessary to improve the north to north movement and to assure that the project that is built is not thrown away in the second phase.
5. The Coordinating Committee recommends that the Resolution be amended to include a section that indicates that underruns on any projects in the construction program would be reserved for the purpose of completing the Construction Section projects before any underruns are transferred to any alternative modes or projects not specifically identified as part of the funding package.
6. The Coordinating Committee also suggested changing the reference to "Tri-Met bus replacement..." in Exhibit 2 to "Tri-Met Core Capital program..."

The Coordinating Committee recommends that particular attention and priority be given to ODOT's continuing efforts to develop a design and funding package that adequately addresses problems at the I-5/217/Kruse Way Interchange.

The Coordinating Committee emphasized that it offers these recommendations in the spirit of regional cooperation that will be necessary to complete the difficult task of defining a solution to ODOT's Transportation Improvement Program funding shortfall. Commissioner Roy Rogers will be available to present the Coordinating Committee's recommendation at the JPACT meeting.

If you have questions, please contact me at 648-8740.

Sincerely,


John E. Rosenberger
Director

c: WCTCC
JPACT Members



Port of Portland

Box 3529, Portland, Oregon 97208
503/231-5000

January 10, 1994

Mr. George Van Bergen
Metro Councilor
2336 S.E. Washington
Milwaukie, OR 97222

Dear Councilor Van Bergen:

This letter is to share the Port of Portland's perspective on the regional recommendations to the Oregon Transportation Commission for cuts to the State Transportation Improvement Plan (STIP).

Until quite recently, the region and the state have focused on movement of single occupancy vehicles over our highways and arterial roads. The Port fully supports the recent shifts in emphasis to transit, and now to bike and pedestrian modes. This shift should permit continued efficient movement of commuters and other passengers. It also should free up existing road capacity to enable freight to move efficiently without building more lanes.

While it makes sense to begin these shifts as soon as possible, the Port does have reservations about two aspects of the proposal to cut \$36 million more than is required from current highway construction projects in order to fund unspecified "alternative mode" projects: (1) taking more funds than strictly required by the shortfall from current projects about which expectations have been established; and (2) transferring those funds to new projects in the absence of a policy framework for doing so. The second concern is even more significant than the first, partly because this action may be used (inappropriately, I believe) as a precedent for future decisions.

Without policy-driven criteria for choosing among projects, decisions about cuts and adds tend to be overly sensitive to fleeting concerns, such as short-term political pressures or the wishes of well-organized advocacy groups. The Transportation Policy Advisory Committee (TPAC) recommendation for use of the "overcut" implicitly asks JPACT to take the position that the uses of transportation construction funds should be shifted to include bike, pedestrian, transit, and transit-oriented development (TOD) projects, but not intermodal projects. The TPAC

Mr. George Van Bergen

Page 2

January 10, 1994

recommendation would have us reach this conclusion without benefit of any analysis on the degree to which those categories of projects address fundamental transportation goals such as safety, reduced congestion, better air quality, and strengthening the economy. Further, the TPAC recommendation apparently does not even specify that the projects from within the anointed categories will compete with each other in terms of regional impacts on air quality, congestion, safety, or the economy.

If the TPAC-recommended shift is not based on the degree to which the alternative projects will realize agreed-upon regional goals, on what, then, is the TPAC recommendation based? From all that we have been able to determine, it is based largely on the desire to demonstrate that this region really does recognize the importance of alternative modes. At least with respect to the proposed shift of \$7 million to as yet unspecified bicycle, pedestrian, and TOD projects, this is an expensive way to make a point.

While the Port is less than comfortable with this approach, we are inclined to go along if two slight modifications could be made. First, the Port believes the definition of "alternative" projects to which funds are to be shifted should be expanded to include another category of projects that received too little attention during the years of focus on movement of single occupancy vehicles: intermodal and other freight movement projects.

To set aside funding solely for bike and pedestrian projects without also doing the same for freight mobility projects would be a serious omission in the effort to shift regional priorities towards a more balanced regional transportation system. It also would ignore the federal and state policy of facilitating full multimodal (specifically including freight mobility) development established in the International Surface Transportation Efficiency Act (ISTEA) and the Oregon Transportation Plan. Accordingly, the Port recommends that freight mobility projects be allowed to compete (whatever form that may take) for the proposed set-aside for "alternative mode" project construction.

In response to this suggestion, some TPAC members worried that construction of a single large intermodal project might take the full \$7 million set-aside. The Port is not aware of any such large projects that are close to being ready for construction. But to ease such concerns, the Port proposes to stipulate that it will seek and support only the following two projects for inclusion among those

Mr. George Van Bergen

Page 3

January 10, 1994

eligible for the construction set-aside: (1) improvement of the Columbia Boulevard intersection into South Rivergate (\$950,000); and (2) a signal intertie system on Columbia Boulevard (\$100,000).

The above projects are contained in the Port Transportation Improvement Plan presented to the Joint Policy Advisory Committee on Transportation (JPACT) early last year. Although they are relatively inexpensive, they could make a big difference in freight mobility in the region. Coincidentally, they would also benefit passenger mobility in areas in which transit and bike and pedestrian modes are not likely to have much impact. The signal intertie project would help establish Columbia Boulevard as an efficient access into the Rivergate industrial area and alleviate some of the truck traffic problem in St. Johns.

The other slight modification the Port would like to see in the TPAC recommendation is a small set-aside out of the \$7 million to provide additional funds for the Congestion Management System (CMS) and the Intermodal Management System (IMS). In the Port's view, the resources now allocated for planning and programming of projects for all the "alternative modes," including freight movement, are inadequate.

The IMS, for example, is intended (and required by ISTEA) to give this region and the state the kind of comprehensive analysis needed to establish an integrated, balanced, long-range transportation plan. The region's portion of the state's IMS is now funded at just over \$200,000. The Port believes that much again is needed to ensure that we develop a credible analysis of regional intermodal strengths, weaknesses, and priorities. Without a better understanding of current freight movement problems than current IMS funding will permit, the competition for development and construction dollars will continue to be lopsided in favor of people movement out of simple inability to provide objective justifications.

The TPAC proposal includes a recommendation that additional IMS funding be found within the development section of the STIP. I believe a more appropriate and more certain approach (if it can be done legally) would be to fund it from the \$7 million set-aside. The IMS is not just another project development study; it is a prerequisite to obtaining future federal funding for intermodal projects.

The modifications suggested above may, incidentally, be helpful in convincing key transportation system users and taxpayers (e.g., truckers) that they have a stake in the proposed shift of state and regional transportation priorities.

Mr. George Van Bergen

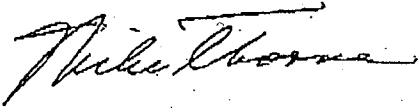
Page 4

January 10, 1994

For all the reasons outlined above, the Port urges JPACT to complete the philosophical shift from reliance on a single mode to a truly multimodal approach by insisting on adequate funding for the IMS and CMS studies and by making the two intermodal projects discussed above eligible for the proposed construction set-aside.

I look forward to discussing our request further at Thursday's JPACT meeting.

Yours very truly,



Mike Thorne
Executive Director

cc: Commissioner Earl Blumenauer, City of Portland
Honorable Rob Drake, Mayor of Beaverton
Councilor Bernie Giusto, City of Gresham
Honorable Bruce Hagensen, City of Vancouver
Mr. Fred Hansen, Director, DEQ
Commissioner Gary Hansen, Multnomah County
Councilor Jon Kvistad, Metro Council
Commissioner Ed Lindquist, Clackamas County
Honorable Craig Lomnicki, Mayor of Milwaukie
Councilor Susan McLain, Metro Council
Councilor Rod Monroe, Metro Council
Commissioner Roy Rogers, Washington County
Mr. Gerry Smith, District Administrator, WSDOT
Commissioner David Sturdevant, Clark County
Mr. Tom Walsh, General Manager, Tri-Met
Mr. Bruce Warner, Region I Manager, ODOT



Mentor Graphics Corporation
8005 S.W. Boeckman Road
Wilsonville, Oregon 97070-7777
(503) 685-7000

January 10, 1994

Clackamas County Board of Commissioners
Clackamas County Courthouse
807 Main St.
Oregon City, OR 97123

Washington County Board of Commissioners
City/County Building
155 N. First Ave, suite 300
Hillsboro, OR 97124

Re: Kruseway/217 Interchange Funding

Dear Commission Members:

Mentor Graphics recommends that provisions be made for funding for interim improvements beyond the \$13.2 million now being recommended by Metro for the Kruseway/217/I-5 interchange.

At the Friday, January 6th, meeting of the Metro Planning Committee, Metro presented revised priorities for the cuts in highway funding for this region. Testimony centered around the Kruseway/217/I-5 interchange. This testimony had largely been generated by a meeting of some 30 business representatives at a presentation by Region 1 ODOT staff that morning at TVEDC. This was the first time the people most interested in the interchange, many of whom had participated over the last four years in the development of the plans, had seen the new alternatives and related estimates. Tigard representatives had not had time to review and comment. Many, including Mentor Graphics, have concerns over the adequacy of the \$13.2 million alternative recommended by Metro. We urge Washington and Clackamas Counties to pursue budgeting of at least the \$24 million recommended by the State, or to otherwise set aside a contingency to ensure that the interim design is consistent with the yet to be developed long term design. This interchange is ranked as the Region's highest priority and is not the place to build to minimum or unconventional design standards as is proposed in the \$13.2 million alternative.

Mentor Graphics urges the County Commissions and staffs to take an active role in assuring a satisfactory solution here and to take a strong position in this regard at JPACT this Thursday.

Sincerely,

Mike Cook
Manager Facilities Planning

cc: Metro Council
JPACT

City of
WILSONVILLE
IN OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

January 10, 1994

Mr. George Van Bergen, chair
Joint Policy Advisory Committee on Transportation
METRO
600 NE Grand Ave.
Portland, OR 97232

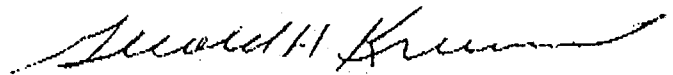
Dear Mr. Van Bergen and members of the committee:

The City of Wilsonville wishes to lend its support to the suggestion that the I-5/217/Kruseway Interchange project be funded at a level of \$22 million and that the additional dollars for this project, with \$13.4 million coming from ODOT Region I, as proposed, and with the balance coming from other sources outside of Region I, whether state, federal or some other source of which we are unaware.

We recognize that a delicate balance has been struck in the recommendations for highway construction in the Transportation Improvement Plan, and as stated in earlier correspondence, we are fully supportive of those recommendations. However, the I-5/217/Kruseway Interchange is a project of statewide significance and it seems fair that this fact be recognized in the decisions regarding the future of the interchange. We hope that funding for the project at the \$22 million level can be found without causing further harm to any other Region I projects.

Thank you for your attention to this matter.

Sincerely,



Gerald A. Krummel
Mayor

cc: Washington County Board of Commissioners
City of Tigard
City of Lake Oswego
City of Hillsboro
City of Lake Oswego
City of Beaverton

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012

OFFICERS 1993

January 5, 1994

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Vm. S. Wright & Assoc.

