

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 93-1868 FOR THE PURPOSE OF ADOPTING AN INTERGOVERNMENTAL AGREEMENT FOR MANAGEMENT OF THE WILLAMETTE SHORE LINE RIGHT-OF-WAY

Date: October 21, 1993

Presented by: Andrew Cotugno

## PROPOSED ACTION

This resolution would adopt an Intergovernmental Agreement between Metro and the other jurisdictional members of the Consortium (ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland and the City of Lake Oswego) that would:

1. Formalize the structure of the Consortium of local governments that purchased the right-of-way;
2. Designate Metro's representative to the Consortium as the initial chairperson of the Consortium;
3. Establish, at a minimum, an annual meeting of the Consortium;
4. Establish a system for issuing revocable permits for use of, or crossings of, the right-of-way, and a process for resolution of right-of-way issues;
5. Establish a system where the members of the Consortium work together to resolve legal issues should they arise;
6. Provide for the development of an interim plan for improvements to the right-of-way, as necessary; and
7. Provide for Metro to coordinate the development of a model land use regulation that would ensure appropriate development adjacent to the right-of-way.

A copy of the draft Intergovernmental Agreement is attached to the resolution as Exhibit A.

## FACTUAL BACKGROUND AND ANALYSIS

The Willamette Shore Line right-of-way (previously known as the Jefferson Street branch line) is an historic rail corridor that runs from the base of the Marquam Bridge along the western bank of the Willamette River to the City of Lake Oswego. Rail operation through this corridor began in 1887 with passenger service operating until the late 1920's. At its peak, the Southern Pacific Railroad was running 64 passenger trains a day to and from Portland. Freight operations continued in the Macadam Corridor until 1983.

In 1988, a consortium of local jurisdictions purchased the Jefferson Street branch rail line from the Southern Pacific Railroad in order to preserve it for possible use in the future as a high-capacity transit corridor.

The line is now called the "Willamette Shore Line Right-of-Way." The title to the right-of-way is held by the City of Portland for the Consortium. The City of Lake Oswego manages the maintenance of the right-of-way for the Consortium through a contract with the City of Portland. The City of Lake Oswego contracts with a private operator for the operation of the trolley.

The Shore Line Right-of-Way corridor is identified in the Regional Transportation Plan as a future high-capacity transit corridor. The segment of the right-of-way between the Marquam Bridge and the Sellwood Bridge is one of several alternatives being considered for development in the South/North Alternatives Analysis High-Capacity Transit Study.

Recent development adjacent to the right-of-way, and within the right-of-way, has caused concern on the part of the Consortium. Expansion of existing uses and development of new uses, primarily large single-family houses, is occurring in many areas in the corridor. In some areas, this development is compromising the safe operation of the existing trolley and encroaching into the right-of-way. The development is incrementally degrading the integrity of the right-of-way for its intended use as a future high-capacity transit corridor.

In response to the concern about development in the corridor, in the spring of 1993, Consortium members agreed to adopt a moratorium, halting approval of new crossings of the right-of-way and uses in the right-of-way, to allow for development of a policy for interim management of the corridor.

Representatives of the Consortium have been meeting regularly since the beginning of the moratorium, and have developed a draft policy for management of the right-of-way. This policy is attached as Exhibit B to the draft resolution.

The policy addresses two major issues: use of the right-of-way and crossings of the right-of-way. The purpose of the "uses permitted within the right-of-way" section is: 1) to provide for safe operation of the line, both now and in the future; and 2) to assist property owners in avoiding costly encroachments into the right-of-way, which would later have to be removed. The policy prohibits abutting property owners from installing either fixed improvements or significant landscaping in the right-of-way. Revocable permits for limited temporary landscaping can be granted under certain conditions. For safety purposes, the policy proposes that there be no vehicular movements or parking in the right-of-way.

The section on "permitted crossings of the right-of-way" establishes criteria for crossing of the right-of-way. It identifies two different types of crossings: public and private. The policy limits new at-grade crossings. It proposes that existing private at-grade crossings be phased out over time through a variety of methods, including consolidation of crossings,

replacement of at-grade crossings with grade-separated crossings, and development of alternative access.

In order to provide for public review of the draft policy, a public meeting was held on September 14, 1993. Notice of the meeting was sent to approximately 600 property owners in the vicinity of the right-of-way. Approximately 100 people attended the meeting. A copy of the meeting summary is attached to this staff report as Attachment A.

There is strong support within the region for preserving the right-of-way for future high-capacity transit use. However, many property owners in the vicinity of the right-of-way are opposed to the Consortium's ownership of the right-of-way and to plans for managing the right-of-way in such a way as to preserve it for future high-capacity transit use. Some of these property owners attempted to stop the purchase of the right-of-way by the Consortium through legal means, but were unsuccessful.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Attachment: Meeting Summary from the September 14, 1993 public meeting.

**MEETING SUMMARY**

**DATE OF MEETING:** September 14, 1993, 7:00 p.m.

**GROUP/SUBJECT:** Willamette Shore Line Right-of-Way Public Meeting

**ATTENDEES:** See Attached List

**Welcome and Introduction**

Gina Whitehill-Baziuk, representing Metro, welcomed the public to the meeting and explained the agenda and format for the evening. She explained that there was a sign up sheet near the door, and that anyone who signed up would receive a copy of the meeting summary that would be prepared following the meeting.

The Consortium is made up of a group of local jurisdictions and public agencies that purchased the Jefferson Street Branch Rail Line from Southern Pacific. Those agencies include: Metro, ODOT, Tri-Met, City of Portland, City of Lake Oswego, Multnomah County and Clackamas County.

Staff representing the Consortium member agencies were present at the meeting and introduced. Meeting participants were provided a list of names and phone numbers of jurisdictional representatives to contact with future questions regarding the right-of-way.

**Background and Purpose of Meeting**

Sharon Kelly Meyer, also representing Metro, explained that the intent of the meeting was to review the *Draft Right-of-Way Uses and Crossings Policy* for the "City of Portland Shore Line Right-of-Way." She described an overview of the history of the corridor and the purpose for the meeting.

In 1988, a Consortium of local jurisdictions purchased the Jefferson Street line from the Southern Pacific Railroad in order to preserve it for possible use in the future as a high capacity transit corridor. The line is now called the "City of Portland Shore Line." The title to the right-of-way is held by the city of Portland for the Consortium. The City of Lake Oswego manages the maintenance of the right-of-way for the Consortium and contracts with a private operator for the operation of the trolley.

The portion of the right-of-way north of the Sellwood Bridge is one of several alternatives under consideration as a possible route for a north/south transit corridor in the region. The study known as the "South/North Transit Corridor Study" is evaluating a number of alternatives, including Light Rail Transit for possible development in this corridor. The portion of the right-of-way



south of the Sellwood Bridge is not currently being studied for development as a high capacity transit corridor. However, the entire right-of-way from the Marquam Bridge to the Lake Oswego central business district is identified in the Regional Transportation Plan as a future high capacity transit corridor.

The purpose of the meeting is to review the draft policy developed by Consortium staff to protect the right-of-way, and to aid abutting property owners in the development of their property. Comments from the public will be evaluated, and where reasonable, changes could be incorporated into a revised draft of the policy. The revised draft policy would be adopted and implemented by each of the local jurisdictions in the Consortium. Permits to be issued under the policy would be reviewed, in addition to by the appropriate local jurisdiction, by Tri-Met for compliance with engineering standards.

### **Overview of Proposed Policy**

Jennifer Ryan, representing Tri-Met, provided an overview of the draft policy.

The draft policy consists of two sections. The first addresses uses permitted within the right-of-way. The purpose of this section is to provide for safe operation on the line, both now and in the future, and to assist property owners in avoiding costly encroachments into the right-of-way, which would later have to be removed. The draft policy proposes that abutting property owners not install either fixed improvements or landscaping in the right-of-way. Revocable permits for temporary landscaping might be granted under certain conditions. For safety purposes, the policy proposes that there be no vehicle backups into the right-of-way.

The second section addresses how to access property across the right-of-way. It identifies two different types of crossings, public and private. The draft policy proposes that there be no new at-grade crossings and that existing at-grade crossings be phased out through a variety of methods, including consolidation of crossings, replacement of at-grade crossings with grade-separated crossings, and development of alternative access.

### **Citizen Comments and Questions**

**Question:**     *When will the draft policy be considered and voted on?*

**Answer:**       Staff will consider comments and suggestions made at this public meeting and will revise the draft policy over the next several weeks. It will then be forwarded to the elected or appointed officials of the various jurisdictions within the next couple of months. You may want to contact the representative from your jurisdiction listed on the handout in order to keep informed.

**Question:**     *Once the Policy has been approved, would safety changes then be implemented on the trolley line?*

**Answer:** Once the policy has been adopted, development proposals received would first go through a safety review. At this point, there is no plan for the broad implementation of safety improvements, such as grade-separating private crossings. The goal would be to make improvements incremental over time as funds are available.

**Question:** *If safety problems are so severe, why not shut the trolley down? There are several stop signs for the trolley - it seems that those would meet safety requirements.*

**Answer:** The reason the right-of-way was purchased by the consortium was to preserve it as a rail corridor. The trolley operation is intended as an interim use, until such time as the region decides to develop the corridor for some other use. The existing stop signs along the right-of-way are very unusual for a rail line. Under normal operation of a rail line, the stop signs would be directed toward the traffic crossing the rail line.

**Question:** *Are there plans to electrify the line within the next five years?*

**Answer:** There are no plans at this time to electrify the corridor. However, if, as a result of the South/North Study, a decision were made to select Light Rail Transit, and if the Westbank alternative were selected, electrification would occur, but probably not within 5 years. As part of project analysis and development, utility issues would be addressed.

**Question:** *The east side of the river has been destroyed with rail - the west side is the most valuable property - why are we destroying it? Why not move the rail line back?*

**Answer:** The rail right-of-way was purchased to preserve it as a possible future transit corridor. In conjunction with the South/North Study, the area north of the Sellwood Bridge is currently being considered as a possible transit corridor. A corridor along Macadam Avenue is also being studied. The area within the right-of-way south of the Sellwood Bridge is not currently being evaluated for development, but will remain in the regional transportation plan as a possible future corridor.

**Question:** *Why are LRT standards being imposed south of the Sellwood Bridge if that area is not included in the South/North Study?*

**Answer:** The entire corridor is included in the regional transportation plan which identifies future transit corridors. The LRT standards are being used because they are a well

developed existing set of standards which are readily available for use in preserving this corridor, without requiring the costly development of a new set of standards.

**Question:** *If you want to develop your property that is adjacent to the Right-of-Way, what procedure do you follow?*

**Answer:** First, you should contact your local jurisdiction. Local jurisdictions will be responsible for implementing the policy. The jurisdiction will talk with you about how the policy relates to your specific property, and the local jurisdiction will review all applications with Tri-Met who will work with the jurisdiction and the property owners to develop a solution, consistent with the policy and the needs of the property owner.

**Question:** *How does the Policy treat the land adjacent to the Right-of-Way when the Right-of-Way is not wide enough?*

**Answer:** The draft policy does not address management of lands outside of the land owned by the Consortium. Lands in private ownership, adjacent to the right-of-way, will not be directly impacted by the draft policy.

**Question:** *Some segments of the Right-of-Way have been conveyed by easement instead of by deed. Regarding easement rights, is there documentation? Also, How does the draft policy relate to these lands?*

**Answer:** There are two sets of documents which relate to the status of the right-of-way. One is the set of documents housed within the County Assessors records at the applicable county courthouse, the other is the set of conveyance documents held by the Consortium and conveyed from the railroad at the time of purchase. These documents can be used to identify the legal status of the consortiums' interest in the right-of-way. The policy is intended to apply to all land for which the consortium has an ownership interest, whether by deed or easement.

**Question:** *Assuming light rail will be chosen, what other studies have been done to run the line in a location other than along the current rails?*

**Answer:** There is not a current assumption that light rail will go down this specific right-of-way. Until a decision is made in the South/North Study on the mode of transit and the location of the corridor, no decisions to build along the current rails will be made. The only portion of the corridor that is currently being studied is the

north portion of the right-of-way. The focus of this meeting is how we plan to manage the right-of-way in the interim period, until such time as a decision is made to utilize it differently.

**Question:** *If you are uncertain as to whether or not you have a public or private crossing, what do you do?*

**Answer:** Generally, if your property is the only property utilizing an access at a particular point, you would likely have a private crossing. However there are exceptions. The best way to determine the status of your crossing is to contact either your local jurisdiction representative or Jennifer Ryan at Tri-Met.

**Question:** *I am concerned about the scenic value to the trees in some segments of the corridor. Would safety be used as a reason to cutdown the trees?*

**Answer:** If any particular tree became diseased or obviously hazardous to the safe operation of the trolley or adjacent property owners, a tree may need to be removed. There is not a plan at this time to remove any trees within the corridor. Also, in the future, if or when the region evaluates this corridor for development as a transit corridor, one of the many areas that would be evaluated in an Environmental Impact Statement is visual impacts.

**Question:** *Could a provision be added to the Policy to preserve the scenic elements of the ROW?*

**Answer:** Staff agreed that it could be considered in the revision of the draft policy.

**Question:** *Has the decision already been made to go through Johns Landing Condominiums?*

**Answer:** There is an alternative that goes through the Johns Landing area that is being considered in the South/North Study. It is one of several options associated with the "Westbank Alternative." The Westbank Alternative would provide for a transit improvement on the Westbank of the Willamette River. There are also several alternatives that would provide for a transit alternative on the Eastbank of the Willamette River. Decisions on the South/North Study will not be made for at least a year, and probably longer.

**Question:** *Referring to the previous question, who makes the decision?*

**Answer:** The decision is a regional decision that is developed through building a consensus with the local jurisdictions. It is an extensive process. There are 14 jurisdictions involved in the decision-making process. Recommendations will be made by all the local jurisdictions included in the study area to the Joint Policy Advisory Committee on Transportation (JPACT) and then to the Metro Council for a final decision. Metro staff can provide a more in-depth description of the decision-making process.