Mayor Vera Katz
Commissioner Blumenauer
Commissioner Hales
Commissioner Kafoury
Commissioner Lindberg
City Hall
1220 SW Fifth Avenue
Portland, Oregon 97204 *cc Metro*

RE: Resolution "Identification of City of Portland priorities for the funds from the former Water Avenue ramp project."

Dear Mayor Katz and Commissioners:

Central Eastside Industrial Council strongly opposes the resolution before you.

The \$19 million are dedicated funds to a specific purpose. If the purpose is no longer supported, the funds become part of the entire funding resources and cannot be politically claimed.

The resolution before you violates existing City policy.

The Central Eastside Transportation Study (CETS) was adopted by resolution on June 5, 1991 Resolution #34862 (Approve the Executive Summary and Project Description Summary of the Central Eastside Transportation Study as a Technical Document to Provide Guidance on Transportation Policy Development and Transportation Improvement Projects).

The Transportation Element of the Comprehensive Plan refers to the CETS and directs the implementation of projects identified in the CETS.



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JAN 10 1994
CITY OF PORTLAND

Central Eastside Industrial Council
Portland City Council

January 5, 1994
Page 2

The resolution ignores an element of the East Marquam Interchange Project Phase Three: improvement to Water Avenue (street, pedestrian, bicycle, street trees) to mitigate off-site impacts of the interchange project on the local street system.

The resolution ignores the fourth phase of the East Marquam Interchange Project. The Grand/King Viaduct has been identified as a severely inadequate structure. The resolution ignores the impact of completion of the McLoughlin Boulevard Improvement Project on the CEID without the direct connection to I-5.

In addition, the resolution ignores CEID established traffic needs, the impact of the conditional use - OMSI, CEID bicycle and pedestrian needs, and the work of Multnomah County Bridge Accessibility Project.

The resolution does ask for \$5.4 million to conduct another study. Based on historic implementation, the study will not result in physical improvements for at least five years.

The logical consequence from a legal perspective for the region to enact the City's recommendation would be to restrict OMSI's activity and restrict any improvement of the waterfront that would attract more people into the inadequate infrastructure of the CEID.

Sincerely,

Gary Coe, President
Central Eastside Industrial Council



Michael A. Meredith
President

OREGON TRUCKING ASSOCIATIONS, INC.

5940 N. Basin Ave. • Portland, OR 97217 • (503) 289-6666 • FAX (503) 289-6672

10 December 1993

Transmitted via fax

Mr. Andy Cotugno
METRO Planning Director
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Cotugno,

This letter is to formally request that METRO leave the Water Ave. project on the recommended "Keep" list that you are currently preparing regarding the ODOT Six-Year Program Cuts.

Despite the recent Portland City Council vote (which was nothing more than a "request" that the on-ramp not be built), this project has had unwavering support from FHWA, ODOT, METRO, City of Portland Bureau of Transportation, the Port of Portland and the business community -- among many others.

This request is made with significant urgency because once the funds for the project are "unprogrammed," it will take many, many more years for a similar project to get through ODOT's development and construction phases. There is considerable merit to the concern that if this specific project does not proceed, the Central Eastside has no hope of gaining freeway access well into the next century. This is simply unacceptable.

Currently, it appears there are viable options for an appeal of the City Council resolution and the Central Eastside business community is vigorously pursuing these options. It would be devastating for all involved if the resolution is reversed on appeal, the ramp ordered built and no money in ODOT's Six-Year Plan for the project's completion.

On behalf of the Oregon Trucking Associations, the Oregon Draymen and Warehousemen's Association, the Oregon Dump Truck Association, the Oregon Tow Truck Association and the Intermodal Transportation Council of Oregon, I respectfully request that you do not cut the Water Ave. On-Ramp Project from your list of recommendations to ODOT.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pamela', written over a horizontal line.

Pamela Reamer-Williams
Vice-President, OTA

cc: Michael A. Meredith, OTA
Bruce Warner, ODOT
Gary Coe, CEIC



METRO

23 November 1993

Memorandum

To: Mike Hoglund
Terry Whisler

From: Terry Moore, Councilor, District 13 *Terry*

Subject: ODOT Six-Year Program Cuts

As you prepare the Metro staff's recommendations on the cut/add package addressing the shortfalls in the ODOT six-year program budget, I'd like you to be able to respond to (at least) the following policy decisions related to criteria for selection of projects to retain and those to add:

- 1) Should all highway and roadway projects to be funded include a component to improve bicycle and pedestrian travel/access as a first-cut, administrative criterion?
- 2) Should the criteria for project selection really be modally blind? Is it just time constraints that have led us to segregate modes for evaluation of projects? Do we ultimately want to use different criteria to evaluate projects mode-by-mode, or should we address a broader range of criteria to all projects as part of a *transportation system*?
- 3) If we decide this time to evaluate projects by mode, should any bike or ped project considered for funding apart from highway projects have to be a "stand-alone" project; i.e., not be part of a roadway reconstruction/construction project?

I am also going to want to explore some better definition of the "cost effective" criterion that we may want to use to evaluate the project list to better understand exactly how that is being interpreted.

And, I think we have to make available to people who will be participating in the cut/add process (including the Metro councilors) information describing the total transportation investments the region is making over the period of time we're talking about, by mode: how much for highway/roadway projects; how much for transit (including light rail) projects; how much for TDM (including TODs?) projects; how much for TSM projects; how much for bike projects; how much for pedestrian projects. For this, I'm not talking about just things on the ODOT program cut list, but in the entire six-year plan.

c Gail Ryder
Andy Cotugno

tshm

MICHAEL A. COOK

Date: December 17, 1993

To: Portland City Council
JPACT
Metro Council
Tom Walsh, General Manager, TriMet
Douglas Schmitz, City Manager, City of Lake Oswego

From: Mike Cook, Willamette Shores Unit Owners Association

Re: Johns Landing Rail Impacts

Attached is a copy of Willamette Shores recent testimony before the Portland City Planning Commission. Please distribute the attached to respective council and committee members.

As you can see have serious concerns about the impacts of the various rail projects on Johns Landing. In acting on the management plan, Planning Commission President, Richard Cooley was quoted as saying: "Clearly, no matter what was contemplated in the past, the idea (of using the line for mass transit) doesn't seem to make sense. We should revisit that and put people's minds to rest". That is our objective as well.

Please notify the associations listed below on any public forums or decision making sessions of your agency impacting the following:

- South-North Alignment
- Willamette Shore Line ROW Management Program
- Downtown Trolley
- Operation of the current line.

Johns Landing Owner Association
John Cach
5926 SW Riveridge Lane
Portland, OR 97201
(243-2609)

Johns Landing Commercial Area Assn.
Fred Brewer
4700 SW Macadam, Ste 100g
Portland, OR 97201
(222-4700)

Heron Pointe Unit Owners Association
% Sandy McCann
111 SW 5th Suite 2260
Portland, OR 97204
(274-8406)

The Landing Unit Owners Association
Kerry Chipman
5250 SW Landing Drive #206
(227-5238)

Willamette Shores Unit Owners Assn.
Mike Cook, Chairperson
5620 SW Riverside Lane #17
Portland, OR 97201
(685-1595)

Riverwind Association
Vernon L. Rifer
2525 SW 1st Avenue, Suite 120
Portland, OR 97201
(299-6000)

Riveridge Unit Owners Assn.
Anne Devane, Treasurer
5858 SW Riveridge Lane #14
Portland, OR 97201
(225-3424)

Thank you for your consideration.

MICHAEL A. COOK

December 14, 1993

City of Portland Planning Commission
%Vicky L. Diede
City of Portland
1120 SW Fifth Avenue, Room 802
Portland, OR 97204-1971

Re: Willamette Shore Line Right-of-Way Management Policy and related
Trolley and Light Rail Planning through the Johns Landing area

Dear Planning Commission Members:

The purpose of this letter is to reflect back to public policy makers the serious frustration on the part of our owners in understanding, monitoring and influencing transit decisions regarding transit corridors running through our property. Over the last two years we've worked with four separate governments, each with different transit agendas. We have had to fight to be heard. And, in the process we were made to feel like we're in the way of progress when we're already an operating example of the kind of lifestyle the region is attempting to achieve in other areas. Hopefully, our story will help you think more broadly about your approach to transit in this corridor. We feel it is the responsibility of the City of Portland, and particularly the Planning Commission and staff to ensure that planning is coordinated in this district and to uphold earlier planning decisions contained in the Comprehensive and Macadam District Plans.

Our Association represents 77 condominium units. We are part of a community of over 400 condominium and apartment units that adjoin the existing and projected corridors in this area. Willamette Shores was a recent condominium conversion with the owners taking over the association management in 1991. As you might imagine we have our hands full just setting up our own quasi local government here.

First, we were faced with concerns over trolley stops in our court yard and rumored upgrades to overhead wires and increased traffic. Over the year we rallied other associations, set meetings with Portland and Lake Oswego staffs and elected officials and trolley management. Finding access to this non-profit corporation that operates out of the public eye, contracted by City officials whom we do not elect, under an (at the time) seemingly forgotten City of Portland agreement was no easy task. During these conversations we were told that light rail or any intensive rail would be routed up to Macadam, consistent with the City Council approved area plan. We appreciated the support of people like Vicky Diede with the City of Portland, and Doug Schmitz, of Lake Oswego who were introduced to the process later into the dialogue, but who helped greatly in resolving our concerns. Settled with these accommodations and assurances of light rail plans, we went about our association work.

Much of that work surrounded allocation of our limited parking supply. Right now we have enough parking for a 2nd space for 2/3rds of our units. If light-rail uses the Macadam corridor, we'll have only a few spaces for visitors and none for 2nd vehicles. Although this reality is referenced in each of our purchase documents, it has hardly settled into each owner's thinking. How many people read all the documents referenced in their title report?

After a month or so breather, we were alerted to the South-North corridor study and confronted with a whole new group of jurisdictions and planners from Metro and Tri-Met. They were not nearly so bound by the adopted Comprehensive and Macadam District Plans and were still

considering the trolley line that bisects our property as an option. We continue to participate in the public process and to urge the east side alignment.

Next, we receive a notice from Metro setting a public review of today's agenda item for management of the existing rail corridor setting off a whole new set of staff and review process. We were encouraged by the possibility of the Consortium taking management of the existing line seriously and having a better vehicle for addressing our concerns. These include pedestrian and auto use along the tracks, courtesy of maintenance personnel and improved public access to management of the current operator. However, we find this is not truly a comprehensive management program but simply a tool to protect the corridor for future light rail - again in conflict with the Comprehensive and Macadam District plans - for a connection to Lake Oswego irrespective of the South-North alignment. I'm told I'll be dead before that ever happens and that we're in no position to complain as the line existed before I was born or bought my unit. I was offended by the lack of staff sensitivity. We insist on being taken more seriously. And, we expect the City of Portland to support it's adopted plan for the area.

And now, after following the Central City Trolley planning through our neighborhood association, most recently we read that the city trolley may cost us \$360,000 in an LID (we realize it would be less, but that was the impact of the number in the article) and that less costly alternatives were not even considered because lack of customer acceptance of rubber tire options. I don't get away with that kind of thinking in my work and neither should the public, particularly at a time when basic community services are being pushed to an all time low.

That's our story to date and we appreciate this opportunity to tell it. Over this time we have been able to generate a concensus among Willamette Shores board members regarding transit in this area. The following best represents our current thinking.

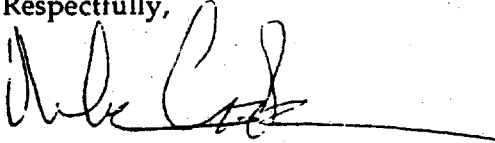
1. Our perceptions from participation in the various review processes are that there are differing transit agendas among the agencies involved. The transit plans impacting this district need to be addressed as a whole, collectively by the jurisdictions involved and coordinated more closely with longstanding land use objectives. The current piecemeal approach frustrates public input and overall strategic thinking. We would certainly support and assist in such an effort.
2. The level of rail intensity planned for this corridor is destructive and counter productive. The city, through it's forethought and wise adoption of the Macadam District Plan, created a neighborhood model for the future. In our complex we already have a rich diversity in age, race and income. Many of us already walk, bike, and use transit in getting to shopping, entertainment and work. In the 50's freeways carved the Corbett/Lair Hill neighborhood into a freeway interchange and destroyed our downtown waterfront. All, mistakes that we're still trying to correct. Now, history is repeating itself here in Johns Landing, only this time with rail.
 - a. Only one line should be permitted, if any. The existing line should be abandoned for use as anything more than it is today and preferably vacated concurrently with any further trolley or light rail improvements along Macadam.
 - b. Future transit connections to Lake Oswego should be via some future circumferential connection rather than one more radial spoke running through this already tight corridor.
3. Alternatives to the Central City Trolley plan need to be seriously considered. The trolley would further reinforce public perceptions of a caste system regarding transit ridership. TriMet needs to do a better job in attracting ridership and meeting unique shuttle and business needs. Although the idea of improved shuttle service is attractive, the

Willamette Shores Association will certainly fight any attempt to create an LID for a rail system. Any attempt to electrify the existing line for this purpose would constitute a substantial increase in the intensity of use and should trigger a relocation to Macadam.

4. The management system at issue with this hearing, should focus on all right-of-way management issues. It should improve public access to the decision making process on any operational changes in the current line. Currently the operators can make significant changes, while our owners here have to get Design Review approval for changing a window. It should also provide a signage or other program to limit through pedestrian, bicycle and auto traffic.
5. Most importantly, the owners at Willamette Shores, expect the City to take the leadership in all transit matters in our neighborhood and to represent us and our interests with other jurisdictions involved and to stand by earlier commitments to the Comprehensive and Macadam District Plans.

Thank you for the opportunity to comment. We request that this letter be included in the public record of hearings on this transit matter. We are willing to work closely with those involved, but urge a more comprehensive and coordinated approach.

Respectfully,



Mike Cook, Chairperson
Willamette Shores Association

cc:

Johns Landing Association
Johns Landing Area Association
Heron Pointe Unit Owners Association
The Landing Unit Owners Association
Vicky Diede, City Trolley
Sharon Meyer, Metro, Transportation
Douglas Schmitz, City Manager, City of Lake Oswego
Tom Walsh, General Manager, TriMet
Portland City Council
JPACT
Metro Council



METRO

Date: January 12, 1993
To: JPACT
From: *RM* Rod Monroe, JPACT Chair
Re: ODOT STIP "Cuts"

At the January 13, 1994 JPACT meeting, we will be considering TPAC's recommendations for the 1995-98 State Transportation Improvement Program. In the TPAC recommendation, the proposal to cut \$17.2 million from the I-5/Water Avenue ramp project causes me great concern. This is a project that is of regional significance, has been a longstanding commitment to serve the Central Eastside area and would provide significant benefits for freight movement. For these reasons, I recommend JPACT consider the following amendment:

- . Restore \$17.2 million to the I-5/Water Avenue ramp project providing full funding at \$19.0 million.
- . Cut the Sunset Highway/Sylvan project by \$15 million, resulting in a \$35 million budget to solve the westbound weave problem and deferring \$31.2 million (rather than \$16.2 million) to be funded for construction after the Westside LRT opens.
- . Cut \$2.2 million from the project titled "Two additional MACS" (Metropolitan Area Corridor Studies), leaving \$1.1 million.

I believe this would leave an adequate level of funding for the Sylvan westbound safety problem while restoring the critical I-5/Water Avenue ramp project.

RM:lmk



M E T R O

To: Joint Policy Advisory Committee on Transportation

From: Councilor Jon Kvistad *Jon*

Date: January 12, 1994

Re: ODOT Six-Year Plan "Cuts" - Amendment

On January 13, 1994, JPACT will be considering the recommendation of the Transportation Policy Alternatives Committee (TPAC) on Resolution 94-1890 that recommends a package of program reductions and additions for incorporation in the 1995 through 1998 State Transportation Improvement Program (STIP). I am very concerned about two of the projects that are recommended for significant cuts - the I-5 Water Avenue Ramp project and the I-5/217 Kruseway Interchange.

Both of the I-5 projects referenced above should be considered as "supra" projects - above other projects on the list because of their regionwide, statewide and nationwide significance. The Water Avenue Ramp project has been a long term commitment that will significantly benefit the central eastside area and provide enhanced freight movement. The City of Portland's action is not binding or irreversible and should not be the only consideration regarding this needed project. The Kruseway Interchange, with it's inherent delay, congestion and safety problems, is also of regionwide significance. I highly doubt that the \$13.4 currently recommended will do little more than apply a "bandaid" to a much larger problem that has a \$22 million solution. I recommend that JPACT restore both of these projects to the amount referenced; therefore adding back \$22 million.

Recognizing our responsibility not to overly disrupt our other regional partners in the remainder of the state, I am not recommending that \$22 million be taken from other statewide projects. Neither am I recommending further cuts in our own project list or limiting our commitment to alternative modes within this region. I do, however, believe that the \$136.5 million goal for cuts in this region is a fluid figure impacted greatly by future changes in revenue and expenditure levels. I am also confident in ODOT's ability to complete projects at reduced costs. I suggest that ODOT continue in their efforts and that all savings be applied to the two projects referenced above.

For these reasons, I recommend JPACT approve the TPAC recommendation with the following recommendation:

- ◆ The Oregon Department of Transportation review all statewide projects for cost savings from either increased revenue or decreased expenditures and dedicate all savings to:
 - 1) Restore \$17.2 million to the I-5/Water Avenue ramp project to provide full funding at \$19.0 million; and
 - 2) Restore \$8.6 million to the I-5/217 at Kruseway Interchange project to provide funding at a minimum \$22 million level.

JK:GR

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RECEIVED

DEC 27 1993



DEC 6 1993

IN REPLY REFER TO
HPR-OR/90.21

Andy Cotugno
Transportation Director
Metropolitan Service District
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Through:
Eb Englemann
Environmental Section
Oregon Department of Transportation
324 Capital St. N.E.
Salem, Oregon 97310

Dear Mr. Cotugno:

**CLEAN AIR ACT CONFORMITY DETERMINATIONS FOR
PORTLAND AREA REGIONAL TRANSPORTATION PLAN AND
FY 1994-1996 TRANSPORTATION IMPROVEMENT PROGRAM**

The Portland-Vancouver Area is currently designated as a non-attainment area for both carbon monoxide and ozone. As such, the Clean Air Act Amendments of 1990 require the Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (USDOT) to make conformity determinations for both the Portland Area Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). In accordance with the June 7, 1991 Environmental Protection Agency (EPA)/US Department of Transportation (DOT) Guidance for Interim Conformity, plan conformity should:

Show that the plan supports the purpose of the State Implementation Plan (SIP) of achieving attainment of the national ambient air quality standards.

Assure no goals, directives, recommendations or projects identified in the transportation plan will have adverse impacts on the SIP.

Assure the plan provides for expeditious implementation of Transportation Control Measures (TCM's) in the SIP.

Determine that the plan contributes to required ozone and CO emission reductions in non-attainment areas.

Determine that the plan does not increase the frequency or severity of the existing violations of the NAAQS.

In addition, the interim EPA/USDOT Conformity Guidance states that TIP conformity should:

Be based on the most recent population, employment, travel and congestion estimates available.

Show reductions in emissions from the no-build scenario.

Provide for actions on any federally-assisted TCM's not yet fully implemented.

Show the addition of TCM's substituted for those no longer valid along with evidence of coordination with EPA and State and local air quality agencies in their development.

Using these guidelines, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) made joint US DOT air quality conformity determinations on the Metropolitan Service District's (Metro) Regional Transportation Plan and FY 92 TIP on November 15, 1991. Similar joint conformity determinations were made on Metro's FY 93 TIP and updated RTP on October 22, 1992 using the same guidelines.


Metro's October 5, 1993 letter provided ODOT, FHWA, and FTA with copies of their conformity analysis for their current RTP and FY 94-96 TIP. ODOT's November 16, 1993 letter confirmed the ODOT Environmental Services review and concurrence in Metro's conformity determination. Since final conformity rules were not yet published, the June 7, 1991 EPA/USDOT interim conformity guidance was again used to define conformity requirements.

In order to demonstrate conformity, Metro estimated the emissions changes expected to result from implementation of their RTP and FY 94-96 TIP using the EMME/2 transportation software package and EPA's MOBILE 5A Mobile Source Emission Factor Model. Similar to previous year's analysis, the base year network was assumed to be 1990. The TIP and RTP "build" networks analyzed reflect 1993 conditions defined by the implementation of last fiscal year's TIP, 1995 and 1996 conditions defined by the implementation of the FY 94-96 TIP and, 2000, and 2010 conditions defined by the RTP. These analysis years were selected based on the requirement in the interim conformity guidelines that MPO's demonstrate a reduction in emissions in the first milestone years (1995 for CO and 1996 for ozone), the attainment years (1993 for ozone and 1995 for CO) and a period beyond attainment. Metro's RTP was unchanged from the version shown to conform last year, therefore an RTP conformity analysis was not required this year. However, because the RTP defines the year 2000 and 2010 conditions needed to demonstrate TIP conformity, the analysis done for TIP conformity also reaffirms RTP conformity.

One major difference between the analysis done in past years and the analysis done this year (for the RTP FY 94-96 TIP) was changing from a zone-based travel forecasting model to a link-based model (per EPA's recommendation). Another difference was the use of the latest emissions factors from EPA's mobile 5A emissions model. These model enhancements resulted in some substantially different emissions forecasts for both the build and no-build conditions in all analysis years. However, Metro's analyses met the requirements of the conformity guidance in that they showed consistent, albeit small, reductions in emissions attributed to each build versus no-build condition for each analysis year as well as reduced total emissions over time.


Based on our review of Metro's conformity determinations, as concurred in by ODOT, we find the Portland Regional Transportation Plan and FY 94-96 TIP conform with the State Implementation Plan's purpose of reducing the severity and number of NAAQS violations and insuring expeditious attainment of the standards. This joint FHWA/FTA conformity determination has been coordinated with EPA through the sharing of Metro's conformity documentation.

Sincerely yours,


Date: 12.3.93

Robert G. Clour
FHWA Division Administrator
Federal Highway Administration
530 Center St NE, Suite 100
Salem, Oregon 97301

cc:
ODOT (D. Forbes, Director)


Date: December 6, 1993

for Terry L. Ebersole
FTA Regional Administrator
Federal Transit Administration
Region 10 Office
Suite 3142 Federal Building
915 2nd Avenue
Seattle, Washington 98174

December 15, 1993

DEPARTMENT OF
TRANSPORTATION

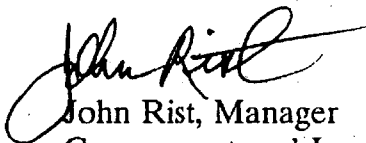
Interested Parties

FILE CODE: LEG

The enclosed booklet, *Oregon's 1993 Transportation Legislation*, outlines the major transportation-related proposals considered by the Oregon Legislative Assembly and summarizes the final bills passed during the 1993 session.