**Question:** *Is the Trolley a private or public enterprise?*

**Answer:** The City of Portland is the holder of the deed to the right-of-way. The city of Lake Oswego is responsible for maintenance and operation of the service in the right-of-way. Lake Oswego, through a contract with a private operator, manages the operation of the trolley (the equipment on the line is privately owned).

**Question:** *If the Trolley weren't running, would public money still be used for the line?*

**Answer:** Yes, some public money would still be used to preserve/maintain the right-of-way.

**Question:** *Could a provision be added to the Policy that states that there will be no improvements south of the Sellwood Bridge?*

**Answer:** No, because the entire right-of-way is designated in the regional transportation plan as a future transit corridor. It is possible, however, that clarification could be added as to which portion of the right-of-way is being studied in the South/North Transit Corridor Study.

**Question:** *Why not develop the transit facilities on public roads rather than imposing on private properties?*

**Answer:** Within the South/North Study, there are several alternatives identified for possible development. This right-of-way is only one of the alternatives being considered. However, it is important to remember that the Jefferson Street Rail Line has been operating as a rail line since before the turn of the century. There is a long historical precedent of this corridor being operated as a rail line, and as a passenger rail for a good portion of the historic period. The rail line existed long before any of the residences along the line were built.

**Question:** *On Page 8, #4 , it states that the Consortium will phase out existing private crossings when properties are altered or redeveloped, or when applications are made for land use or building permits. This should be reworded - it appears that all private crossing will be phased out.*

**Answer:** It is the goal of the policy to eventually phase out private crossings. However, the draft policy should be reviewed to more clearly state that it is the goal, and there is no current plan to implement the goal on a corridor wide basis.

**Question:** *If property owners were required to have an alternative route into their homes, who would pick up the cost for that?*

**Answer:** It would be the responsibility of the property owner. If the past or current owner of the right-of-way has given permission for individual property owners to temporarily cross the right-of-way (unless there is a specific agreement between the property owners to the contrary), permission to cross the right-of-way may be revoked, and there is no obligation on the part of the right-of-way owner to provide an alternative access.

**Comment:** *The Mayor of Lake Oswego addressed the issue of traffic/transportation problems in the Portland metropolitan area. She submitted a letter for the record.*

A copy of the letter is attached.

**Question:** *When will there be more time to address questions on the policy?*

**Answer:** Due to the late hour, the meeting was formally adjourned, however, the Metro and jurisdictional staff remained to answer additional questions. Those who still had questions on the policy were encouraged to stay and staff remained available to answer more questions.

**Question:** *Has anyone addressed the impact of this proposed policy on adjacent property owners? How can a property owner market property? Should you disclose that you have a rail right-of-way adjacent to your property?*

**Answer:** There are a variety of perceived impacts of the draft policy on adjacent property owners. The right-of-way has been in existence since long before any of the homes adjacent to the right-of-way. Most if not all current property owners were aware of the right-of-way when they purchased their property, and we feel that it is important to accurately inform the public about the status of the right-of-way. If you have questions about disclosure during a land sales transaction, you should

contact your real estate agent, your attorney or the local board of realtors for advice.

**Question:** *Has it been considered whether or not double tracks should go through the tunnel?*

**Answer:** No, that has not been considered at this time. That question would be considered in the future, if and when the southern segment of the corridor were to be formally evaluated for a transit improvement.

The group was informed that additional questions regarding the policy could be answered by contacting their local jurisdiction, Metro or Tri-Met.

### **Closing**

The meeting was adjourned at approximately 9:00 pm. Those interested in having specific site-related questions answered, remained (staff was available).

bc/sm

Attachment: Letter submitted by Mayor of City of Lake Oswego



September 14, 1993

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LAKE OSWEGO,  
OREGON 97034  
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FAX (503) 635-0269

ALICE L. SCHLENKER,  
MAYOR  
Lake Oswego Corridor TAG  
C/O Sharon Kelly-Meyer  
Metro  
600 NE Grand Avenue  
Portland 97206-2936

CHARLES C. (MIKE) ANDERSON,  
COUNCILOR

HEATHER CHRISMAN,  
COUNCILOR

WILLIAM HOLSTEIN,  
COUNCILOR

BOB JUNE,  
COUNCILOR

BILL KLAMMER,  
COUNCILOR

MARY PUSKAS,  
COUNCILOR

Dear Members of the Lake Oswego Corridor TAG:

The City of Lake Oswego, a strong supporter and partner in the consortium which purchased the Jefferson Street line in 1987, is pleased to have the opportunity to support a policy regarding crossings of the rail right-of-way along the line.

The formalization of a policy regarding crossings will provide all parties -- property owners, consortium members, members of the public, neighbors -- with an understanding of specified ground rules for this right-of-way, as well as protecting the public's investment.

In addition to the original capital acquisition of \$2,000,000, the City of Lake Oswego completed, in 1992, a track extension into the downtown. We look forward to the extension from the current northern terminus to the Riverplace neighborhood in the future.

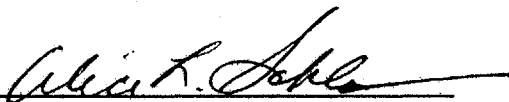
The saving of the rail line and the rights-of-way was a visionary effort by the members of the consortium, supported by scores of citizen constituents, in anticipation of the need for alternative transportation systems as the metropolitan population increases in the decades ahead.

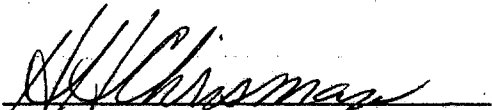
The proposed policy will provide an understanding and a process for both those interested in the preservation for future use of the corridor and the right-of-way, as well as those interested in developing along the route to be aware of what can be permitted and what will not be allowed on this unique Oregon transportation corridor.

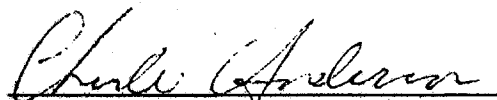


Thank you for your interest in, and consideration of, preserving this rail corridor and right-of-way now and for future generations.

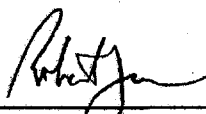
Sincerely,

  
Alice L. Schlenker, Mayor

  
Heather Chrisman, Council President

  
Charles C. Anderson, City Councilor

  
William Holstein, City Councilor

  
Robert June, City Councilor

  
Bill Klammer, City Councilor

  
Mary Buskas, City Councilor

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING AN ) RESOLUTION NO. 93-1868  
INTERGOVERNMENTAL AGREEMENT FOR )  
MANAGEMENT OF THE WILLAMETTE ) Introduced by  
SHORE LINE RIGHT-OF-WAY ) Councilor Van Bergen

WHEREAS, In 1988, a Consortium of local jurisdictions (consisting of Metro, ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland and the City of Lake Oswego) purchased the Jefferson Street branch rail line from the Southern Pacific Railroad in order to preserve it for possible use in the future as a high capacity transit corridor; and

WHEREAS, The legal name for the right-of-way is the "City of Portland Shore Line Right-of Way" and it is commonly referred to as the Willamette Shore Line Right-of-Way; and

WHEREAS, The right-of-way is approximately seven miles long and varies in width from 17 feet to 80 feet, and is owned primarily in fee title, but contains areas conveyed through easements; and

WHEREAS, The Consortium wishes to preserve the rail line right-of-way until such time as the region may decide to use it for High-Capacity Transit Purposes; and

WHEREAS, Encroachments into the right-of-way are occurring as a result of new development and expansion of existing development adjacent to the right-of-way; and

WHEREAS, The seven-mile right-of-way has numerous public and private at-grade roadway and pedestrian crossings which present significant problems for the safe operation of the trolley; and

WHEREAS, Requests for additional at-grade crossings are being made and new at-grade crossings are being created without permits or Consortium approval; and

WHEREAS, Access to some private property in the vicinity of the right-of-way requires crossing the right-of-way and, in some cases, requires direct private access to Highway 43; and

WHEREAS, A policy needs to be established to guide permitting jurisdictions in advising the public and reviewing new crossing requests; and

WHEREAS, Members of the Consortium have consulted in the development of a policy for management of the right-of-way; and

WHEREAS, A public meeting was held on September 14, 1993 to review the draft policy and receive public comments on the draft policy; and

WHEREAS, Notice of the public meeting was sent to approximately 600 property owners in the vicinity of the corridor; and

WHEREAS, Approximately 100 persons attended the public meeting and provided comments and suggestions; and

WHEREAS, The draft policy has been revised in response to many of the public comments received at the public meeting; and

WHEREAS, The revised policy provides for safer operation of the trolley line, limits encroachments into the right-of-way and provides for revocable permits for crossing of the right-of-way; now, therefore

BE IT RESOLVED,

1. That Metro Council authorizes the Executive Officer to execute an Intergovernmental Agreement for the management of the Willamette Shore Line Right-of-Way, (see Exhibit A).

2. That staff be directed to continue working with Consortium members to implement the provisions of the Intergovernmental Agreement and the Willamette Shore Line Right-of-Way Management Policy (see Exhibit B).

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1993.

\_\_\_\_\_  
Judy Wyers, Presiding Officer

Exhibit A - Intergovernmental Agreement

Exhibit B - Willamette Shore Line Right-of-Way Management Policy

**INTERGOVERNMENTAL AGREEMENT FOR THE MANAGEMENT  
OF THE  
WILLAMETTE SHORE LINE RIGHT-OF-WAY**

THIS AGREEMENT is entered into by and between the CITY OF PORTLAND, OREGON (Portland), METRO (Metro), the CITY OF LAKE OSWEGO, OREGON (Oswego), MULTNOMAH COUNTY, OREGON (Multnomah), CLACKAMAS COUNTY, OREGON (Clackamas), TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (Tri-Met), and the STATE OF OREGON DEPARTMENT OF TRANSPORTATION (ODOT). The parties shall collectively be referred to as the "Consortium."

**RECITALS:**

A. Portland and Oswego are municipal corporations of the State of Oregon organized and existing under the laws of the state of Oregon. Multnomah is a home rule political subdivision, and Clackamas is a general law county of the State of Oregon organized and existing under the laws and constitution of the State of Oregon. Metro is a municipal corporation of the State of Oregon with its own home rule charter. Tri-Met is a mass transit district of the State of Oregon established under Chapter 267 of Oregon Revised Statutes. ODOT is an administrative agency of the State of Oregon.

B. This Agreement is entered into pursuant to Chapter 190 of Oregon revised Statutes.

C. In December 1986, the Consortium entered into an Intergovernmental Agreement to Option and lease the Jefferson Street Rail Line (the "Line"). That intergovernmental agreement was amended to include Tri-Met.

D. In August 1987, the Consortium entered into an Intergovernmental Operations Agreement.

E. In June 1988, the Consortium entered into an Intergovernmental Agreement for the Purchase of the Jefferson Street Rail Line. That agreement stated that it was the Consortium's desire to preserve the line for possible future mass transit use.

F. Since the purchase of the line, the Consortium has recognized the need to address a variety of issues which affect its ability to so preserve the line. Those include: encroachments into the right of way; unpermitted crossings of the right of way; requests from developers and property owners to cross the right of way; and the development of abutting property. In addition, the Consortium has become aware of federal funding opportunities, which require the development of a long term plan for the use of the line.

G. The Consortium members desire to enter into an intergovernmental agreement which provides a structure for the long term governance of the line during this period of its preservation for possible future uses.

**TERMS:**

1. **Consortium Established.** The participating jurisdictions formally constitute themselves as the Willamette Shore Line Consortium for the overall management of the Line. Each jurisdiction will appoint as its representative to the Consortium either its director of planning or its director of transportation or someone of similar position who is authorized to speak on a policy level for the jurisdiction.

2. **Consortium Chair and Staff.** Metro's representative will be the initial Chairperson of the Consortium. Tri-Met and Metro will provide technical and administrative staff for the Consortium.

3. **Regular Meetings.** The Consortium will meet at least annually. The Consortium will be convened at the request of any of its members. A majority of the Consortium members shall constitute a quorum for the transaction of business at any meeting. The act of the majority of the members present at any meeting at which a quorum exists shall be the act of the Consortium.

4. **Right-of-Way Protection.** The local general purpose government with geographic jurisdiction over a rail segment will be responsible for receiving applications and issuing right-of-way "incursion" permits relevant to that segment. As part of the permit application, an applicant will be required to obtain a Tri-Met technical review based on the "Shore Line Right-of-Way Management Policy" attached to the Agreement, as amended by the Consortium from time to time. Tri-Met will be responsible for making engineering judgments, where called for by the Policy. The permitting jurisdictions will be obligated to abide by Tri-Met's engineering recommendations, including the denial of permits where the Policy as applied indicates denial and the attachment of conditions where the Policy as applied so indicates; except that, should a permitting jurisdiction disagree with the engineering recommendations made by Tri-Met, it may appeal such decision to the Consortium. The decision of the Consortium shall be followed by the permitting jurisdiction. Copies of any such right-of-way permits shall be forwarded to the right-of-way title holder.

5. **Right of Way Ownership.** The City of Portland will continue to be the title holder for the right-of-way, for the benefit of the Consortium. As title holder, the City will receive notice of all "incursion" permits issued.

6. **Current Operations and Maintenance.** Current operation and maintenance of the right-of-way will continue as provided in the current Lake Oswego/Portland agreement, until that agreement is changed.

7. **Defense of Claims.** All Consortium members agree to consult as soon as possible upon any member receiving a notice of a claim arising out of any activity related to the preservation of the Line. Should the Consortium decide to defend against the claim, all members will participate as parties in a coordinated defense. Should the Consortium decide not to defend against the claim, those jurisdictions against which the claim has been filed may decide on their own how to respond to the claim. Should a claim result in either an award of damages or a settlement, the Consortium members will determine by agreement the appropriate allocation of those costs. Each member will bear the costs of its own legal counsel.