You'll note that, although the entire OTP funding package was narrowly defeated, the 1993 Legislature passed some of the public transportation elements originally included in it. They are summarized in the booklet, together with other bills passed that will improve ODOT's organization, business practices, scenic protection, consumer protection, aviation and transportation safety.

For more copies of the booklet, information about the bills included in it or other transportation-related bills passed or considered during the 1993 session, write to: ODOT Communications Branch, 140 Transportation Building, Salem, OR 97310; or telephone (503) 378-6546.



John Rist, Manager
Government and Issues Communication
ODOT Communications Branch



121 Transportation Bldg.
Salem, OR 97310
(503) 378-6526
FAX: 378-3875

**OREGON'S
1993 TRANSPORTATION
LEGISLATION**

OREGON DEPARTMENT OF TRANSPORTATION

NOVEMBER 1993

OREGON'S 1993 TRANSPORTATION LEGISLATION

One of ODOT's key legislative initiatives for 1993 was a comprehensive package of 20 transportation-related bills that would have taken the first step toward funding the Oregon Transportation Plan (OTP). The OTP funding package was developed and sponsored by a broad coalition called the Transportation '93 Committee — T93 for short. T93 included ODOT and other state agencies, local governments, business and civic leaders, and transportation industry and user groups. This funding package, however, was not passed.

The 1991 Oregon Legislature called on ODOT to develop the Oregon Transportation Plan to guide statewide transportation development for the next 20-40 years. The OTP was adopted by the Oregon Transportation Commission in September 1992. The 1993 OTP funding package requested the money needed to start developing an integrated transportation system that would support economic growth and protect Oregon's livability into the 21st Century.

Key proposals for funding the OTP

The OTP funding package presented to the 1993 Oregon Legislature included:

- ▲ Raising motor vehicle fuel taxes, truck taxes and vehicle registration fees, and ending gasohol tax exemptions.
- ▲ A transportation access fee to fund overall highway development.
- ▲ A studded tire fee to recover road damage costs, and a tire and battery fee to finance public transit.
- ▲ Expanded state bonding authority for highway projects.
- ▲ A congestion pricing pilot project and special vehicle emission fees, both for the Portland area.
- ▲ A statewide vehicle emission fee, and a constitutional amendment allowing its use for transit purposes.
- ▲ Allowing transit districts to use payroll taxes as a funding source.
- ▲ Expanding state in-lieu-of-payroll-tax payments to all fixed-route transit systems that use public funds.
- ▲ Creating a state rail fund, and using bonds to fund high-speed and light rail development.
- ▲ Lottery funding measures for light rail and high-speed rail development and marine/rail access facilities.
- ▲ Funding for freight rail improvements.
- ▲ Increased jet fuel and aviation gasoline taxes to fund commercial and general aviation facilities.
- ▲ A bicycle registration fee on new sales.

A final OTP funding package, trimmed to contain fewer bills, was narrowly defeated in a crucial House vote in the session's last days.

During the legislative interim, ODOT will continue working with the broad transportation coalition that supported the 1993 funding package. The common goal is to develop another comprehensive transportation funding package to present to the 1995 Oregon Legislature.

Aviation

HB 2186 — Aircraft Registration — Eliminates aircraft registration stickers. Improves customer service by streamlining paperwork and saving costs. (Chapter 161; 11/4/93)

Consumer protection

HB 2334 — Consignment Sales — Makes the illegal display or sale of vehicles subject to a \$5,000 civil penalty. Authorizes dealer-to-dealer consignments; requires dealers to obtain proof of vehicle ownership, security interest or lease before accepting consignments from other than a licensed dealer; and requires dealers to pay consignors within 10 days of vehicle sales. (Chapter 180; 11/4/93)

Public transportation

SB 81 — High-Speed Rail Development — Allocates \$5.5 million in state lottery funds to begin planning and developing the Willamette Valley high-speed rail corridor. If video poker revenues exceed projections by 15 percent, \$5 million more in state lottery funds will be allocated to high-speed rail projects. (Chapter 765; 8/31/93)

SB 775 — Westside Light Rail Transit — Earmarks \$18 million in state lottery funds to extend the MAX light rail system from downtown Portland to the western suburbs. This continues the state commitment to fund revenue bonds that will provide 12.5 percent of the project cost, to be combined with 12.5 percent local funds and 75 percent federal funds. The Westside light rail project is expected to cost nearly \$1 billion when completed in 1997. (Chapter 537; 7/30/93)

Transportation safety

HB 2736 — DUII Arrest Blood Test — Closes a loophole in Oregon's DUII law. Police may request blood tests of drivers arrested for DUII who receive care at a medical facility after an accident. Those who refuse the blood test will have their driver license suspended under Oregon's implied consent law. (Chapter 305; 11/4/93)

SB 1088 — Bicycle Helmets — Bicycle riders and passengers under 16 years of age riding in public areas must wear helmets. Provides a maximum fine of \$25. Police must ticket the parent or guardian of children under 12 years of age, but may directly ticket children 12 or older. (Chapter 408; 7/1/94)

SB 779 — Child Safety Seats — Requires children under 4 years of age who weigh 40 pounds or less to use car child safety seats; anyone age 4 or older, or who weighs more than 40 pounds, must use a car safety belt or harness. (Chapter 153; 11/4/93)

HB 2479 — Vehicle Immobilization Pilot Project; Murder/Manslaughter — Establishes a pilot program to use "steering wheel clubs" to immobilize the vehicle of someone whose driver license is suspended for refusing to take, or failing, a DUII breath test. Revokes the driver license of anyone convicted of murder or first degree manslaughter who used a vehicle as a deadly weapon. (Chapter 761; 11/4/93)

HB 2507 — Overpass Fencing — Requires ODOT to install fences on all new freeway overpasses, to protect drivers from thrown objects. Requires that at least 15 existing freeway overpasses be fenced yearly, and that a comprehensive overpass fencing plan be handed to the 1995 Legislature. (Chapter 510; 11/4/93)



**METRO**

Date: January 12, 1994
To: JPACT
From: AC Andy Cotugno, Planning Director
Re: Congestion Pricing Pilot Program Application

This memo provides an update on the status of Metro's application to FHWA for a congestion pricing demonstration program. Staff anticipates hearing a decision on the application within the next week. Indications are that FHWA is taking a serious look at funding at least part of our proposed program. Our approach includes two primary components: (1) a comprehensive 18 month study, public involvement/education program and alternatives analysis; and (2) implementation and monitoring of a 12-18 month demonstration project.

In the event that part or all of the Metro application is funded, the region needs to be prepared to begin its public outreach and education activities immediately. Understanding that the concept will be controversial, initial support of the study phase of the proposal by local elected officials and community leaders will better ensure a smooth start-up of a study. As such, local elected officials, community leaders, and the media will be given background information on the pilot program over the next few weeks.

JPACT representatives would be encouraged to attend an initial press event if the area receives the grant. The Ad Hoc Congestion Pricing Committee is currently drafting strategies for informing the region about the concept of congestion pricing and the goals and objectives of the Metro program.

The attached fact sheet summarizes some general information about congestion pricing and the pilot program proposed by Metro. Please share this information with others in your agency or jurisdiction.

If you have any questions about Metro's proposed pilot program, call Mike Hoglund at (503)797-1743.

Attachment

cc: Richard Brandman
Mike Hoglund

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**FACT SHEET:
CONGESTION PRICING PILOT PROJECT**

What is Congestion Pricing?

Congestion pricing is the application of user fees on roadways during peak commuting periods. Congestion pricing is intended to reduce congestion by discouraging some trips, and by shifting other trips to non-peak times or alternative modes of transportation such as transit, carpooling, biking and walking.

How Does It Work?

Congestion pricing works like current long distance telephone pricing. People who choose to use roads during hours with heavy use pay for the privilege.

New technology allows tolling electronically without causing additional congestion or delay. Oregon has used a similar system for several years to implement its weight-mile tax on trucks.

Regional Congestion Problem

In 1990 the region's drivers experienced 1,900 hours of vehicle delay due to congestion. Even with committed road construction that will occur over the next few years, vehicle hours of delay is predicted increase to 4,300 by 2010. Increased congestion impacts quality of life in the region, the movement of goods and delivery of services, and air quality. It is doubtful that the region will be able to build its way out of its congestion problems. Adding sufficient capacity to meet peak commuter needs is very expensive and funds are limited. In addition, the region's geography and concerns about the environment are also significant barriers to adding new peak-period road capacity.

Pilot Project Application

To examine the impact of congestion pricing as a tool to help the region solve its existing congestion problems and to prevent more severe congestion problems in the future, the Portland area, through Metro, has applied to participate in the Congestion Pricing Pilot Program administered by the Federal Highway Administration.

If the Metro application is approved, the first two years of the project will be spent discussing project alternatives and impacts with the public. During this time issues such as project location, equity, privacy, enforcement, cost, transportation alternatives and neighborhood impacts will be thoroughly examined.

The Pilot Project

The Pilot Project is a five-phase program to evaluate the feasibility of congestion pricing.

Phase 1: Alternatives Analysis and Initial Public Involvement

Develop information necessary to evaluate a series of congestion pricing alternatives. Form project management, technical advisory, and citizen advisory committees. Begin discussions with the public about the potential applications of congestion pricing.

Phase 2: Selection of a Preferred Alternative

Using information developed in Phase 1, select a preferred alternative. The preferred alternative will be selected through the region's Joint Policy Advisory Committee on Transportation/Metro Council after an extensive public involvement process.

Phase 3: Final Design

Develop a design for the preferred alternative.

Phase 4: Implementation of the Pilot Project

Secure legislative and regional authority to implement the preferred alternative. Implement capital improvements. Implementation will include provision of transit services and other strategies to mitigate the effects of the project.

Phase 5: Evaluation and Monitoring of the Pilot Project

The project will be monitored with surveys and modeling tools to determine positive and negative impacts of the pilot project.

Timeline

FHWA will probably select applications by early 1994. If accepted, the Portland region's program should begin in July 1994.

July 1994-Dec. 1995:	Alternatives Analysis
Jan. 1996-June 1996:	Selection of Preferred Alternative
July 1996-Sep. 1996:	Final Design
Oct. 1996-June 1998:	Implement Pilot Project
Oct. 1996-Sep. 1998:	Monitor & Evaluate Pilot Project

ISTEA PLANNING FACTORS

and localities within such States and to establish such agencies, joint or otherwise, as such States may deem desirable for making such agreements and compacts effective.

"(e) **COORDINATION OF MPO'S.**—If more than 1 metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act, each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and programs required by this section.

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"(f) **FACTORS TO BE CONSIDERED.**—In developing transportation plans and programs pursuant to this section, each metropolitan planning organization shall, at a minimum, consider the following:

"(1) Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently.

"(2) The consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.

"(3) The need to relieve congestion and prevent congestion from occurring where it does not yet occur.

"(4) The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

"(5) The programming of expenditure on transportation enhancement activities as required in section 133.

"(6) The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such projects are publicly funded.

"(7) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations.

"(8) The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area.

"(9) The transportation needs identified through use of the management systems required by section 303 of this title.

"(10) Preservation of rights-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss.

"(11) Methods to enhance the efficient movement of freight.

"(12) The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement.

"(13) The overall social, economic, energy, and environmental effects of transportation decisions.

"(14) Methods to expand and enhance transit services and to increase the use of such services.

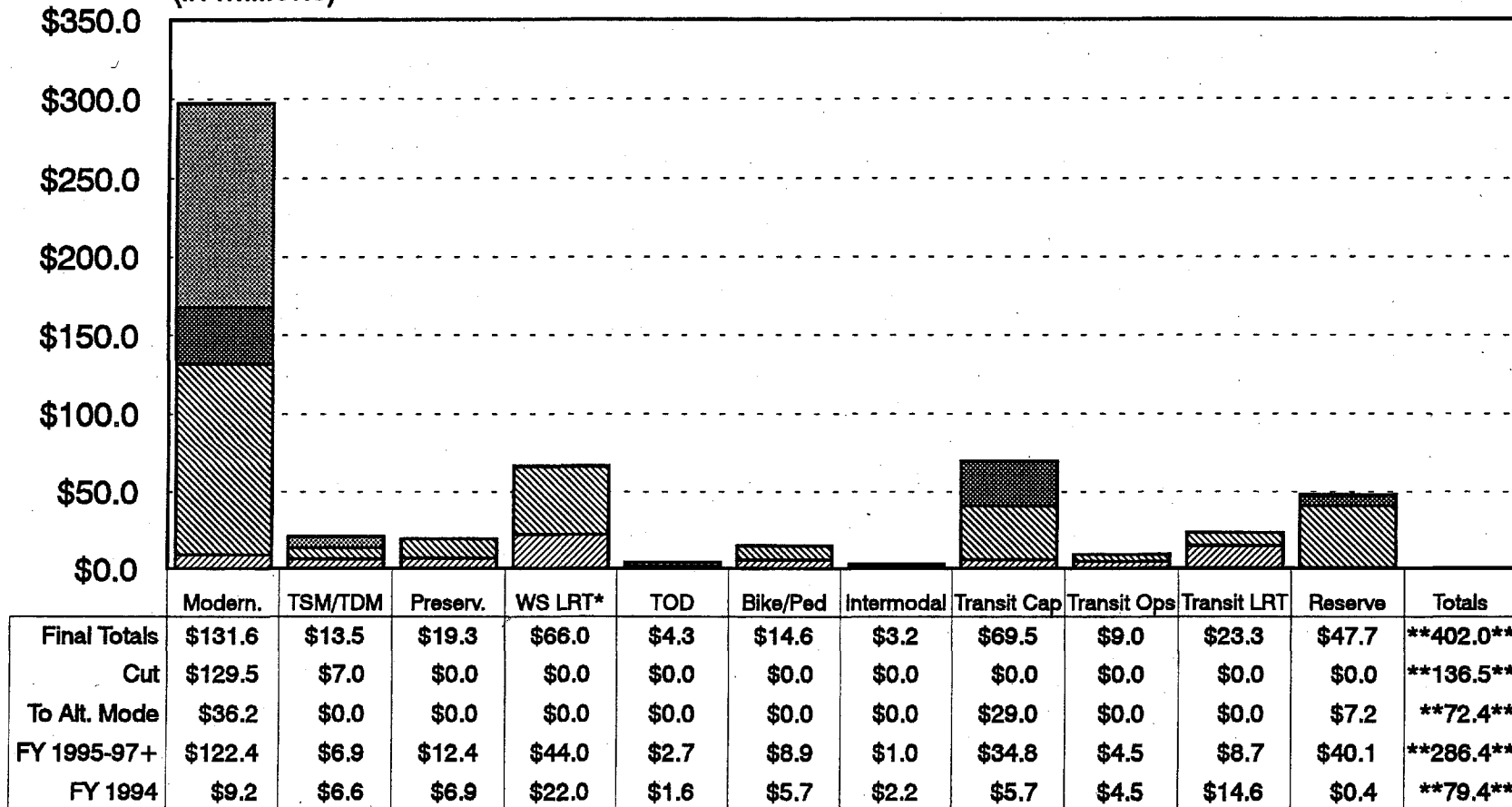
"(15) Capital investments that would result in increased security in transit systems.

"(g) **DEVELOPMENT OF LONG RANGE PLAN.**—

Transportation Improvement Program

By Project Type for FY 1994 and FY 1995 to Post 1997

(in Millions)



FY 1994

 FY 1995-97+


 To Alt. Mode

 Cut



M E T R O

To: Joint Policy Advisory Committee on Transportation

From: Councilor Jon Kvistad 

Date: January 12, 1994

Re: ODOT Six-Year Plan "Cuts" - Amendment

On January 13, 1994, JPACT will be considering the recommendation of the Transportation Policy Alternatives Committee (TPAC) on Resolution 94-1890 that recommends a package of program reductions and additions for incorporation in the 1995 through 1998 State Transportation Improvement Program (STIP). I am very concerned about two of the projects that are recommended for significant cuts - the I-5 Water Avenue Ramp project and the I-5/217 Kruseway Interchange.

Both of the I-5 projects referenced above should be considered as "supra" projects - above other projects on the list because of their regionwide, statewide and nationwide significance. The Water Avenue Ramp project has been a long term commitment that will significantly benefit the central eastside area and provide enhanced freight movement. The City of Portland's action is not binding or irreversible and should not be the only consideration regarding this needed project. The Kruseway Interchange, with it's inherent delay, congestion and safety problems, is also of regionwide significance. I highly doubt that the \$13.4 currently recommended will do little more than apply a "bandaid" to a much larger problem that has a \$22 million solution. I recommend that JPACT restore both of these projects to the amount referenced; therefore adding back \$22 million.

Recognizing our responsibility not to overly disrupt our other regional partners in the remainder of the state, I am not recommending that \$22 million be taken from other statewide projects. Neither am I recommending further cuts in our own project list or limiting our commitment to alternative modes within this region. I do, however, believe that the \$136.5 million goal for cuts in this region is a fluid figure impacted greatly by future changes in revenue and expenditure levels. I am also confident in ODOT's ability to complete projects at reduced costs. I suggest that ODOT continue in their efforts and that all savings be applied to the two projects referenced above.

For these reasons, I recommend JPACT approve the TPAC recommendation with the following recommendation:

- ◆ The Oregon Department of Transportation review all statewide projects for cost savings from either increased revenue or decreased expenditures and dedicate all savings to:
 - 1) Restore \$17.2 million to the I-5/Water Avenue ramp project to provide full funding at \$19.0 million; and
 - 2) Restore \$8.6 million to the I-5/217 at Kruseway Interchange project to provide funding at a minimum \$22 million level.

JK:GR

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METRO

Date: January 6, 1994

To: Metro Council
Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee
Future Vision Commission

From: Rena Cusma, Executive Officer
Judy Wyers, Presiding Officer

Handwritten signatures of Rena Cusma and Judy Wyers are written over the typed names in the 'From' field.

Regarding: **No/Slow Growth**

As you may know, when Metro brought the Region 2040 growth concepts to the public in the Fall of 1992, one of the consistent comments from a portion of the public was, "Why do we have to grow?" When the Council considered how to proceed, it concluded that further Region 2040 efforts should include consideration of this question. (Although it also concluded that it was not appropriate to consider it as a separate growth concept, as it did not suggest an urban form different from those already being studied.) A request for proposals to address the potential consequences of slow or no growth was prepared and Eco Northwest was selected to complete the work.

As a means of better understanding the issues surrounding the basic question, Eco Northwest assembled a panel of nationally known experts. This panel is intended to provide a balance of technical evidence and expert opinion about the likely effects of slow or no growth. Panel members include:

Edwin Mills, Director of the Center for Real Estate Research at Northwestern University, author of *Urban Economics* and of the forthcoming *"What Makes Metropolitan Areas Grow?"*

Doug Porter, formerly Associate Director of the Urban Land Institute and currently president of The Growth Management Institute.

Ed Whitelaw, Professor of Economics, University of Oregon and member of the Oregon Progress Board.

Larry Orman, Executive Director of the Greenbelt Alliance, a non-profit organization formed to ensure that the nine-county Bay Area remains a sustainable community.

On Wednesday, January 19, 1994, from 7:30 to 9:30 a.m., there will be a Decision-makers meeting in Rooms B115 and B116 of the Oregon Convention Center, 777 N.E. Martin Luther King, Jr. Boulevard. At this meeting, presentations from the national panel will be made and committee members will be provided the opportunity to question the panel. Members of the public in attendance will also be provided a period to ask questions, time permitting, after the Committees have had their opportunity.

We think you will find the morning thought-provoking and useful on a local as well as regional basis. We look forward to seeing you on January 19.

cc: Interested Persons

MICHAEL A. COOK

Date: December 17, 1993

To: Portland City Council
JPACT
Metro Council
Tom Walsh, General Manager, TriMet
Douglas Schmitz, City Manager, City of Lake Oswego

From: Mike Cook, Willamette Shores Unit Owners Association

Re: Johns Landing Rail Impacts

Attached is a copy of Willamette Shores recent testimony before the Portland City Planning Commission. Please distribute the attached to respective council and committee members.

As you can see have serious concerns about the impacts of the various rail projects on Johns Landing. In acting on the management plan, Planning Commission President, Richard Cooley was quoted as saying: "Clearly, no matter what was contemplated in the past, the idea (of using the line for mass transit) doesn't seem to make sense. We should revisit that and put people's minds to rest". That is our objective as well.

Please notify the associations listed below on any public forums or decision making sessions of your agency impacting the following:

- South-North Alignment
- Willamette Shore Line ROW Management Program
- Downtown Trolley
- Operation of the current line.

Johns Landing Owner Association
John Cach
5926 SW Riveridge Lane
Portland, OR 97201
(243-2609)

Johns Landing Commercial Area Assn.
Fred Brewer
4700 SW Macadam, Ste 100g
Portland, OR 97201
(222-4700)

Heron Pointe Unit Owners Association
% Sandy McCann
111 SW 5th Suite 2260
Portland, OR 97204
(274-8406)

The Landing Unit Owners Association
Kerry Chipman
5250 SW Landing Drive #206
(227-5238)

Willamette Shores Unit Owners Assn.
Mike Cook, Chairperson
5620 SW Riverside Lane #17
Portland, OR 97201
(685-1595)

Riverwind Association
Vernon L. Rifer
2525 SW 1st Avenue, Suite 120
Portland, OR 97201
(299-6000)

Riveridge Unit Owners Assn.
Anne Devane, Treasurer
5858 SW Riveridge Lane #14
Portland, OR 97201
(225-3424)

Thank you for your consideration.