8. **Changes in Use.** Changes in use of the right-of-way will be subject to Consortium approval.

9. **Interim Planning and Coordination.** The Consortium will consider adoption of an Interim Plan for improvements to and use of the right-of-way. Any Consortium member may propose expenditures for capital improvements to the right-of-way or related to its use. To assure coordination of capital expenditures, any such expenditures will be subject to Consortium approval.

10. **Land Use in Areas Abutting Right-of-Way.** Metro will coordinate the development of a model land use regulation to assure that the development of land

immediately abutting the right-of-way is consistent with potential transit uses of the right-of-way. This model regulation will be proposed to Portland, Lake Oswego, and Clackamas and Multnomah Counties for their adoption.

11. Term of Agreement. The term of this Agreement shall be for ten years and may be renewed for a like term upon the approval of the individual members.

CITY OF PORTLAND, OREGON

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

By: \_\_\_\_\_

CITY OF LAKE OSWEGO, OREGON

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

By: \_\_\_\_\_

MULTNOMAH COUNTY, OREGON  
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

CLACKAMAS COUNTY, OREGON  
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

METRO

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

OREGON DEPARTMENT OF  
TRANSPORTATION

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

TRI-COUNTY METROPOLITAN TRANS-  
PORTATION DISTRICT OF OREGON

APPROVED AS TO FORM

By: \_\_\_\_\_

By: \_\_\_\_\_

## **Willamette Shore Line Right-of-Way Management Policy**

### **I. Need for a Policy**

1. A Consortium of Local Governments (Metro, ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland and the City of Lake Oswego) purchased the Willamette Shore Line Right-of-Way in 1988 from the Southern Pacific Railroad to preserve it for possible use as a future high capacity transit corridor.
2. The right-of-way extends for approximately 7 miles from the base of the Marquam Bridge, south along the old Southern Pacific rail line into the City of Lake Oswego. The right-of-way varies in width from 17 feet to 80 feet, and is generally held in fee title by the City of Portland for the Consortium. In some limited segments, ownership was conveyed by easement.
3. The Consortium had not established a policy for management of the right-of-way in the interim period. The interim period is the period before a regional decision is made to utilize the right-of-way for High Capacity Transit purposes.
4. The integrity of the right-of-way for use as a high capacity transit corridor has been incrementally diminished over the past few years due to new and existing development encroaching into the right-of-way. This includes new public and private vehicular and pedestrian at-grade crossings that are being built which threaten the safe and continued operation of the trolley.
5. The Consortium believes that continued use of the corridor for trolley purposes is an appropriate interim use.
6. Interim management of the right-of-way requires the establishment of a policy that defines when uses and crossings of the right-of-way are appropriate without diminishing the longer term goal of development of the right-of-way for High Capacity Transit purposes.
7. Additional regulation of new development on lands adjacent to the right-of-way may be necessary to adequately preserve the corridor for future development of high capacity transit and to minimize the impacts and costs of eventual development of the right-of-way on adjacent uses and neighborhoods.
8. Definition of interim development standards is necessary to facilitate development that will occur in areas adjacent to the right-of-way, before a regional decision is made as to the type of high capacity transit that will be developed within the Shore Line Right-



of-Way. Light Rail Transit (LRT) design standards have been developed by Tri-Met, because LRT has thus far been the high capacity transit mode of choice in the region.

9. There are two types of at-grade vehicular railroad crossings:
  - a. Public Crossings. These operate as public streets in that they are unrestricted with respect to who may use them. Depending on the location and type of crossing control, public rail line crossings in Oregon are regulated either by the state Public Utility Commission (PUC) or by the local traffic jurisdiction. In general, traffic signals are used for rail line crossings where trains operate within a street right-of-way and are controlled by the local traffic jurisdiction. The PUC generally requires railroad gates to be used at crossings where rail lines operate in exclusive right-of-way and are crossed at-grade by public streets, a condition that applies to many crossings of the Willamette Shore Line Right-of-Way.
  - b. Private Crossings. Private crossings are associated with private uses such as driveways, not public streets. They are established by agreement between the rail line owner and the private party desiring to cross the right-of-way, and generally would not be regulated by the PUC.
10. Conditions found at typical private at-grade crossings along the Willamette Shore Line Right-of-Way are significantly different from those at public street crossings. In general neither traffic signals, nor gates can offer a satisfactory level of safe crossing control. For instance:
  - a. Neither gates or traffic signals can provide adequate protection for children or pets in a driveway situation.
  - b. Private crossings allow access into the rail right of way which could otherwise be fenced from public access for safety purposes.
  - c. An at-grade crossing creates a break in any noise wall that might be provided, significantly reducing the noise wall's effectiveness. Also, crossing bells, mandated by the PUC, could create a significant noise impact.
  - d. The permittee (depending on the crossing permit provisions) is generally responsible for construction of the crossing, safety devices, insurance and maintenance costs. The financial and legal liabilities associated with a private crossing are a burden on the property's use and may be reflected in the property's value.

For these reasons, private at-grade crossings of rail lines are seldom justified.

11. Upgrading the Willamette Shore Line Corridor to high capacity transit standards would require major safety improvements at all private at-grade crossings. This could involve the replacement of most private at-grade crossings with pedestrian or vehicular grade separations, or by providing alternative access in order to close some private crossings.
12. There are some privately owned lands between the Willamette Shore Line Right-of-Way and the Willamette River that would not have access to a public road without crossing the right-of-way. However, in many cases access could be combined for more than one property, or achieved through crossing other private property such as through creation of access roads.

## **II. Right-of-way Management Goals**

1. To manage the right-of-way in a manner that preserves it for possible future development of high capacity transit.
2. To provide factual information to the public regarding possible future use of the right-of-way for high capacity transit.
3. To provide a safe operating environment for continued operation of the Trolley and to enhance the safety of the right-of-way for eventual future use for high capacity transit purposes.
4. To prohibit temporary or permanent uses within the right-of-way which will increase the cost of developing the right-of-way for transit or other purposes in the future.
5. To prohibit new private at-grade crossings of the right-of-way, and work to phase out existing private at-grade crossings of the right-of-way.
6. To coordinate crossings of the right-of-way with ODOT's access management goals, plans and policies for the Highway 43 Corridor.
7. To develop and maintain access to the right-of-way for Operations and Maintenance, Emergency Repairs, and Capital Improvements.
8. To ensure that private property owners are not prohibited from accessing their property, while ensuring conformance with these Management Goals and Policies.

### **III. Right-of-way Management Policy**

This policy is intended to apply only to the land within the right-of-way owned by the Consortium either by fee title or by easement. The policy does not apply to abutting privately owned property. All development within the right-of-way shall be in accordance with a revokable permit (and the conditions therein) issued by the appropriate local jurisdiction, in conformance with this "Willamette Shore Line Right-of-Way Management Policy".

Light Rail Transit (LRT) design standards have been developed by Tri-Met, because LRT has thus far been the high capacity transit mode of choice in the region. Therefore, Tri-Met's existing LRT design standards will be used as interim standards, until such time as the region makes a decision regarding development of the Willamette Shore Line Right-of-Way. These standards are briefly illustrated in figures 1 and 2. These illustrations are not intended to represent the full standards, but to illustrate the more common issues related to the management of the Willamette Shore Line Right-of-Way. For additional details related to the standards, contact Tri-Met.

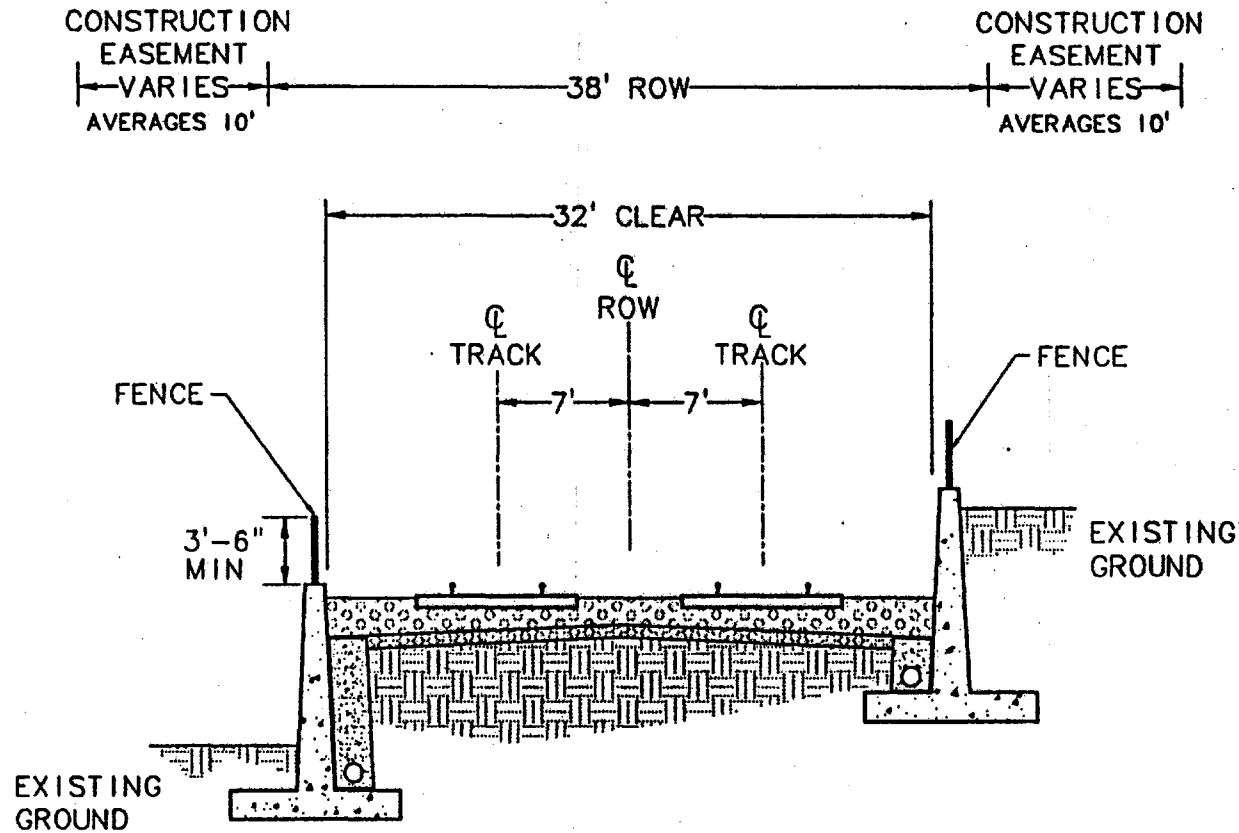
In addition to the LRT design standards, the following policies and standards shall apply to all development within the right-of-way.

#### **Uses Permitted Within the Right-of-Way**

1. Only uses that are consistent with eventual use of the right-of-way for a future high capacity transit corridor will be permitted within the right-of-way.
2. No grading shall be permitted within the right-of-way except where required for an approved crossing, or to improve drainage of the right-of-way. All grading or drainage changes within the right-of-way must be in accordance with a permit approved by the Rail Representative.
3. No vehicle backup or other maneuvers will be allowed within the right-of-way, and all vehicular turn arounds shall occur on abutting private property.
4. No fixed improvements (including, but not limited to; landscaping, fountains, benches, rockeries, fences, irrigation facilities, parking pads, sidewalks or paths, gates, driveways or steps) shall be permitted within the right-of-way that would mean a loss of significant investment, upon removal. Notwithstanding the above, facilities for the safe function of existing crossings may be allowed through a permit.



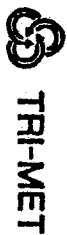
WHERE EXISTING ROW IS LESS THAN 60' ELEMENTS OF THE  
MINIMUM SECTION DESIGN MAY BE REQUIRED



NOTES:

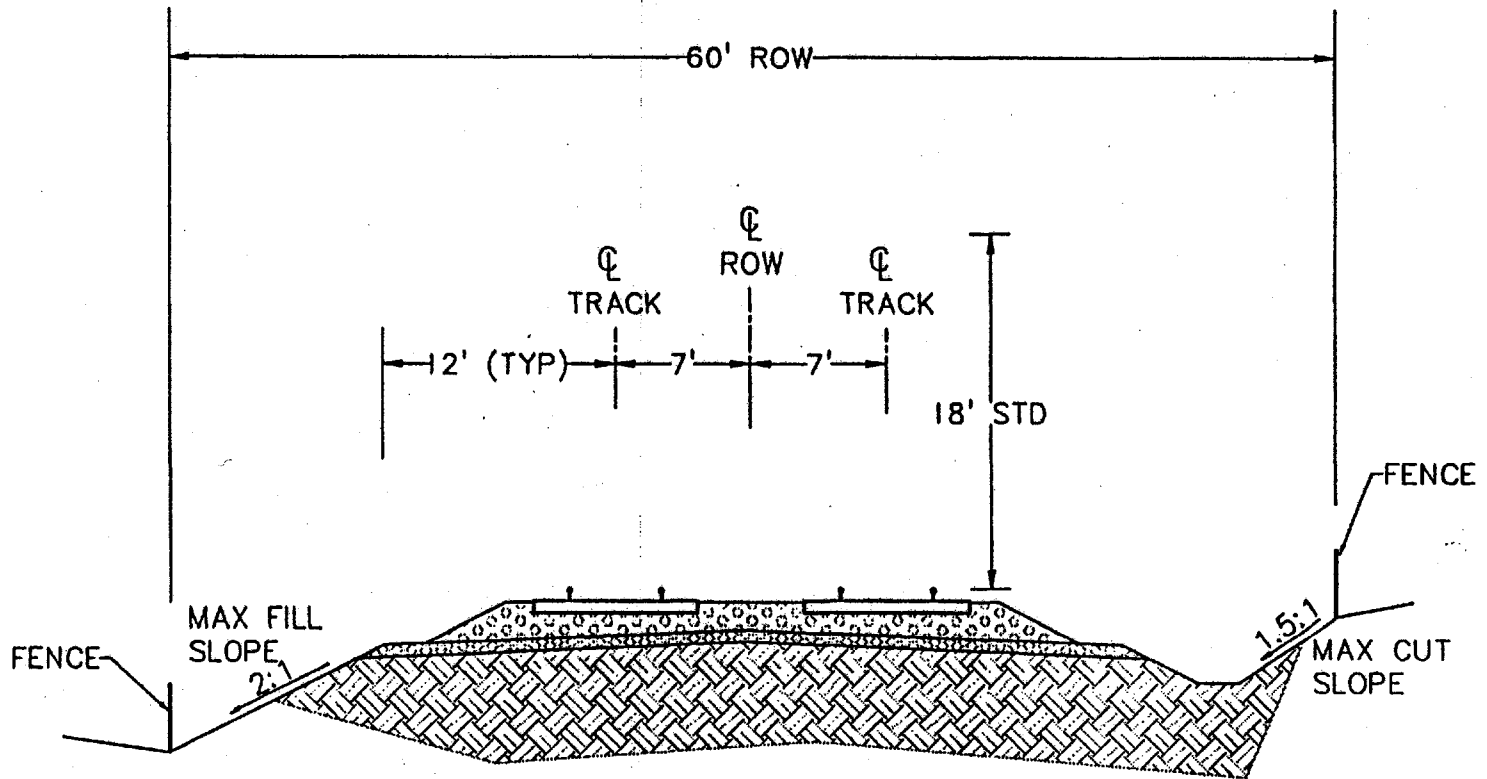
- 1 SOUND WALLS, IF REQUIRED, NOT SHOWN
- 2 STANDARD VERTICAL CLEARANCE 18' ABOVE TOP OF RAILS
- 3 CL = CENTERLINE
- 4 REFERENCE WESTSIDE CORRIDOR PROJECT DESIGN CRITERIA, JULY 1993