MICHAEL A. COOK

December 14, 1993

City of Portland Planning Commission
%Vicky L. Diede
City of Portland
1120 SW Fifth Avenue, Room 802
Portland, OR 97204-1971

Re: Willamette Shore Line Right-of-Way Management Policy and related
Trolley and Light Rail Planning through the Johns Landing area

Dear Planning Commission Members:

The purpose of this letter is to reflect back to public policy makers the serious frustration on the part of our owners in understanding, monitoring and influencing transit decisions regarding transit corridors running through our property. Over the last two years we've worked with four separate governments, each with different transit agendas. We have had to fight to be heard. And, in the process we were made to feel like we're in the way of progress when we're already an operating example of the kind of lifestyle the region is attempting to achieve in other areas. Hopefully, our story will help you think more broadly about your approach to transit in this corridor. We feel it is the responsibility of the City of Portland, and particularly the Planning Commission and staff to ensure that planning is coordinated in this district and to uphold earlier planning decisions contained in the Comprehensive and Macadam District Plans.

Our Association represents 77 condominium units. We are part of a community of over 400 condominium and apartment units that adjoin the existing and projected corridors in this area. Willamette Shores was a recent condominium conversion with the owners taking over the association management in 1991. As you might imagine we have our hands full just setting up our own quasi local government here.

First, we were faced with concerns over trolley stops in our court yard and rumored upgrades to overhead wires and increased traffic. Over the year we rallied other associations, set meetings with Portland and Lake Oswego staffs and elected officials and trolley management. Finding access to this non-profit corporation that operates out of the public eye, contracted by City officials whom we do not elect, under an (at the time) seemingly forgotten City of Portland agreement was no easy task. During these conversations we were told that light rail or any intensive rail would be routed up to Macadam, consistent with the City Council approved area plan. We appreciated the support of people like Vicky Diede with the City of Portland, and Doug Schmitz, of Lake Oswego who were introduced to the process later into the dialogue, but who helped greatly in resolving our concerns. Settled with these accommodations and assurances of light rail plans, we went about our association work.

Much of that work surrounded allocation of our limited parking supply. Right now we have enough parking for a 2nd space for 2/3rds of our units. If light-rail uses the Macadam corridor, we'll have only a few spaces for visitors and none for 2nd vehicles. Although this reality is referenced in each of our purchase documents, it has hardly settled into each owner's thinking. How many people read all the documents referenced in their title report?

After a month or so breather, we were alerted to the South-North corridor study and confronted with a whole new group of jurisdictions and planners from Metro and Tri-Met. They were not nearly so bound by the adopted Comprehensive and Macadam District Plans and were still

considering the trolley line that bisects our property as an option. We continue to participate in the public process and to urge the east side alignment.

Next, we receive a notice from Metro setting a public review of today's agenda item for management of the existing rail corridor setting off a whole new set of staff and review process. We were encouraged by the possibility of the Consortium taking management of the existing line seriously and having a better vehicle for addressing our concerns. These include pedestrian and auto use along the tracks, courtesy of maintenance personnel and improved public access to management of the current operator. However, we find this is not truly a comprehensive management program but simply a tool to protect the corridor for future light rail - again in conflict with the Comprehensive and Macadam District plans - for a connection to Lake Oswego irrespective of the South-North alignment. I'm told I'll be dead before that ever happens and that we're in no position to complain as the line existed before I was born or bought my unit. I was offended by the lack of staff sensitivity. We insist on being taken more seriously. And, we expect the City of Portland to support its adopted plan for the area.

And now, after following the Central City Trolley planning through our neighborhood association, most recently we read that the city trolley may cost us \$360,000 in an LID (we realize it would be less, but that was the impact of the number in the article) and that less costly alternatives were not even considered because lack of customer acceptance of rubber tire options. I don't get away with that kind of thinking in my work and neither should the public, particularly at a time when basic community services are being pushed to an all time low.

That's our story to date and we appreciate this opportunity to tell it. Over this time we have been able to generate a consensus among Willamette Shores board members regarding transit in this area. The following best represents our current thinking.

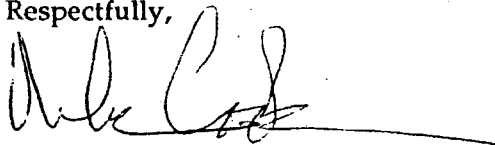
1. Our perceptions from participation in the various review processes are that there are differing transit agendas among the agencies involved. The transit plans impacting this district need to be addressed as a whole, collectively by the jurisdictions involved and coordinated more closely with longstanding land use objectives. The current piecemeal approach frustrates public input and overall strategic thinking. We would certainly support and assist in such an effort.
2. The level of rail intensity planned for this corridor is destructive and counter productive. The city, through its forethought and wise adoption of the Macadam District Plan, created a neighborhood model for the future. In our complex we already have a rich diversity in age, race and income. Many of us already walk, bike, and use transit in getting to shopping, entertainment and work. In the 50's freeways carved the Corbett/Lair Hill neighborhood into a freeway interchange and destroyed our downtown waterfront. All, mistakes that we're still trying to correct. Now, history is repeating itself here in Johns Landing, only this time with rail.
 - a. Only one line should be permitted, if any. The existing line should be abandoned for use as anything more than it is today and preferably vacated concurrently with any further trolley or light rail improvements along Macadam.
 - b. Future transit connections to Lake Oswego should be via some future circumferential connection rather than one more radial spoke running through this already tight corridor.
3. Alternatives to the Central City Trolley plan need to be seriously considered. The trolley would further reinforce public perceptions of a caste system regarding transit ridership. TriMet needs to do a better job in attracting ridership and meeting unique shuttle and business needs. Although the idea of improved shuttle service is attractive, the

Willamette Shores Association will certainly fight any attempt to create an LID for a rail system. Any attempt to electrify the existing line for this purpose would constitute a substantial increase in the intensity of use and should trigger a relocation to Macadam.

4. The management system at issue with this hearing, should focus on all right-of-way management issues. It should improve public access to the decision making process on any operational changes in the current line. Currently the operators can make significant changes, while our owners here have to get Design Review approval for changing a window. It should also provide a signage or other program to limit through pedestrian, bicycle and auto traffic.
5. Most importantly, the owners at Willamette Shores, expect the City to take the leadership in all transit matters in our neighborhood and to represent us and our interests with other jurisdictions involved and to stand by earlier commitments to the Comprehensive and Macadam District Plans.

Thank you for the opportunity to comment. We request that this letter be included in the public record of hearings on this transit matter. We are willing to work closely with those involved, but urge a more comprehensive and coordinated approach.

Respectfully,



Mike Cook, Chairperson
Willamette Shores Association

cc:

Johns Landing Association
Johns Landing Area Association
Heron Pointe Unit Owners Association
The Landing Unit Owners Association
Vicky Diede, City Trolley
Sharon Meyer, Metro, Transportation
Douglas Schmitz, City Manager, City of Lake Oswego
Tom Walsh, General Manager, TriMet
Portland City Council
JPACT
Metro Council

**CENTRAL EASTSIDE INDUSTRIAL DISTRICT
PORTLAND'S "DIAMOND"**

**THE CENTRAL EASTSIDE INDUSTRIAL SANCTUARY: SEVEN YEAR
23,000 NEW JOBS MISSION STATEMENT**

January 10, 1994

Prepared by:

**Jack Burns
Peter Finley Fry AICP**

For:

Central Eastside Industrial Council

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012

I. EXECUTIVE SUMMARY

The Central Eastside Industrial Sanctuary Seven Year 23,000 New Jobs Mission Statement

If a cooperative working agreement can be developed between the business community and the city government of Portland, the Central Eastside Industrial District (CEID) Sanctuary can be the key to the strongest job creation program in the city of Portland. The Central Eastside has the property and location to support 40,000 multiplier, high quality, family supportive jobs. The present density of 17,000 jobs in the CEID is less than 50% of the area's potential. The area could, over a period of stability and growth, support more than 40,000 jobs without changes to its zoning.

Business and government must provide a proper transportation and access systems in and out of the CEID area. The basic infrastructure has had little attention for several decades. Recent identification of infrastructure needs must be implemented. The Water Avenue southbound access must be reinstated to maintain stability and avoid millions of dollars in losses to the City and District. Public investment in the on-ramp alone (to date) exceeds five million dollars. An investment lost forever if the ramp does not move to construction.

The private capital is ready to invest in the CEID area if access is provided. Over \$80 million in private projects were identified in an 1989 study if the access ramp is completed.

The CEID is the key to the future success of the Buckman, Hosford-Abernethy, Kerns, and southeast and northeast neighborhoods. Portland can be a showcase city if the CEID partnership of job creation becomes a reality.

Every major city in the United States would give "their right arm" for a high-quality labor area in the center of the city close to its important residential neighborhoods. Portland is unique in this asset. The City's mission statement should be to preserve and promote the available growth and ability of the CEID. The area can and should be dominant in the Pacific Rim international trade during the next five to ten years.

Our mission is to seize this opportunity to create 23,000 additional jobs plus a 50% multiplier to produce a job creation of over 30,000. What a strong city Portland will be. Let's set our goals high and keep our inner city strong.



The city government of Portland needs to remove the uncertainty and instability that clouds the District due to the talk and planning of moving or eliminating the East Bank Freeway. This freeway is the most important section of freeway in the state of Oregon transportation system. Investment cannot proceed under this cloud of uncertainty. The southbound access is needed now. It was promised in 1977, 1982, and again in 1989. This commitment by the City should be kept. This concept is supported by almost every major organization in the city of Portland who has an interest in our innercity's good health.

The following organizations support the southbound access and the stability of the freeway transportation system for the years to come:

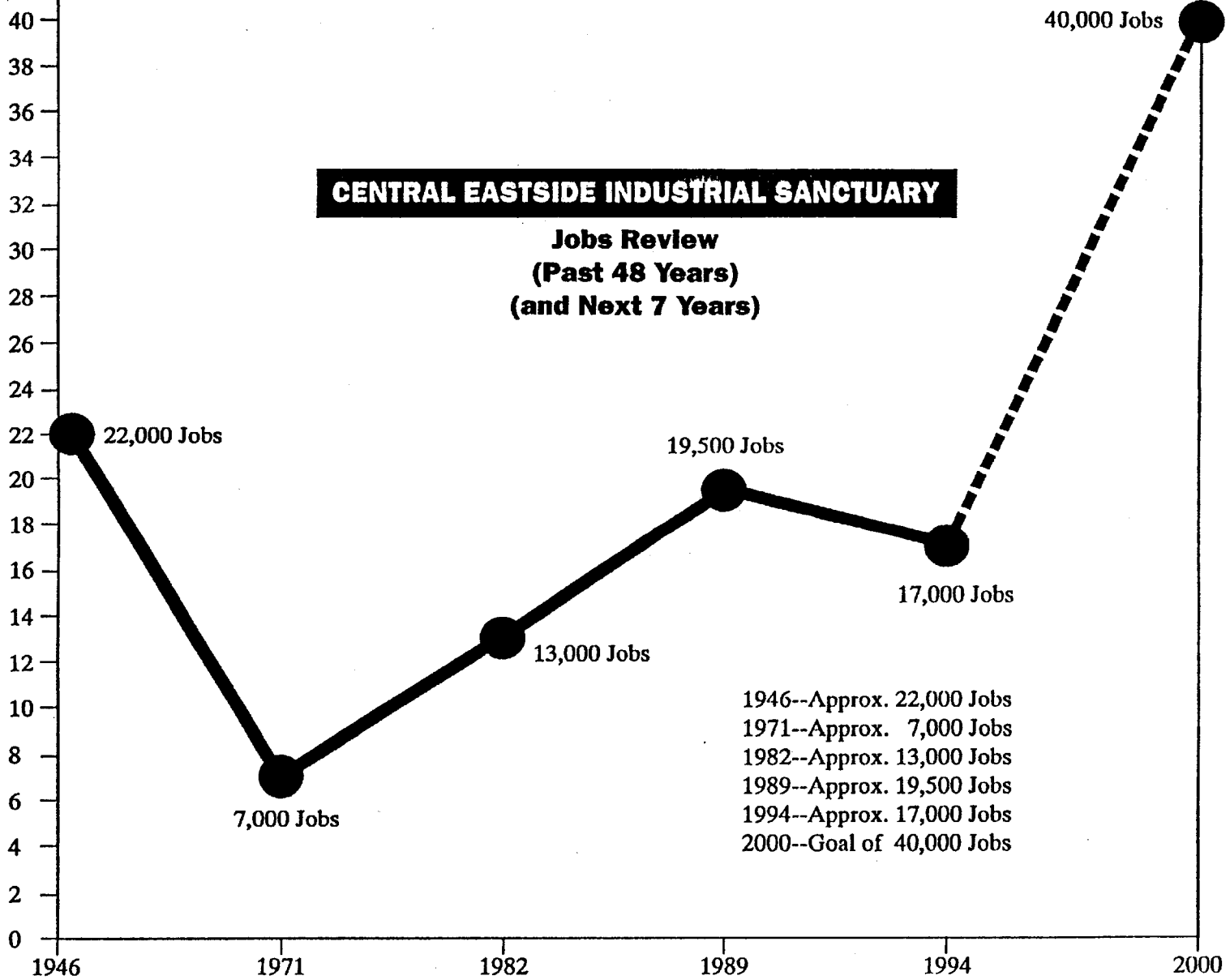
- 1) Central Eastside Industrial Council (over 200 members; representing the 1,700 CEID businesses).
- 2) Oregon Trucking Association.
- 3) U.S. National Bank.
- 4) Portland General Electric.
- 5) Pacific Power & Light.
- 6) Bank of America.
- 7) Portland Chamber of Commerce.
- 8) Northwest Industrial Neighborhood Association.
- 9) Port of Portland.
- 10) Blazer Arena Corporation.
- 11) Buckman Neighborhood Association.
- 12) Hosford-Abernethy Neighborhood Association.
- 13) Lloyd Business District Association.
- 14) Association For Portland's Progress.
- 15) Melvin Simon Company (Lloyd Center).
- 16) Freightliner Corporation.
- 17) Bosco Milligan Foundation.
- 18) Commercial Club of Oregon.
- 19) Oregon Drayman's Association.
- 20) Calaroga Terrace/Lloyd Residents Association
- 21) And others are taking action to support.

The job of the City of Portland's alliance with the CEIC is only partly accomplished with 17,000 jobs (see Graph One). We are now losing instead of gaining jobs due to the instability in the area. Let's finish the job with the strong determination of the 1,700 business people of the CEIC and the government of Portland in partnership. Let's make our success goal 40,000 jobs in the area plus the multiplier effect.

We can accomplish this goal with good leadership.

GRAPH A

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GRAPH A EXPLANATION

JOB LOSS AND GROWTH EXPLANATION

- 1946: Central Eastside was vibrant in the 1920's through 1950. Every multi-story building was occupied. Retail and service were strong. Jobs grow to 22,000.
- 1950-1971: The area lost business after business. Grand and Union Avenue were damaged as retail streets due to construction of Morrison and Hawthorne bridge ramps. In 1971, the employment hit bottom at 7,000 persons.
- 1972-1976: Businessmen bind together to revive area. Mayor Goldschmidt assists and City and P.U.C. help improve a few infrastructural needs. Employment begins upward movement.
- 1976-1982: CEIC is incorporated. Goals are set. South bound access is goal #1. Mayor Goldschmidt and Council give full support. At year 1982, the gain in employment is substantial to 13,000 jobs.
- 1982-1989: Through continued volunteerism of CEIC Board of Directors and the promise of complete access to freeways, area has its first strong renaissance. Jobs grow to 19,500.
- 1989-1994: Uncertainty set in and a loss of jobs sets in to 17,000. This is due to continued pressure from a small group of people (about 15 in number) to move freeway or do away with the freeway. Also, this group pushes for elimination or weakening of industrial sanctuary by replacing with housing.

II. CHALLENGE

The Central Eastside Industrial Council has supported property owners, businesses, and residents of the Central Eastside since 1977. Since inception of the CEIC, every effort has been made to promote a spirit of community and teamwork. CEIC is committed to that direction. CEIC and Portland have been committed to these common goals and strategies:

A. Land Use

1. Promotion of the industrial sanctuary to stabilize inner city neighborhoods, create a vital business community, and project Portland competitively in national and international markets.
2. Support of the commercial corridors to provide services to the industrial base, link to the close-in neighborhoods and promote Grand/King as the primary link between OMSI and the Oregon Convention Center.

B. Transportation

1. Provide improved southbound access to I-5 from the Central Eastside Industrial Area.
2. Reduce congestion on Martin Luther King Jr. Boulevard and Grand Avenue between the Morrison Bridge and McLoughlin Boulevard.
3. Improve safety and accessibility to I-5 in the Arena/Convention Center area.
4. Support light rail and high-speed rail development.

C. Strategies

1. Within the integrity of zoning and comprehensive plan criteria, help the private and public sectors obtain usage of land.
2. Support a close-in industrial/commercial environment serving the city.
3. Provide the metropolitan area with a vital employment center as a major regional terminus of the interstate transportation network.

National Trends

American cities have been devastated by inner city decay. Academic literature identifies the loss of inner city industry as a major cause of inner city decay. Generally, industry provides high wages, good benefits, and opportunities for personal and economic growth. Industry has not actually left the inner city for suburban locations. Inner city industry has been put at a competitive disadvantage. Federal and state government have made major transportation investments in suburban areas. Inner city industry is challenged by intense congestion, speculative pressures, and multiple property ownership and aging facilities (making expansion difficult).

The shift of the industrial base from inner cities to suburban areas results in inner city decay. Core area workers cannot access suburban jobs. Increased distances between workers and jobs, and between suppliers, producers, and consumers creates economic inefficiencies. Inner city land is underutilized and ghettoized.

The State of Oregon and the City of Portland recognize these issues and have addressed them in their Comprehensive Plans and Goals with clear policies to stem inner city decay, promote efficiencies, and utilize land intensely.

Ring of Fire

Portland is in competition with its suburbs and other cities. Cities can exist as economic and political powers or as colonies to other city/states. Portland developed the industrial sanctuary policy and designated Central Eastside as an industrial sanctuary to maximize its competitiveness. The action strengthened Central Eastside by providing a clear market identity, strengthened downtown by reducing speculation, and strengthened inner residential neighborhoods by providing close-in high-valued jobs and business opportunities.

Comprehensive Plan

Portland's Comprehensive Plan defines the dominant use of an area to facilitate a progressive sophistication of economic interaction where districts can interact like the organs of a human body. The Comprehensive Plan designations seek to identify, and subsequently promote, the highest and best use of the property. Market forces are both positive (investment) and negative (speculation). The Comprehensive Plan is designed to encourage positive forces and discourage negative forces.

The Comprehensive Plan also links public and private investment. The Interstate 5 southbound onramp is an industrial onramp to support the Central Eastside industrial base. The Oregon Convention Center Local Improvement District included Central Eastside commercial property (excluding industrial property) under the theory that the Convention Center supports commercial vitality. The Plan also minimizes investment risk by helping ensure that a long-term investment will not be degraded by incompatible surrounding uses. The Plan promotes synergy between districts. Central Eastside is supported by, and supports, downtown Portland.

The industrial sanctuary policy is an important component of Portland's Comprehensive Plan. The policy, as applied to Central Eastside, complies with State Goal 1: Citizen Involvement, State Goal 2: Land Use Planning, State Goal 6: Air, Water and Land Resources Quality, State Goal 9: Economic Development, State Goal 11: Public Facilities and Services, State Goal 12: Transportation, and State Goal 14: Urbanization.

Marketplace

Business growth opportunities are strong in both manufacturing (including research and development) and distribution. The United States manufacturing output doubled in the last twenty years despite a reduction in manufacturing workers. Automation and efficiency generates more production with fewer workers. The current distribution market is estimated to be two trillion dollars in the United States with strong growth as population increases, goods diversify, and trade barriers fall.

Inner city industrial areas face significant market barriers including conflict between uses (exacerbated by intensification), congestion, multiple ownerships of property, aging facilities, outdated infrastructure, and new systems (such as telecommunications). Clearly, construction of new infrastructure is easier at the urban edge where interests are few compared to the inner city where interests are complex. Rising land values can be a barrier if they rise too fast due to speculation. Industry can adapt to slowly rising land values as they become more efficient with their space (for example a four square foot file cabinet can now be shrunk to a one square inch data disk).

Centrality and access continue to be the keys to competitiveness. Central Eastside is the most central location in the region and grows stronger despite poor access and the public's inability to construct better access.

III. GOALS - INDICATORS OF SUCCESS

A. Jobs

Jobs are an important indicator of success. The Central Eastside has grown from a low of 8,000 jobs at the low of investment to over 17,000 jobs today. The mix of jobs has remained constant with 35% in distribution, 20% manufacturing, 25% business services, and the remainder personal services and retail.

A capacity analysis conducted in 1982 estimated that the area could contain 38,000 jobs, assuming current industrial employment densities. More jobs are possible if industrial employment densities increase. There are over 1,700 businesses in the Central Eastside. If every firm added an average of ten new employees, the area would grow by 17,000 (or double).

B. Property Tax Base

In 1992, the Central Eastside tax base was approximately \$335.7 million. The tax base has grown by over \$55 million since 1986.

In 1989, surveys identified over \$80 million in private investment poised to be spent in the district if it remained competitive (specifically building the I-5 southbound onramp and the McLoughlin/Marquam Bridge connector).

C. Gross Income

In 1992, Portland received \$1.3 million in business license revenue from the Central Eastside. The revenue was generated from 1,740 businesses. Distribution, warehousing, and transportation generated almost 30% of the revenue. Manufacturing generated 12%. The revenue is based on an estimated \$1.2 billion in gross income.

As business activity increases, revenue will increase. The Central City Plan estimated that almost 50% of the property could be intensified, redeveloped, or developed within the existing industrial and commercial zoning which would increase jobs, tax base, and gross income.

IV. LAND USE FRAMEWORK

CEIC is optimistic about the future of Portland in general, and about the Central Eastside in particular. This optimism stems from the fruits of experience. Through solid planning processes and teamwork with nearby residential neighborhoods, the City of Portland, and private businesses, Portland has witnessed significant growth and reinvestment in the Central Eastside over the last 12 years.

This investment and good growth is not an anomaly. It is the product of good planning and business. CEIC supports the evolution of the District from 20th Century industry to 21st Century industry. Clearly, research and development, specialized custom manufacturing, and distribution are replacing warehousing, assembly-line manufacturing, wrecking yards, and utility storage.

The District will look differently in 2020. The District's function as a location to produce and distribute wealth, goods, and ideas will continue as it has for over 100 years.

The Central Eastside Industrial Sanctuary is not about preserving the past. An aggressive strategic plan is in place to attract international and national distribution companies, specialized manufacturing, and research and development to downtown Portland.