# LRT DESIGN STANDARDS



## STANDARD LRT CROSS SECTION

OCT 93



### NOTES:

- 1 SOUND WALLS, IF REQUIRED, NOT SHOWN
- 2 STANDARD VERTICAL CLEARANCE 18' ABOVE TOP OF RAILS
- 3 CL = CENTERLINE
- 4 REFERENCE WESTSIDE CORRIDOR PROJECT DESIGN CRITERIA, JULY 1993

5. Private landscaping is not allowed in the right-of-way, except as provided for in a revokable permit. A revokable permit may be issued for temporary landscaping for areas not currently required for rail operation or maintenance purposes when in conformance with the landscaping standards below.

Landscaping standards for use within the right-of-way:

1. The private landscaping shall not interfere with the current or future operations, maintenance or safety (including sight lines) as determined by the rail representative responsible for operation and/or maintenance.
2. Landscaping that could increase the cost of development of the right-of-way for high capacity transit purposes will not be permitted.
3. Landscaping within the right-of-way will not be designed or developed as an integral part of a total landscaping design for the abutting private property.
4. The landscaping shall not include any improvements of uses (fixed or not) that would, on removal, mean a loss of significant investment to either the public owners or the abutting private property owners. This includes but is not limited to plantings, shrubs, trees, buffers or irrigation systems.
5. Maintenance of the landscaping shall not require irrigation or watering of the right-of-way or the installation of irrigation systems within the right-of-way. This provision does not apply to public agencies or utilities.
6. All landscaping shall be maintained by the permittee. The public owners retain the right to bill the permittee for costs incurred for maintenance or removal of any of the landscaping improvements made by an adjacent property owner, or other uses within the right-of-way that create an operational hazard.
7. Permits will be revoked for non-compliance with any conditions of the permit, and may be revoked at any time the permitting jurisdiction or the consortium determines that it is in the interest of the owners of the right-of-way.

Permitted Crossings of the Right-of-Way

1. No new private at-grade crossings of the right-of-way shall be permitted. No new crossings of the right-of-way shall be permitted if an alternative access to the subject property is available. New crossings of the right-of-way may be permitted for access to properties between the right-of-way and the Willamette River only when no

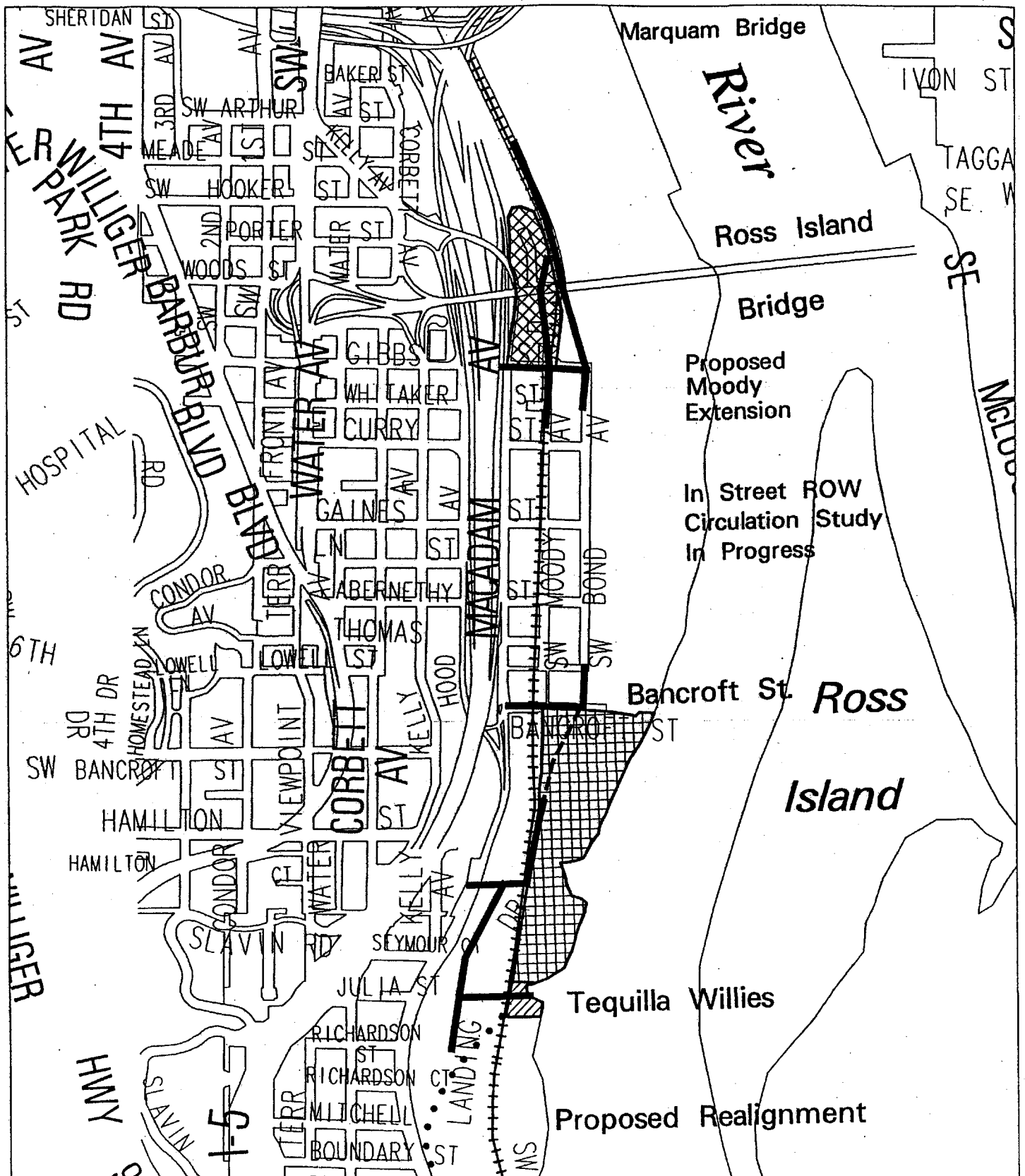
alternative access exists, and then only when in conformance with the LRT design standards.

2. The "Conceptual Crossing Plan" (Figures 3, 4, 5, and 6) are intended to illustrate the possible public access routes for areas between the right-of-way and the Willamette River.
3. Requests for new right-of-way crossings shall be coordinated with ODOT for conformance with ODOT's access management goals, plans and policies applicable to the Highway 43 Corridor.
4. All crossings shall provide for Consortium access to the right-of-way for operations and maintenance, emergency repairs, and capital improvements of the right-of-way.
5. The Consortium will work with adjacent private property owners to phase out existing at-grade private crossings as properties are altered or redeveloped, and as applications are made for land use or building permits. Methods for phasing out private at-grade crossings include; consolidating crossings, replacing crossings with alternative access, and creating grade separated crossings by replacing an at-grade crossing with a bridge over the right-of-way or an underpass.
6. Utility crossings, including drainage crossings shall require a permit and shall be constructed in conformance with Tri-Met's LRT Standards.
7. Construction and maintenance of all private crossings shall be the responsibility of the permittee. The Consortium or local jurisdiction may bill the permittee for any costs incurred by the Consortium or local jurisdiction for maintenance or repairs associated with a private uses or crossings of the right-of-way.
8. All crossings shall be consistent with the need to ensure the long-term public safety and avoidance of nuisance throughout the corridor. This includes improving the operational characteristics of the interim Trolley use and for a future high capacity transit use, through minimizing and improving the crossings of the right-of-way.

#### **IV. Process regarding issuance of right-of-way crossing or use permits**

Permits for crossing or modifying the right-of-way will be issued by the appropriate local jurisdiction as specified in the Inter-Governmental Agreement.

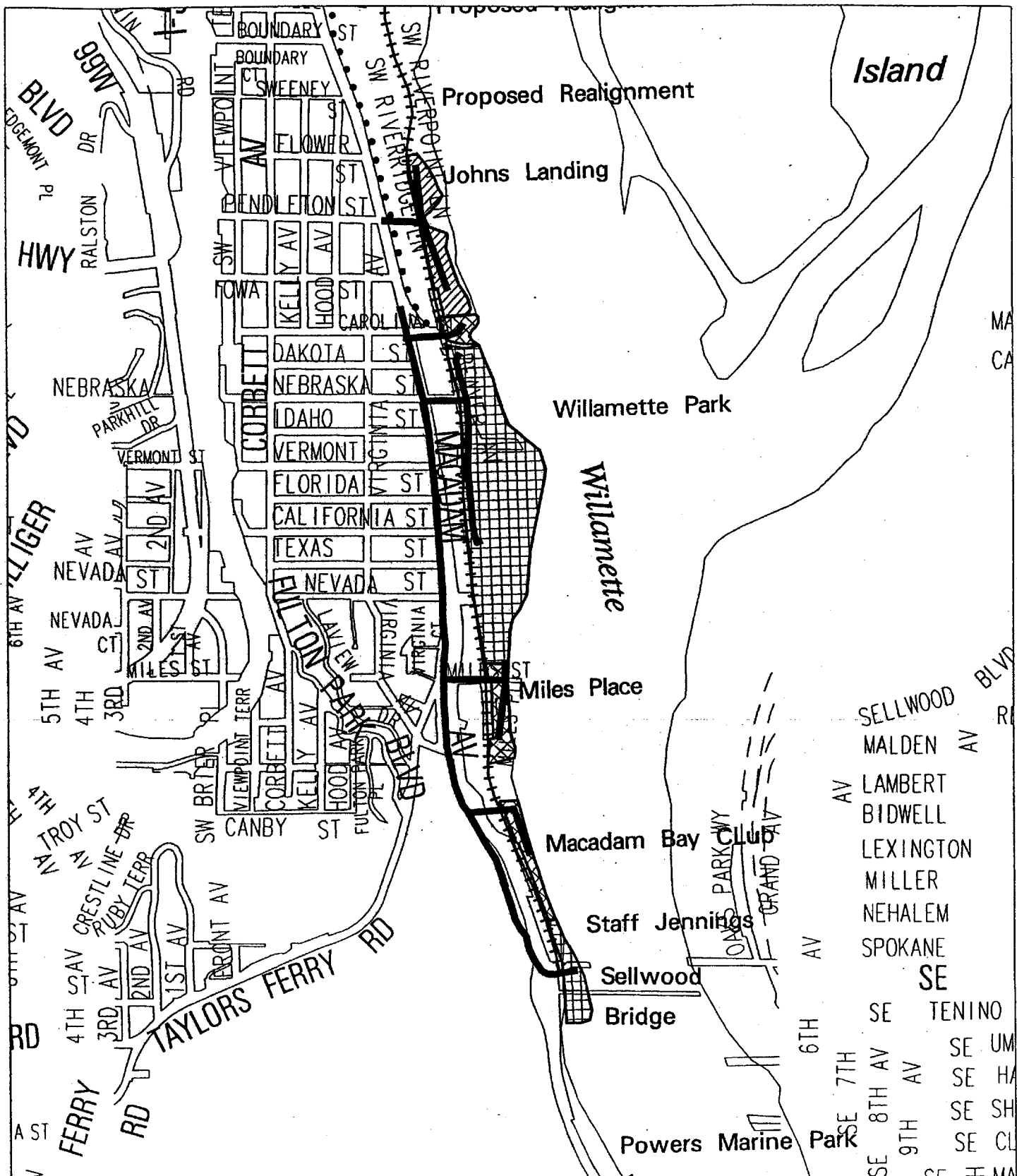


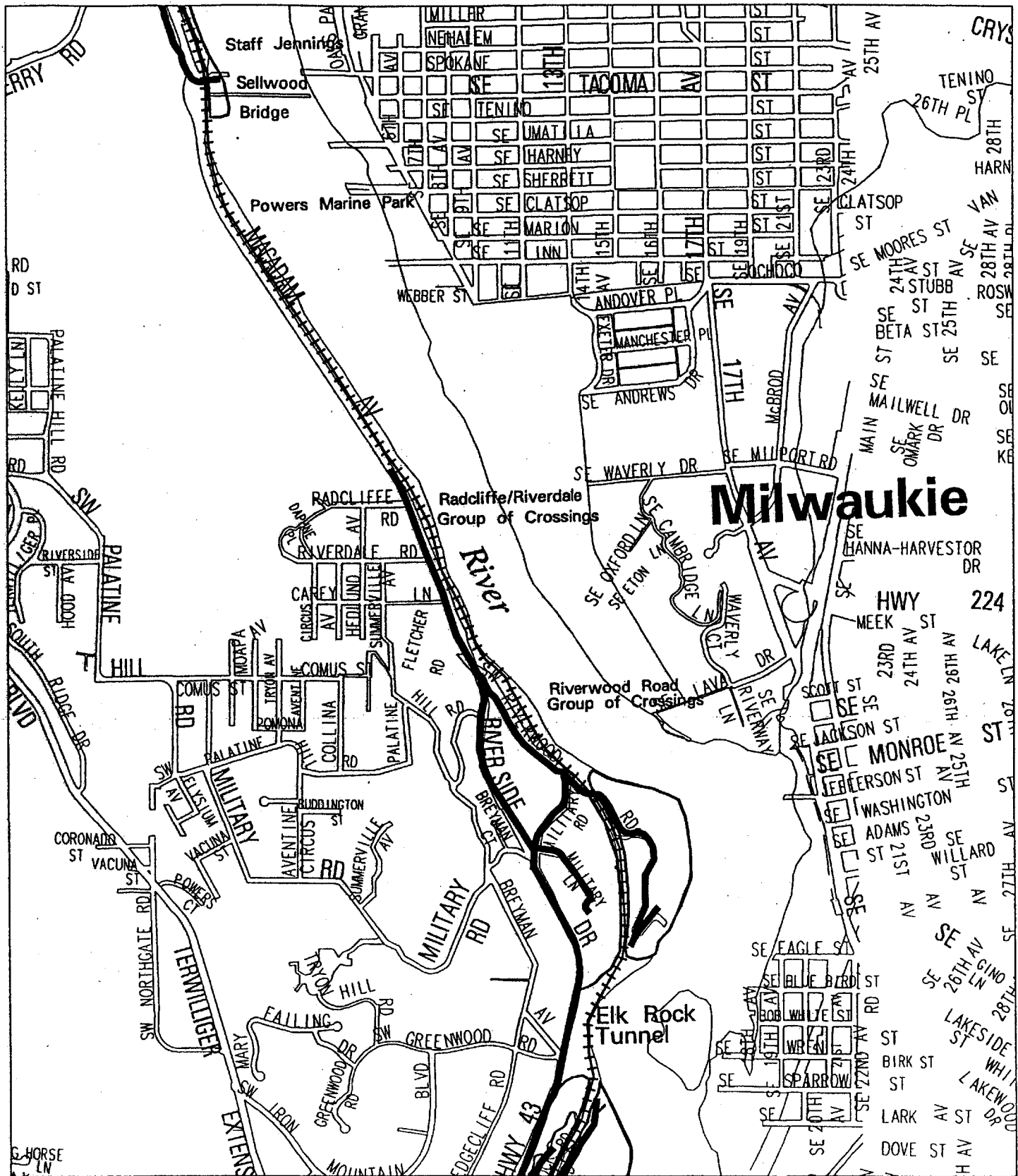


# Willamette Shore Line Conceptual Crossing Plan

Figure 3

- +++++ Shore Line Rail ROW
- Street Crossing Shore Line ROW
- Access from street within hatched area





# Willamette Shore Line Conceptual Crossing Plan

Figure 5

- +++++ Shore Line Rail ROW
- Street Crossing  
Shore Line ROW
- Access from street  
within hatched area





## **V. Definitions**

***Abutting Property:*** Property with any area of common boundary with the Willamette Shore Line Rail Right-of-Way.

***At-Grade Crossing:*** A vehicle or pedestrian crossing the railroad at the same elevation as the railroad tracks.

***Willamette Shore Line Right-of-Way:*** The common name of the Rail Right-of-Way that was purchased from the Southern Pacific Railroad in 1988. It was previously known as the Southern Pacific Jefferson Street Branch Rail Line. It is legally defined as "The City of Portland Shore Line". It runs for approximately 7 miles along the west bank of the Willamette River from underneath the Marquam Bridge in Portland to A and State Streets in Lake Oswego.

***Consortium:*** The group of public agencies that purchased the Southern Pacific Jefferson Street Branch Rail Line through an Intergovernmental Agreement. Those agencies are: Metro, ODOT, Tri-Met, City of Portland, City of Lake Oswego, Multnomah County, and Clackamas County.

***Corridor:*** A narrow passageway or route.

***Crossings:*** A place where any non-railroad activity crosses the railroad tracks. An example would be a road or pedestrian crossing of the railroad.

***Drainage:*** The act, process, or mode of draining water. Also a system of drains.

***Grade Separated Crossing:*** A vehicle or pedestrian crossing using an underpass or overpass to cross the railroad tracks.

***Grade/Grading:*** To alter an area of ground to a level or sloping surface.

***High Capacity Transit (HCT):*** High Capacity Transit is any mode of transit that operates primarily in its own right of way, allowing large numbers of riders to move through an area at relatively high speeds. Some examples of HCT are Light Rail Transit, Commuter Rail, Subways, and Busways.

***Improvements:*** Items that improve or enhance the value or excellence of a property.

***Jefferson Street Branch Rail Line:*** The Jefferson Street Branch Rail Line was previously owned by the Southern Pacific Railroad. It is now the Willamette Shore Line Right-of-Way purchased by the Consortium.

**Lake Oswego Corridor:** A Transportation Corridor that runs north-south from Downtown Portland to Downtown Lake Oswego along the west side of the Willamette River. The Lake Oswego Corridor is identified as a possible future high capacity transit corridor in the Regional Transportation Plan.

**Light Rail Transit (LRT):** Urban mass transit using electrically powered rail vehicles on a partially controlled right-of-way with some at-grade crossings of public streets.

**Metro:** Metro is the directly elected regional government that serves the urban portions of Clackamas, Multnomah and Washington Counties and the 24 cities that make up the Portland metropolitan area.

**ODOT:** Oregon Department of Transportation

**Permanent Improvements:** Improvements that become part of the long term function of a piece of property or landscaping and that last longer than one year, such as houses, garages, and decks.

**Permittee:** The owner of abutting property for which a permit.

**Permitter:** The local government issuing a permit.

**Public Owners:** The Consortium.

**PUC:** Public Utility Commission. The PUC regulates all public crossings of Railroad Right-of-Ways.

**Rail Representative:** A representative of the Willamette Shore Line or their designee.

**Reliance:** An owner will be considered to have significant reliance on an improvement if the improvement has significant financial, emotional, aesthetic, or other non-financial value to the owner.

**Revocable:** A revocable permit may be terminated at any time by the Permitter for any reason whatsoever in the Permitter's sole discretion.

**Right-Of-Way:** The strip of land conveyed to the railroad and currently owned by the Consortium. Generally, it encompasses the railroad track bed and side slopes. It varies in width from 17 to 80 feet.

**Safety Devices:** Equipment or devices that enhance the safety of Railroad Crossings. Some examples are gates, signals, bells and flashing lights.

***Sight Lines:*** Minimum site distances along the railroad Right-of-Way to assure a reasonable reaction time and stopping distance for the rail vehicle if there is an object on the trackway.

***Significant Investment:*** An investment of more than ½% of the fair market value of the property, including improvements, abutting the right-of-way area in which the investment is made, or of \$3000, whichever is less.

***Southern Pacific Jefferson Street Branch Rail Line:*** The Jefferson Street Branch Rail Line was previously owned by the Southern Pacific Railroad. It is now the Willamette River Shore Line Right-of-Way.

***Temporary Landscaping/Improvements:*** Landscaping or Improvements that will last less than one year.

***Tri-Met:*** Tri-County Metropolitan Transportation District of Oregon, which operates the regions Mass Transit system including building and operating the Light Rail Transit system in the Metro Region.

***Tri-Met LRT Standards:*** Based on the "Design Criteria, Westside Corridor Project, Portland, Oregon, July 1993" or as periodically updated by Tri-Met. This Engineering design manual establishes the basic criteria to be used in the design and construction of the Tri-Met's Light Rail Transit System. The Design Criteria are directed toward minimum feasible costs for design, construction, capital facilities, and operating expense, minimum energy consumption, and minimum disruption of local facilities and communities. They should be consistent with passenger safety, system reliability, service comfort, mode of operation, type of LRT vehicle to be used, and maintenance.

***Uses:*** Activities, structures, or occupancies of or within the Right-of-Way.

***Utility crossings:*** Crossings of the right-of-way for Public Utility purposes (such as for power, water, etc.).

**METRO**

Date: November 2, 1993

To: JPACT

From: *MH* Michael Hoglund, Manager  
Regional Transportation Planning

Subject: ODOT Program Cuts; Public Meeting

Metro hosted a public meeting on Thursday, October 21, 1993, to initiate the region's public process relative to ODOT's 1995-1998 Transportation Improvement Program (TIP) funding shortfall. The purpose of the meeting was to provide general background information on the TIP, the shortfall, and the criteria and process used to prioritize a project "cut" list and a potential "add" list. The meeting was also a first opportunity for citizens and interest groups to comment and offer suggestions on the TIP, the shortfall and related issues.

Approximately 60-70 people attended the meeting and Metro and ODOT staff heard a number of interesting and thoughtful comments. Some of the information distributed at the meeting and a meeting summary are attached and include:

- Attachment A. The meeting agenda and summary.
- Attachment B. The Metro/ODOT TIP schedule.
- Attachment C. A list of the candidate cut and add projects.
- Attachment D. A preliminary ranking of projects using the technical criteria only.
- Attachment E. A questionnaire intended to garner feedback on the technical project ranking criteria and on the potential for adding alternative mode projects.

The public was also provided with copies of the ranking criteria and a project form for submitting alternative mode project ideas. That information is not attached.



At the November 10 JPACT meeting, staff will provide a brief overview of the key issues and concerns raised at the public meeting. In addition to public concerns regarding specific road projects, three key issues for JPACT discussion include:

1. Should alternative mode projects be funded with additional highway/arterial cuts and, if so, to what degree?
2. What is the status of Single-Occupant Vehicle (SOV) projects in the context of ISTEA, the State Transportation Planning Rule, and Metro's Region 2040 study?
3. If alternative mode projects are funded, what is the best regional use of funds for pedestrian and bicycle improvements (relative to local funds)?

TPAC and the TIP Subcommittee will be addressing these questions prior to the meeting and will forward comments/suggestions for JPACT consideration.

MH



**METRO**

ATTACHMENT A

# TRANSPORTATION IMPROVEMENT PROGRAM AGENDA PUBLIC MEETING OCTOBER 21, 1993, 7:00 PM

Oregon State Building, Room 140  
800 NE Oregon Street  
Portland, Oregon

1. Welcome/Opening Remarks - 5 minutes
  - Richard Devlin, Metro Councilor
  - Gina Whitehill-Baziuk, Metro, Facilitator
2. Funding Shortfall/Program Cuts - 5 minutes
  - Marty Andersen, Oregon Department of Transportation
3. Schedule - 5 minutes
  - Mike Hoglund, Metro
4. Background - 20-25 minutes
  - a. Transportation Policy and Funding
    - Andrew Cotugno, Metro
  - b. Transportation Improvement Program - Project Review
    - Andrew Cotugno, Metro
  - c. Prioritization Criteria
    - Mike Hoglund, Metro
  - d. Preliminary "Cut" and "Add" Projects
    - Terry Whisler, Metro
  - e. Public Project Submittals
    - Mike Hoglund, Metro
5. Question/Answer - 30 minutes
6. Public Comment - 60 minutes

# **Notes from Transportation Improvement Program Meeting**

October 21, 1993, Oregon State Building

In attendance: Andy Cotugno, Councilor Richard Devlin, Gina Whitehill-Baziuk, Mike Hoglund, Terry Whisler, Marty Anderson, Jenny Kirk and Barbara Duncan.

## **Audience Questions**

If there are no pedestrian criteria, why not?

Is the safety consideration just for vehicles?

Does the VMT reduction criteria apply only to alternative modes?

If the project is part of the regional system? also heavily ranked. Is improving access to LRT. Bicycles, local concerns.

Regarding economic development around the 26 light rail corridors, how was that factored in?

Does "cut" mean deferring or eliminating the project?

The bike lane project, from SW Barbur to Hamilton I-405, that is combined with resurfacing of the street. Why is the bike lane endangered when you're already going to be doing other work on that street?

Is there a limit on how the flexible funds are spent?

If \$400 million is being cut out of the state budget, who decided on that number, where is that money going?

The state money can be used for alternative modes, how much can only be used for highways?

The screening process does not mention the Oregon land use rules or goals, if a project is found to be in violation of those, does it automatically drop out?

Does the technical criteria for highway/arterial expansion criteria, does multimodal system include large freight trucks?

Who did the technical ratings?

Were there any suggestions from ODOT for high speed rail? Could this money be used for high speed rail?

Is a project not on the list to start over as a new project regardless of the amount of work already completed?

Can we have list of the 'kept' (funded) projects?

Are CMAQ projects being discussed tonight?