Study upon study has revealed the same factors: central location; accessibility; high-quality labor (skilled technicians, scientists, professionals, artisans); availability of supportive products, goods and services; and the attractiveness of a "downtown" address have all contributed to industrial reinvestment in the inner city.

The examples of reinvestment are as diverse as the area. Within the past few years, firms such as Portland Contractor Supply, Fazzio Fruit & Produce, Coastal Brokers, Pacific Coast Fruit, Promotion Products, Oregon Tile & Marble, Gaard Automation, Garden Burger, National Builders Hardware, Subaru, and others have invested tens of millions of dollars in their businesses, and in the Central Eastside.

In contemplating the future, we look at projects which have benefited from significant planning and public involvement. There are several summarized in this overview.

Policy Direction

Industrial Sanctuary: The Central Eastside should continue to maximize the land area and utility of the "Industrial Sanctuary." This supports the health, wealth, and diversity of our city, including downtown and urban neighborhoods.

Mixed-Use Commercial Corridors: Commercial office and retail development should be encouraged along the designated mixed-use commercial corridors (MLK/Grand, Burnside, and Belmont/Morrison). Grand Avenue is the commercial heart of historic East Portland (Citizen Area). It should be reinforced as the primary retail spine between OMSI and the Oregon Convention Center.

Residential: Residential development and reinvestment should be encouraged in appropriate areas along the mixed-use commercial corridors and along the District's eastern edge. This can be accomplished with the existing zoning. There are approximately 1,000 housing units in the district today. Many have been renovated and substantial opportunity still exists.

Institutions: Support should be given to existing social and educational institutions to maximize their beneficial impact both in terms of goods and services demanded by institutions and the national/international exposure to leading scientific and artistic thought and excellence that institutions bring to an area. Restrict institutional demand for land by encouraging intensification, not sprawl.

Willamette River Eastbank: The Eastbank should be developed to provide a loop around the river, improve its appearance, develop passive recreational opportunities, and provide southeast neighborhoods with river access.

Transportation Corridor: The Transportation Corridor including I-5, Southern Pacific Mainline, Willamette River, Front Avenue, future South/North Light Rail, and Interstate High Speed Rail should not be expanded. The Corridor should be used more efficiently by compressing the right-of-ways and extending the river's bank to the west to create more usable space.

Transportation Projects and Proposals

Access

1. Direct access from the Central Eastside to I-5 South and Highway 26 (for example downtown Portland has five (5) direct access points to Southbound I-5). This will reduce out-of-direction travel through the Central Eastside and surrounding neighborhoods and unnecessary trips across bridges to access the freeway. This access would match the Water Avenue off-ramp from I-5 northbound.
2. Eastbank Esplanade improvements. This should be continued along the current planning track and be developed on an aggressive schedule to afford river access and connections along the riverfront to all Central City bridges (except Marquam and Fremont).
3. Direct access between MLK Boulevard, Grand Avenue, and SE Division. This can be accomplished as specified in the adopted Central Eastside Transportation Plan developed by the City of Portland Office of Transportation in conjunction with the Portland Development Commission.
4. Extend Water Avenue south from OMSI to reconnect with the local street system and McLoughlin south of OMSI (again refer to the adopted Central Eastside Transportation Plan). This system provides better access to OMSI, and encourages redevelopment of Portland General Electric's vacant property south of OMSI and other underutilized property (including the proposed Portland Community College Open Campus). The extension also relieves traffic load on north-south streets in the Central Eastside (MLK/Grand, 7th, and 11th/12th).

Congestion:

1. Connect McLoughlin Boulevard to and from Interstate 5. This would reduce traffic within the district along the already congested Martin Luther King Jr. Boulevard and Grand Avenue. The heavy traffic acts as a barrier to pedestrian, bicycle, and transit use, despite the designation of these streets as pedestrian and transit streets. Grand Avenue comprises the core of the East Portland/Grand Avenue National Historic District.

2. Implement a comprehensive parking program geared to meet the needs of Central Eastside businesses, clients, and residents. Adopt a Central City Traffic Management Plan that supports growth by aggressively managing congestion.

Freight Movement:

1. Direct truck traffic to use the freeway and highway system for interurban and regional trips. For example, Central Eastside trucks should use Interstate 5 to access the Macadam area, not the Ross Island Bridge.
2. Improve and maintain intermodal rail freight handling capacity through restoring team-track facilities (Second Avenue) and areas designated for transloading and handling of freight (use of street by trucks, forklifts, carts, etc).
3. Continue the laying of fiberoptic cable throughout the Central Eastside to connect the businesses into the interactive communication system being developed nationally.

Transit:

1. Phase One: Extend light rail through the Central Eastside to downtown Portland via the Hawthorne Bridge. Phase Two: Extend light rail along SE 6th Avenue or the Southern Pacific right-of-way to an Oregon Convention Center/Arena Transit Station.
2. Connect the Central Eastside to a comprehensive Central City Streetcar system via Grand Avenue/Hawthorne Bridge. Future connections/system improvements link Downtown, Lloyd Center, North Downtown/River District, North Macadam and Central Eastside.
3. Develop a east-west streetcar system to join the Central Eastside with the southeast neighborhoods via Sandy, Burnside, Belmont/Morrison, Hawthorne, and Division.

Alternative Transportation:

1. Implement adopted bicycle and pedestrian networks in the Central Eastside and southeast neighborhoods.

2. Reduce truck and automobile traffic on the Hawthorne Bridge via providing Central Eastside with direct access to southbound I-5 and Highway 26 and dedicate the Hawthorne Bridge to LRT, pedestrian, bicyclists, and local vehicular traffic.
3. Implement Multnomah County Bridge Accessibility Project.

Sewer System:

1. Coordinate transportation and other infrastructure improvements with the Combined Sewer Overflow (CSO) to reduce demand on the primary collector system located at the river's edge by precluding people-intensive uses (such as high-density housing) at the CSO system's most vulnerable link.

V. APPENDIX

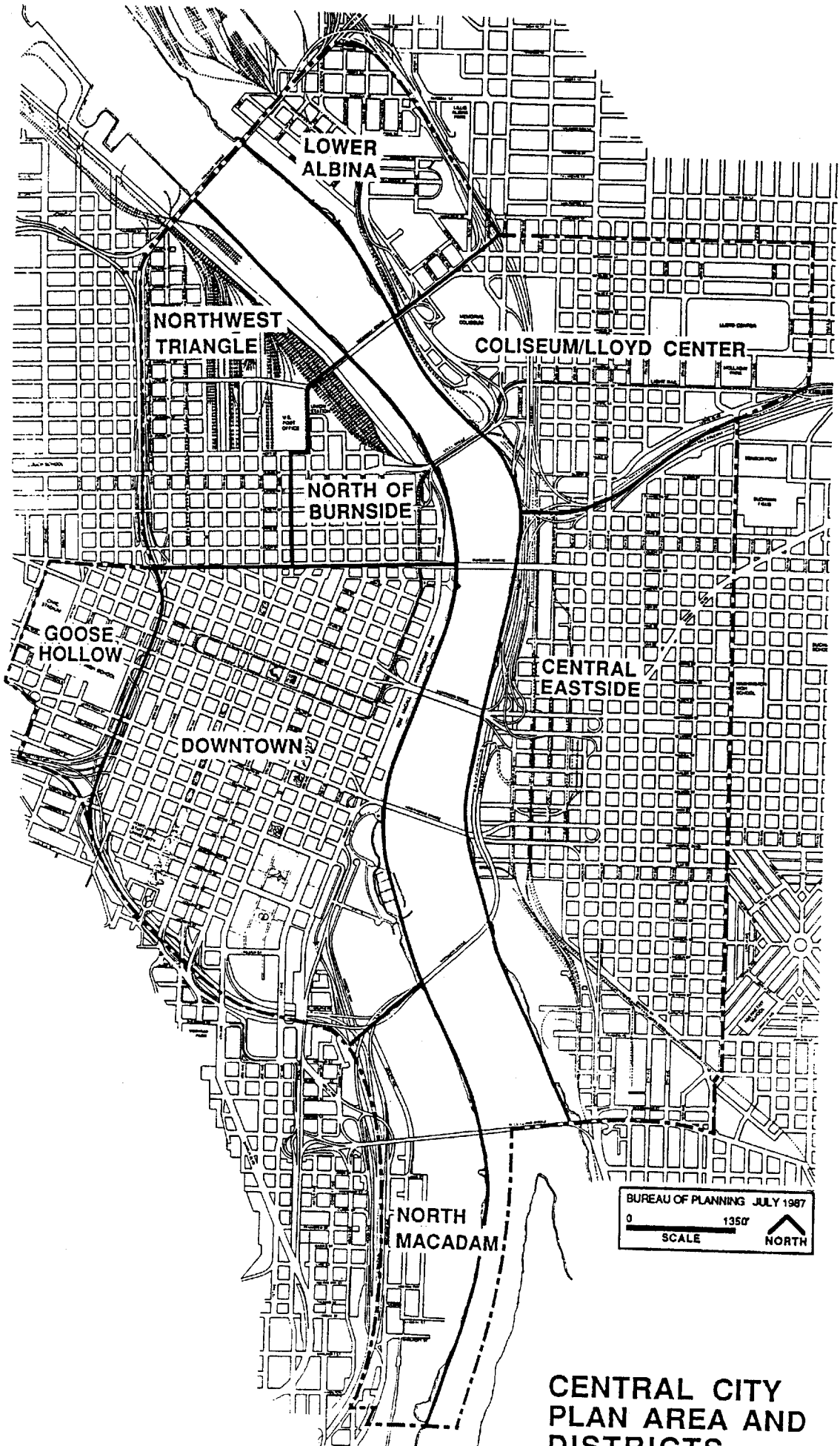
LAND USE & TRANSPORTATION STUDIES, PLANS, AND ADOPTED POLICY

LAND USE

- 1978 Central Eastside Industrial Revitalization Study
- 1980 Portland Comprehensive Plan
- 1980 Portland Industrial Site Development Program
- 1984 Central Eastside Benefactor to Portland's Economy
- 1986 Central Eastside Revitalization Study Update
- 1986 Portland Central City Industrial District Study
- 1986 Central Eastside Urban Renewal Study and Plan
- 1987 Kerns Neighborhood Plan
- 1988 Portland Central City Plan
- 1988 Hosford Abernethy Neighborhood Plan
- 1989 Central Eastside: 21st Century Production District
- 1991 Buckman Neighborhood Plan

TRANSPORTATION

- 1979 Industrial Access Study: Central Eastside
- 1980 East Marquam Interchange Project Environmental Assessment
- 1984 Central Eastside Capacity Analysis
- 1989 Interstate 5 Options Study
- 1990 Central Eastside Transportation Study
- 1990 Federal Court Case: East Marquam Interchange Project
- 1992 East Marquam Interchange Project Supplementary Environmental Assessment (suspended)
- 1992 Central City Transportation Management Plan (in process)



BUREAU OF PLANNING JULY 1987
0 1350'
SCALE NORTH

**CENTRAL CITY
PLAN AREA AND
DISTRICTS**

COMMITTEE MEETING TITLE JPACT

DATE 1-13-94

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Fred Hansen ODECO

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COMMITTEE MEETING TITLE _____

DATE _____

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