## Testimony

Don Lloyd, Troutdale, City Council member and President of Troutdale Chamber of Commerce. "I would like to make a few brief comments about the criteria used to evaluate the projects, and question some of them. First, I have some concern that the criteria do not address three aspects of any given project that might be important. One, the level of local support or lack thereof for a project is not considered. Second, the investment that may already have gone into the project via design costs, right of way acquisitions, partial construction and the like don't appear to be addressed. Third, the need to utilize restrictive federal funds such as interstate construction funds where they are available. The particular project I'm concerned about is that segment of Interstate I-84 from 223rd Avenue to Troutdale. It is strongly supported by the local communities. Several million dollars have already been expended on this project. Funds which may have to be reimbursed to the federal government if the project is not completed. And, it is one of only two short sections of the interstate system in Oregon still eligible for intercity construction funds. In addition to the criteria changes I propose, I also think that the Metro criteria may have been applied incorrectly to this I-84 project. Specifically, part of this interstate segment has a current level of service F during the p.m. peak, this is apparently only partially considered in your evaluation. Further, this segment has been identified as having several safety problems at the 238th interchange, where vehicles seeking to exit the freeway are backed up onto the freeway during high peak hour volume. There are also problems with poor sight distance, the railroad crossing immediately south of the interchange and a tight reverse curve on the westbound onramp. Yet your criteria only recognize accident rates. I would hope that you would also try to avoid accidents by trying to eliminate these identified safety hazards before accidents occur. Finally, the East county area has been growing rapidly with both residential and commercial construction. In addition to the normal traffic such development generates, we have also become a very large trucking center, with several truck stops and transportation carriers such as Burns Brothers, Flying J, Cogars, Walsh and Sons and recently a new arrival, Swift trucking with over a 150 trucks and in excess of 200 employees that will add to the demand placed on I-84 freeway in this area. I might also add that we have the benefit of all the Metro garbage trucks running through the town on I-84. Lastly, I-84 has become a major thoroughfare for tourists driving to the newly created Columbia Gorge National Scenic Area and for travelers bound to the Mt. Hood National Forest, all of which contribute to the congestion, safety problems and deteriorating level of service on I-84. I urge your consideration of my proposed changes of criteria and favorable reevaluation of the I-84 project, and I don't envy you your task. Thank you."

Paul Spanbauer, Chair, Economic Development Council for the Gresham Area Chamber of Commerce. "Don Lloyd virtually said everything that I had to say. We're very much concerned about the interchanges at Wood Village and Troutdale that hooks up to Hwy. 26 which is the gateway to Mt. Hood and Eastern Oregon. The Mt. Hood Parkway is a long way down the road and anything that we could do to help that traffic flow from I-84 to Hwy. 26 is very important to the economic vitality of our region. We represent what we call the Quad cities, Wood Village, Troutdale and Gresham. A reevaluation of both projects is very important to us in our area. Thank you."

Don Robertson, Mayor Wood Village. "My comments are similar to Don Lloyd and Paul Spanbauer, we're both addressing the section of I-84 from 223rd to Troutdale and also the Mt. Hood Parkway that's been proposed. There is a large investment in time and money already.

As part of the interstate system in Oregon, its one of the only two projects still eligible for federal interstate construction funds. To drop the project now would certainly place the project in danger of losing federal dollars. We've got a serious traffic problem with the 238 interchange offramp. Vehicles wishing to exit I-84 at Wood Village are often backed up in the eastbound lanes of the freeway. By 2010 this condition is expected to worsen. These are unacceptable conditions for Wood Village and all the surrounding areas. Further consideration for completing this is the Mt Hood parkway. The connecting part of the Parkway will not be built if the freeway is dropped. We're asking you to go back to the drawing table and look at it again and see if this can't be completed as scheduled. It is a very, very important issue."

Doug Klotz, President, Willamette Pedestrian Coalition. "Its been two years since ISTEIA, and also almost two years since the state Transportation Planning Rule was adopted, and I'm afraid that I don't see the sort of change that we expected to see out of this legislation. Both pieces of legislation addressed changing the mode split, changing the whole way transportation planning is done in this country. It looks to me like Metro and ODOT are still running this program as if its a highway program. The highway projects are run under a different set of criteria, yes you have paid a lip service to multi-modal aspects here and there. But, to me all the projects should be equally screened for their reduction in Vehicle Miles Traveled. Why are highway projects exempt from meeting a standard for VMT? The safety criteria is rated just on accidents per mile. The problem is that increasing safety for vehicles often decreases safety for pedestrians. You increase safety for vehicles by making the lanes wider, by making the turn radius larger, both of which makes it more difficult for pedestrians to get across the street and make it not only unsafe but does not encourage pedestrians to walk or people to bicycle either. I'm afraid that your criteria do not move us in right direction at all. I do wish to say that you should definitely go up to the full \$30 million additional cuts that ODOT said we have the ability to do and add \$30 million back into pedestrian and bicycle projects."

Ray Polani, Chair, Citizens for Better Transit. "It looks like Measure 5 is reaching into the transportation pot and its probably appropriate. In August we talked with the Oregon Transportation Commission in conjunction with a workshop held to discuss the situation and the possible cuts. Our recommendation was concentrate present funding expenditures on maintenance, preservation and safety of our road system and place on hold all so called modernization projects which would add capacity to the road system, thereby making our existing problem worse. Its interesting to note in the 10/14 *Oregonian*, in conjunction with this reanalysis of what to do, that the traffic manager of Region 1, Gary McNeal was quoted as saying 'You can't build your way out of congestion. Thats the game that was played in Los Angeles and other places and they ended up with ten lane freeways.' That being the case, its really distressing to see in your criteria, that you're talking about the highway arterial expansion, and number one, you give points for the project's ability to reduce congestion over 20 years. Your traffic manager says you can't do that. I think we know that whenever you have added operational capacity, you may have reduced congestion for one or two years, but certainly not over 20 years because the result is that you have added more traffic. We also told the Commission that we suggested therefore a road and highway expansion moratorium, and that they concentrate on the protection of the existing investment. To assist the Commission, we had prepared a list of Region 1 projects which we thought were prime candidates for elimination or delayed construction. I think thats all we have to say, but obviously the era of scarcity has reached the construction of highways."

David Seigneur, Director, Clackamas County Development Agency. "I'm here to urge you to

keep the I-205 Sunnybrook/Sunnyside split diamond interchange as a reconstruction project on the transportation improvement program. Believe me I'm aware of you're difficult task, its like pulling teeth from a tiger, you're going to pull the wrong tooth and you're going to get bit in the process, so I sympathize with you. Its especially difficult when the Portland area is growing in population and in its transportation needs. It is critical, in my opinion, that in your undertaking you consider significant areas in the region that are vital to the region's economic health and job growth. These areas are in desperate need of transportation improvement that not only include highway improvement but other transportation modes to help share the load and reduce congestion. My recommendation to maintain the Sunnybrook/Sunnyside split diamond in the transportation improvement program is promulgated by the rapidly expanding Clackamas Town Center area. As you know its one of the largest suburban business centers in the Portland area and in the state. Its growth over the last 12 years has produced thousands of new jobs and hundreds of millions of dollars in assessed value. It provides goods and services to an extremely large market area, and the area has continued to grow at about a two to five percent rate. I could go on about the significant statistics but I won't, Clackamas County and Clackamas County Development Agency has already invested millions of dollars in transportation improvements in the Clackamas Town Center area. The investment was based upon as number of transportation studies conducted in harmony with the department of transforation and the county. The results of these studies developed a plan of transportation improvements in the area and have been the basis for continued county funding and construction. A significant project that came from the transportation plan with ODOT was the Sunnybrook/Sunnyside split diamond project. The project has the whole hearted agreement with the county and with the ODOT as a project that will accommodate current and future traffic problems in that location. The county development agency has already invested a considerable amount of funds working closely with ODOT, Tri-Met and Metro on developing and studying the extension of light rail lines to the Clackamas Town Center. A few years ago the county and the department of transportation entered into a partnership that developed the split diamond project. The county over the last three years has obtained the necessary signatures to create a local improvement district. We did this in with participation with ODOT's requirement. I think its a precedent that ODOT and Metro ought to see continued in the region. You begin to leverage local, not only public dollars from counties and cities but from the private community itself and we have done that. The proposal for the improvement that will be activated if this project is destined for construction will raise \$5 million in 1999 dollars. As part of the total funding program, that locally we're spending amounts to \$25 million. We're not expecting to get from the state and federal government. These are supporting projects and necessary projects to reduce congestion in that area and to support the construction of the split diamond. We've already helped reduce the problem in terms of safety and congestion at that intersection of I-205 by funding a widening south bound off ramp system, in one case we set a precedent, direct access into the Town Center which greatly reduced the backup on I-205 and has reduced not only traffic congestion on I-205 thats helped in one extent and yet hurt us in another in the rating system that we get no credit for reducing the accident rate. We have apparently less than a hundred so we got zero in your accident rating system. Its our investment that hurt us where others who have not made that investment have higher accident rates. I would like you to take that into consideration. We are also currently constructing a right turn lane at our expense to make sure that bridge at I-205 and Sunnyside road is more effective we purchased a traffic signal device, putting in a news signal system and creating an exclusive right turn lane northbound onramp of I-205. As you can see, Clackamas County and its development agency has fulfilled its partnership obligation with ODOT. To eliminate this project from the transportation improvement program would be a significant letdown to

Clackamas County. It would seriously effect the Clackamas Town Center and I-205 and its efficiency in that area. It would deeply disappoint the private business community who was willing to stand behind this whole series of projects and help their funding through a local improvement district. I urge you to honor Clackamas County's expectation in this area by keeping the split diamond project in the transportation improvement program. I believe Clackamas County and the development agency has done its share of the bargain, we're now counting on you to fulfill ODOT and Metro's share of the bargain. Thank you."

Peter Fry, Planning Consultant, Central Eastside Industrial Council. "I wanted to speak on three subjects briefly. First, ODOT's criteria was good because the addressed four areas that I feel are critical. First, the completion of primary connections within the system to focus our investment on connecting the system in the primary areas. Second, to reinforce state and local goals, particularly vehicle miles traveled, the idea is intensification in our urban areas, as opposed to sprawl and to allow the uses to be pushed out by congestion to the surrounding area. There is obviously one easy way to solve congestion and that is to push the uses out. Congestion is a natural result of intensification. Safety is another good point that ODOT raised. The final point is congestion, we use L.A. as an example. I have to point out that L.A. is one of the strongest economic systems in the world, so for us to constantly criticize it is like the little thing criticizing a huge economic machine. The point being that congestion is positive, because it is a result of intensification. The second area I want to talk about is process, we've always been underfunded, I've never known a situation where we've had surplus funds. I also understand that the state funding is primarily used to match federal funds. I also known that the state six year plan is updated on average every two years. So its difficult to understand how projects that have been on the six year plan can be cut permanently when the six year plan may be revisited in 2 years. Why is it "cut" why not "deferment"? If you don't have enough money, you push it back. So I don't understand the word "cut" unless it has a political purpose rather than a purpose in terms of transportation. Finally, on the economic development factor, its been my experience that Metro under predicts the growth of inner city jobs and the reason I believe thats set up is because of the historical growth in suburban jobs. I would ask you to look at the inner city numbers versus the outer city numbers and recognize that historically, Metro's underestimated the inner city jobs and created a self-fulfilling prophecy doing that. Lastly, at some point you need to explain how you determine the cost benefit. Thank you."

Doug Terrill. "I agree with the previous comments about making certain pedestrian/transit improvements in the local business districts and then working out from there. I want to talk about the recent proposal for schools that was submitted to the Metro Council previously for CMAQ funds. This also has advantages, its dual purpose for pedestrians to transit also. It also helps small businesses, it will have long term changes on peoples transportation modes. It will give children a chance to experience their communities with out the automobile. People and students need the facility to make the change from autos to transit and bicycle."

Wesley Risher, Vice-President, Southwest Neighborhood Information. "I'm here to emphasize our support for the city of Portland's project list in terms of bicycle and pedestrian improvements in SW Portland, specifically Capitol Highway to Barbur, the three segments listed. I'd also like to lend support to the Barbur bike lane from Hamilton to I-405. One project that didn't make it from the city of Portland submittal is the Betha Blvd. bikeway between Beaverton-Hillsdale Highway to Vermont. It would make the critical link between the current existing bike lane from 65th to Lake Oswego. There is no consideration for energy savings in

the criteria. I think that's more important when we discuss as a region where we're going. Also I don't know if there is any criteria about the long term social pattern shift of the projects, where you can change peoples modes of travel and impact how we grow as a region. Lastly, I'd like to see some money moved, if we're going to shift funds, to transit oriented development (TOD) to jump start those projects. TOD monies have been proven in San Francisco, and of course DEQ ranks those projects very high as community projects where you can actually see real significant reductions."

Jay Mower, Wilson Neighborhood Association, and Hillsdale Vision Group. "The Hillsdale Vision Group is a coalition that has been talking for the last nine months about how to reclaim Hillsdale to make it more of a community. The grass roots effort there has been quite remarkable. I appreciate all the different comments, I am grateful to all the people who are contributing to this conversation. My comments are quite general about our society. I'm speaking about the car. The car influences us so much and I'm going to quote from a review of a new book called *The Geography of Nowhere* by James Howard Kunstler. "Eighty percent of everything ever built in America has been built in the last 50 years. Most of it is depressing, brutal, ugly, unhealthy and spiritually degrading. The jive plastic commuter tract home wastelands, the Potomkin village shopping plazas with their vast parking, the lego block hotel complexes, the gourmet mansardic junk food joints, the Orwellian office parks featuring buildings sheathed in the same reflective glass as the sunglasses worn by chain gang guards, the particle board garden apartments rising up from every meadow and corn field, the freeway loops around every big and little city with their clusters of discount merchandise marts and the whole destructive, wasteful, agoraphobia inducing spectacle that we proudly call growth." Just how the American landscape got to be this way, or what can be done about it is the subject of this man's book. The main culprit responsible for the deterioration of the American landscape is the country's ethos of individualism, a belief, the author says, degrades the idea of the public realm and hence of the landscape tissue that ties together the thousands of pieces that make up a town, suburb or a state. The American dream of owning a house and an automobile has lead, he argues, to a nation of isolated and alienated individuals who spend more and more time commuting to work and much of the remaining time at home alone with their television sets. I really believe this. When I moved to Portland two years ago I sold my car, I've been on foot and Tri-Met ever since. And the contact... this has gotten me into the texture and the people of this place, its been really exciting. And the social change I think is what needs to occur because the transportation system that we have built is so tremendously expensive. I think over time we will realize that we cannot afford to support. It takes too much of our resources, its a massive system. But the efforts that can be made to build pedestrian, bike and intermodal links will be long time well served. The trend is in that direction. I think people will agree we need to redirect our resources personally. Its been happening all over in this last year, this contracting of government, business and personal finances. I think its an indicator of the expenses people are just not going to be able to afford anymore. So if we can orient these projects towards the less costly pedestrian and bike projects that it would be very, very good. Thank you."

Mark San Soucie, member, Bicycle Transportation Alliance. "I want to make a general comment of very strong support of the notion of shifting some additional funds over to alternative modes of transportation. As a regular bicycle commuter, I have noticed just over the last two years that I've been trying to spend all of my commute time on a bicycle. We're beginning to see the signs, even in Washington County, but more so in denser areas in Portland that we're approaching a point of critical mass where bicycle transportation can make some



sense on a wide scale where we will see larger and larger numbers of people converting over to it . One of the things that will help to sway the minds of the fence sitters who are considering it but aren't really certain that its wise or safe to get out on a bicycle is a firm public commitment from the money sources to support this kind of effort in the future. People will experiment and will join you in the effort if they see they're going to get support from their government officials in this long range planning effort. Specifically, things that are being presented here tonight. One concern that I have is that many of the projects that are on the cut list, according to the criteria here, will work against the multi-modal future that we're all talking about. I think its important that the criteria used for determining prioritization in the cut list as well as the criteria used for consideration for the add list have the notion that it supports the mulitmodality strengthened above what you have here in your preliminary criteria. Between the ISTEA and the Transportation Planning Rule, its pretty clear what the federal and state direction is on this. I think that criteria we use in this process must reflect that. One of you said earlier that ISTEA and the TPR are intended to be supported by the local comprehensive plans and the local transportation plans from which projects are drawn. I think its worth it for all of us to remember that not all local transportation comp plans have begun to address ISTEA or the TPR. So the projects that have been submitted from local plans do not necessarily reflect any change in policy in response to TPR or ISTEA. Its necessary for ODOT and Metro impose a bit of vision and guidance on the selection process by strengthening the criteria that reflect TPR and ISTEA mandates and guidelines. Lastly, I notice that you're asking for solicitations for projects from individuals and from other groups, one of the things that occasionally causes some frustration is that projects that some neighborhood or some business groups see as being critical may not be on a local plan and for various reasons it may be difficult to get on a local plan. I would hope that in this process we would find some mechanism whereby well deserving projects that would rate highly as far as reaching VMTs and other regional goals, that are not on local plans but should nonetheless be considered. Thanks."

Annette Liebe, Oregon Environmental Council. "I have three suggestions on your criteria. First I'd like to thank the Oregon Transportation Commission for insisting on this cut process public. I'd like to thank Metro on this process that you've devised in order to work through this. My first comment is that the criteria appear to be blind to land use issues. I would like to encourage you to observe all Region 2040 options, so that that process can move forward with out a preordained result. I'd like you to take out all of the construction and development projects which would that foreclose any of the Region 2040 options. Secondly, we feel very strongly that only projects which include increased bicycle and pedestrian facilities should be considered for funding in this process. The final comment is that for intermodal projects, we strongly encourage you to support those projects which promote rail for long distance hauling of goods as opposed to trucks. Thank you."

Don Weege, citizen of Portland area. "First, I would hope that you would all remember in your deliberation that roads carry commerce in addition to people. There seems to be an awful big focus on what you should do , how many people it will carry, mass transit, etc. But remember roads have to carry trucks too. I would hope you would put a higher priority on any project that helps commerce. The Stafford road, particularly, where there's a large number of distribution centers and a large amount of truck traffic. Anything that would smooth that out would be appreciated by the motorists that drive around there. On the safety side, I drive out east a lot. I don't know about that Troutdale stuff or funding, but I've been trying to dodge the trucks on the Wood Village exit, theres a big problem out there. The trucks are increasing almost daily.

Finally, this will get some boos and hisses, but as a former bicyclist, and as a citizen that pays a lot of taxes, I'm really against spending a lot of money on what is basically a recreational use. A large majority of people don't ride bicycles, and a large majority of those that do only ride them for recreational purposes. I view a bike path as a swimming pool. If you're physically able to swim if you like to swim, if the weather's good and you don't have anything else to do, you might go out and take a swim. The only difference is that a lot of pools charge fees, and bike paths don't. I'm not aware of any fees coming in from the bikes for licensing or taxes to help support their recreational use. I'm all for bicycles, I think they are great to commute on and I rode them a lot. But people get old and become physically infirm and they still need cars. So in times of constricting funds I would hope that you wouldn't spend money on swimming pools."

Rex Burkholder, Bicycle Transportation Alliance. "Thanks, this is a great process, I'm proud that you're doing this in public. Sometimes we feel like we are groping in the dark trying to figure out how all this stuff works and how to make contact with the right people, and now you are sitting down in front of everybody. The thing I think we need to look at is that these are draft criteria, we're in a period of transition so you can't expect the criteria to be consistent internally, which they are not. That is something I expect everyone in this room to help Metro and the city work on. I know I'll be there, and the comments tonight and in the future will help get criteria that work together so that we can analyze these projects in an intelligent way. Thanks for doing this."

Rod Park, Vice-President, Mt. Hood Parkway Citizens Advisory Committee. "Our committee has been functioning since December 1989. We have had many public meetings and debate. Many of those meetings were not pleasant experiences. Some thought our committee would never come to agreement on any of the proposed routes. However, after much deliberation, the CAC finally recommended two routes for consideration. The committee is now concerned, however, that the Mt. Hood Parkway will not be funded. We feel the Mt. Hood Parkway project should continue for the following reasons: 1) There is regional consensus on one of the two proposed routes. 2) Even though the Parkway is regional in nature, it has state wide implications. This will be a major tie to I-84 and Highway 26. 3) Mt. Hood Parkway is interrelated to two other projects in the region; the widening of I-84 at Troutdale and an upgrade of the interchange at 238th. Delaying the project would further reduce return on these other two investments. 4) Completion of the Parkway would relieve East Multnomah County of the dubious honor of being unique in Oregon as the only major metropolitan area without a clear route or link between two major highways. 5) Further delays of the Parkway project will make systematic planning efforts in all the effected communities extremely difficult as a large gap will exist in the transportation system. Finally, this has been a controversial project, and a long process. We feel the questions about the Mt. Hood Parkway need to be answered during this generation of policy makers. Added delays only serve to invalidate hundreds of hours of consensus built in community forums, making any intelligent informed decision all the more difficult. You should hold the Mt. Hood Parkway as a high priority and take the next step and begin a draft environmental impact statement. Thank you."

Mike Cook, Facilities Planning Manager, Mentor Graphics. "I've been asked by our management to try to do something about the safety problems we've been having at Stafford road interchange. When we heard about the potential funding loss, we were very much concerned. We have 1000 employees, 75 percent take that offramp in the morning, and at 8:00 a.m. we feel like we're taking our life in our hands when we make that turn. Its very

important. Also in support of the Westside Bypass analysis funding and the Kruse Way interchange, our business is very much dependant on access to employment throughout the region. We feel trapped sometimes by the thinking that we hear that everybody should live where they work, but a lot of people are married and work in two different places, its not always possible. We urge continued planning of the Westside Bypass analysis and also the 217, I-5 interchange."

**ODOT 1995-1998 Transportation Improvement Program (TIP):  
Summary of ODOT and Metro Program Development and Review Processes**

[Following is a description of the key steps in the ODOT and Metro processes for development of ODOT's 1995-1998 TIP. As required by ISTEA, the Metro regional TIP is required to be included in the State TIP. The process initially focuses on ODOT's funding shortfall, however the overall process will develop a complete regional TIP for inclusion in the State TIP. An open question is whether a remaining \$20 million of regional STP funds should be programmed through this exercise.]

**A. ODOT Process**

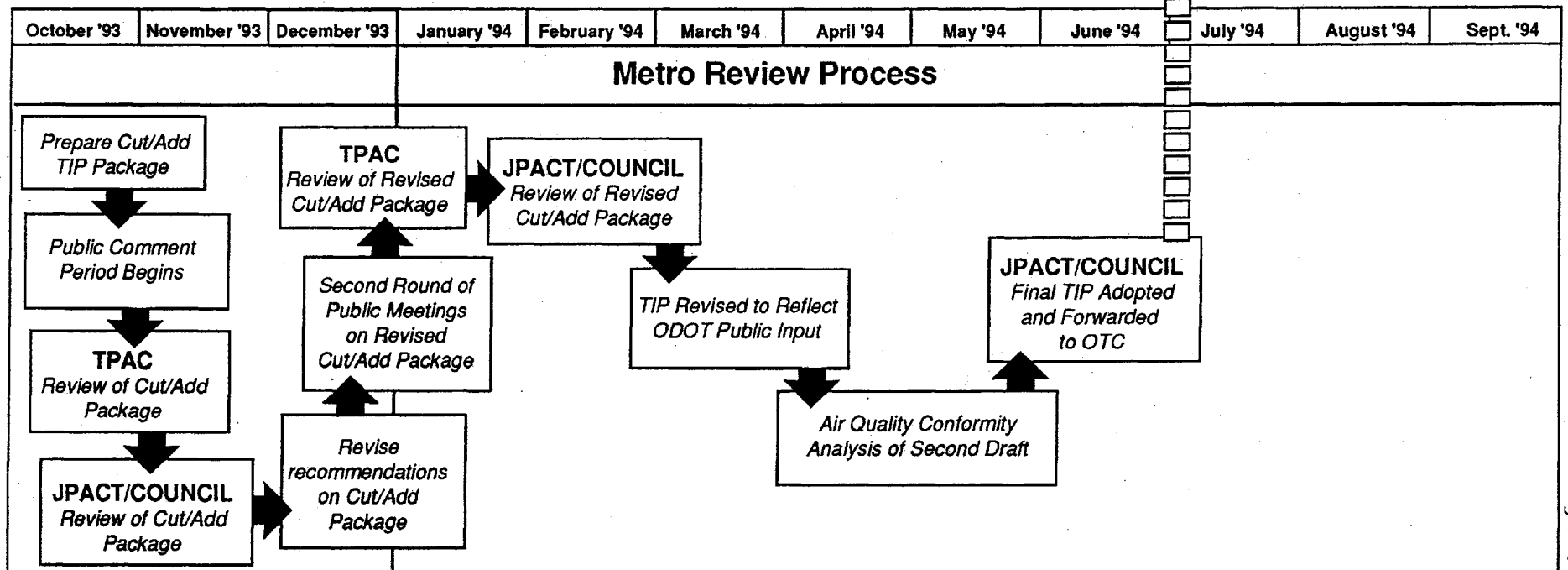
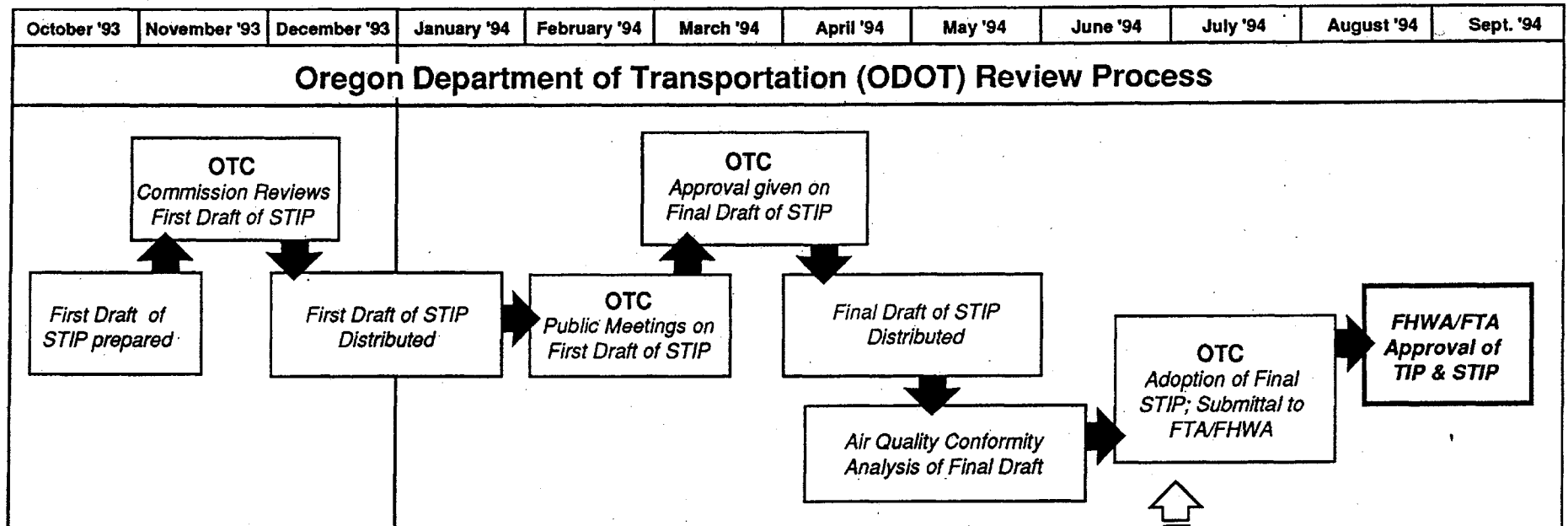
- A.1. November 1, 1993. ODOT prepares preliminary recommendations for Oregon Transportation Commission (OTC) review prior to preparation of First Draft TIP.
- A.2. November 16, 1993. OTC review of preliminary recommendations on funding shortfall. OTC direction on First Draft TIP.
- A.3. December, 1993/January, 1994. Distribution of First Draft TIP.
- A.4. February, 1994. OTC public meetings on First Draft TIP.
- A.5. March, 1994. OTC provides direction for ODOT development of Second Draft TIP.
- A.6. April/May, 1994. Air quality conformity analysis and review on Second Draft TIP.
- A.7. Mid-July, 1994. OTC adoption of Final TIP; Submittal to FTA/FHWA for 60-day review.
- A.8. Late September, 1994. FTA/FHWA TIP approval.

**B. Metro Process**

- B.1. Early October, 1993. Metro/TIP Subcommittee prepares preliminary "cut" and "add" packages. Cut package prioritizes highway/arterial program cuts ranging from \$126 million to \$156 million. Add package prioritizes alternative mode projects from \$0 to \$30 million.
- B.2. October 21, 1993. Metro public meeting on existing funding commitments; cut/add package; process/schedule; criteria. Initiate public comment on preliminary cut/add package (written and oral).
- B.3. October 29, 1993. TPAC review of preliminary cut/add package, review public meeting comment.

- B.4. November 7, 1993. Close public comment period on criteria and cut/add package.
- B.5. November 10, 1993. JPACT review of preliminary cut/add package and public comment. JPACT preliminary recommendations forwarded to OTC for their November 16 consideration (item A.2., above).
- B.6. November 9, 1993, Metro Council Planning Committee review/November 10, 1993 Metro Council review of preliminary cut/add package and public comment. Combined with JPACT recommendation for OTC November 16 consideration.
- B.7. Late November, 1993. Metro/TIP Subcommittee revise recommendations on cuts/adds; develops recommendation on level of cuts and level of adds; develops recommendations on projects in the "Development" program; incorporates Tri-Met Section 9/Section 3 program; as an option develops recommendation on final two years of Regional STP funds; and forwards for public review/comment.
- B.8. December 7, 1993. Second round of public meetings on revised Metro/TIP Subcommittee recommended TIP (including cuts/adds). These meetings will be jointly sponsored by Metro and local governments; to be held concurrently throughout the region.
- B.9. December 31, 1993. TPAC review and recommendations on revised Metro/TIP Subcommittee recommended TIP.
- B.10. January 10, 1993. Close public comment on recommended TIP, including cuts/adds.
- B.11. January 13, 1994. JPACT review and recommendations on revised Metro/TIP Subcommittee recommended TIP.
- B.12. Late January, 1994. Metro Council review and recommendations on revised recommended TIP.
- B.13. March, 1994. Revise TIP, as necessary, based on ODOT public hearings.
- B.14. March/April, 1994. Simultaneous conformity analysis with item A.6., above.
- B.15. June, 1994. Final Metro Council/JPACT adopted TIP. Forward to OTC.

**REVIEW PROCESS FOR THE  
1995-98 State Transportation Improvement Program (STIP)**



**LIST OF ODOT CANDIDATE CUT PROJECTS:**

- CONSTRUCTION PROGRAM**
- DEVELOPMENT PROGRAM**

**AND**

**LIST OF METRO AND LOCAL JURISDICTIONS  
CANDIDATE ALTERNATIVE MODE ADD PROJECTS**

# **ODOT CANDIDATE CUT PROJECTS** **ODOT REGION 1 (URBAN PORTION) CONSTRUCTION PROGRAM**

METRO ID NO.	CATEGORY OF WORK	WORK DESCRIPTION	CONSTR
	<b>CONSTRUCTION</b>		
225	I-84: Gateway Park & Ride Lot	construct new park & ride at 82nd Ave.	0.960
227	I-205: @ Glisan N&S Bound	turn lanes	0.370
233	US 30B: Columbia Blvd. - I-205 (Turn Lanes)	turn lanes	0.440
234	T/V Hwy: 160th Avenue - 110th Avenue	reconstruct	8.400
242	217: NB Off-Ramp @ Scholls Hwy	widen for left turn lane	0.270
253	US 26: Sylvan Interchange - Highlands Interchange	construct climbing lane;	9.400
254	US 26: Camelot Interchange - Sylvan Interchange	widen, reconstruct, construct new interchange	66.200
255	US 26: Beaverton/Tigard Hwy - Camelot Interchange	widen & reconstruct hwy	7.240
256	US 26: Murray Road - 217	widen & reconstruct hwy	20.300
320	I-5: E. Marquam Grand Avenue/MLK Jr. Ramps	construct new I-5 NB, SB access ramps	50.000
345	I-5: Water Avenue Ramps	construct new I-5 SB access ramp	19.000
403	I-5: Stafford Interchange	widen OXing, reconstruct approaches	7.900
828	T/V Hwy: Shute Park - 21st	widen	4.650
865	I-205: @ Sunnybrook Interchange	construct new interchange	18.200
893	I-5: @ 217/Kruseway	reconstruct interchange	43.600
914	99W: @ 124th	New signal & intersection	1.000
922	I-84: 223rd - Troutdale	widen to 6 lanes; interstate completion	23.000
934	Farmington: 167th - Murray Blvd.	widen	5.180
942	OR-47: Council Creek - Quince (Hwy 47 Bypass)	new arterial	7.130
	VAR: Metro Advance Warning Signs	transporation systems management	1.210
	VAR: Metro Area Freeways (Detection System)	transporation systems management	1.430
	VAR: Motorist Information System	transporation systems management	1.100
	VAR: TSM Reserve	TSM and MACS projects	4.880
	BV/Tualatin Hwy:		
	Lower Boones Ferry Rd. - Tualatin/Sherwood	bikeway	0.240
	BV/Tualatin Hwy: 99W - SW McDonald St.	bikeway	0.390
	OR-43: Mcvey Avenue - Burnham (Bikeway)	bikeway	0.440
<b>GRAND TOTAL</b>			<b>302.930</b>
<b>MANDATED CUT AMOUNT</b>			<b>125.000</b>
<b>CONSTRUCTION PROGRAM TARGET</b>			<b>176.930</b>



# **ODOT CANDIDATE CUT PROJECTS** **ODOT REGION 1 (URBAN PORTION) DEVELOPEMENT PROJECTS**

METRO ID#	CATEGORY OF WORK	YEAR	WORK DESCRIPTION	CONSTR (millions)
	ROW			
34	Mt. Hood Parkway: I-84 - US 26	97	Construct limited access hwy	27.596
156	Sunrise Corridor: I-205 - Rock Creek Jct	96	Construct limited access hwy	85.300
161	Sunrise Corridor: Rock Creek Jct - Mt. Hood Hwy	98	Constuct limited access hwy	31.360
164	I-205: Sunrise Interchange	96	Reconstruct Interchange	64.900
258	217: Sunset - T.V. Hwy	96	Widen highway and structure and comple	20.600
893	I-5: 217/Kruse Way Interchange (Unit 2)	98	Construct Collector Roads Adjacent to I-5	37.000
934	Farmington: 209th-Murray Phase 2	94	Widen to 4 lanes w/ continuous lft trn lan	2.665
na	MP 4.1 - Dabney Park (Rockfall)	95	Cut back slope; build bench and rockfall a	3.860
	ROW Subtotal			273.281
	FINAL DESIGN			
971	I-5: Wilsonville Interchange	94	Reconstruct interchange including structur	12.600
	Final Design Subtotal			12.600
	E.I.S.			
32	99E: SE Harold-SE Tacoma Interchange	96	Construct 6-lane divided hwy	6.440
33	99E: MLK/Grand Viaduct-SE Harold	97	Construct new traffic lanes	6.420
394	I-5: Greeley Ramp- No. Banfield Interchange (Unit 2)	96	Add lanes, rebuild structures, modify stre	33.500
915	217: TV Hwy-72nd Ave Interchange	96	Construct new travel and auxiliary lanes	38.200
969	Western Bypass Corridor EIS	93	To Be Determined	0.000
	E.I.S. Subtotal			84.560
	GRAND TOTAL			370.441
	MANDATED CUT AMOUNT			69.441
	TARGET PROGRAM AMOUNT			307.000

**CANDIDATE BIKE PROJECTS  
FOR ADDITION TO THE STATE PROGRAM**

(TOTAL COST OF \$14.03 MILLION; METROID# REFERENCES TO MAP LOCATION)

**CLACKAMAS CO**

**METROID#**

- 990 CLACK/WILL RIVER PED/BIKE PATHS  
- 82 DRIVE BRIDGE/McLOUGHLIN
- 991 WILL. FALLS DRIVE PED/BIKE PATH  
- HWY 43/10TH AVE INTERCHANGE (I-205
- 992 CONCORD RD BIKE LANE- OATFIELD/RIVER RD
- 992 A ST. (LAKE OSWEGO) BIKE/PED/TRAN

**WASHINGTON CO**

- 975 MURRY BLVD - ALLEN/TERMAN
- 976 158TH BIKE LANE - WALKER TO MERLO
- 978 170TH BIKE LANES - T/V/BASELINE
- 979 185TH BIKE LANE - T.V HWY TO FARMINGTON
- 980 CORNELL BIKE LANE - 158TH/185TH

**TIGARD**

- 982 NB OR 99W - 72ND/64TH (TIGARD)

**BEAVERTON**

- 983 DAVIS ROAD BIKE LANE - MURRAY/160TH
- 986 DENNEY RD BIKE LANE - CITY LIMITS/HALL ST.
- 981 ALLEN BLVD - SCHOLL'S FERRY/MURRAY RD

**CITY OF PORTLAND**

- 984 CAPITOL HWY BIKE LANES - THREE SEGMENTS
- 987 SW MULTNOMAH BIKE LANE - SW 22ND/CO LINE
- 993 SW BARBUR - HAMILTON/I-405
- NA SE BIKEWAY IMPROVEMENTS (PLNG ONLY)

**PORT OF PORTLAND**

- 995 MARINE DRIVE BIKE PATH - 47TH/I-205
- 996 SWAN IS. (GOING STREET) PATH  
- INTERSTATE/WATERFRONT (WIL. RIVER)

**MULTNOMAH CO**

- 988 SE 202ND BIKE LANE - BURNSIDE/STARK
- 997 TROUTDALE RD/SE 192ND BIKE LANE
- 989 201ST BIKE/PED - NE THOMPSON/SANDY BLVD

**ODOT CURRENTLY PROGRAMMED (BEING CONSIDERED FOR ELIMINATION)**

- 973 BV-TUAL. HWY - LOWER BOONES FERRY/TUAL. RD
- 974 BV/TUAL. HWY - I-5/SW MACDONALD
- 977 OR 47 - McVEY/BURNHAM

**CANDIDATE TRANSPORTATION SYSTEM MANAGEMENT PROJECTS  
FOR ADDITION TO THE STATE PROGRAM**  
(TOTAL COST OF \$675,000)

**CITY OF PORTLAND**

ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (\$300,000 PE COST - 1ST YEAR)  
- TSM PROJECT TO PROVIDE FOR CONGESTION MONITORING FOR ENTIRE PORTLAND AREA

PORTLAND SIGNAL RETIMING PROGRAM (\$125,000)

- FUNDS SECOND YEAR OF CMAQ FUNDED PROJECT. DESIGN AND ENGINEERING FOR CITYWIDE SIGNAL RETIMING.

CENTRAL CITY CONGESTION MONITORING PROGRAM (\$250,000)

- PE COST FOR IMPLEMENTING A MONITORING PROGRAM WITHIN THE BOUNDARIES OF THE CENTRAL CITY TRANSPORTATION MANAGEMENT PLAN PROJECT.

**CANDIDATE  
TRANSPORTATION DEMAND MANAGEMENT PROJECTS  
FOR ADDITION TO THE STATE PROGRAM**  
(TOTAL COST OF \$15 MIL)

**METRO**

TWO TRANSIT ORIENTED DEVELOPMENT (TOD) PROJECTS

- SEED FUNDING OF A REGIONAL REVOLVING FUND FOR *SITE ASSEMBLY* OF KEY LRT STATION AREA LAND. (\$10 MILLION)
- SEED FUNDING FOR *SITE PREPARATION AND IMPROVEMENTS* ASSOCIATED WITH LRT STATION IMPROVEMENTS. (\$5 MILLION)

**CANDIDATE  
INTERMODAL TRANSPORTATION SYSTEM PROJECTS  
FOR ADDITION TO THE STATE PROGRAM**  
(TOTAL COST OF \$1.19 TO 15.59 MIL)

**PORT OF PORTLAND**

NORTH RIVERGATE RAILROAD TRACK "WYE" (\$3.9 MIL, OR \$590,000 PE COST)

**CITY OF PORTLAND**

UNION STATION SWITCHES (\$600,000)

**CANDIDATE PEDESTRIAN PROJECTS  
FOR ADDITION TO THE STATE PROGRAM**  
(TOTAL COST OF \$7.74 MILLION)

**CLACKAMAS CO**

CLACK/WILL RIVER PED/BIKE PATHS (\$1.16 MIL)

- 82 DRIVE BRIDGE/MCLOUGHLIN

WILL. FALLS DRIVE PED/BIKE PATH (\$2.50 MIL)

- HWY 43/10TH AVE INTERCHANGE (I-205)

**WASHINGTON CO**

185TH - KINNAMON/BLANTON (\$95,000)

170TH - B&NRR TRACKS TO BANY (\$638,000)

173RD- WALKER/BASELIN (\$145,000)

**BEAVERTON**

DAVIS ROAD (OFF-STREET) BIKE & PEDESTRIAN PATH - MURRAY/160TH (\$200,000)

CENTRAL BEAVERTON LRT PED ACCESS AND ESPLANADE (1.5 MIL)

**CITY OF PORTLAND**

CAPITOL HWY PEDESTRIAN IMPROVEMENTS - THREE SEGMENTS (\$675,000)

NE & SE 122ND AVE SIDEWALK IMPROVEMENTS (\$675,000)

- SAN RAFAEL TO SANDY

- STARK TO FOSTER

BURNSIDE BRIDGE/ ESPLANADE RAMP CONNECTION (\$400,000)

**MULTNOMAH CO**

201ST BIKE/PED - NE THOMPSON/SANDY BLVD (\$150,000)

TRI-MET PROPOSED "ADD" PROJECTS  
Federal Fiscal Year 1995-1998  
(Millions, Total \$, YOY)

	FY95	FY96	FY97	FY98	Total
<b><u>CORE PROGRAM</u></b>					
<u>Preservation/Replacement</u>					
1. 160 Standard Buses	\$9.0	\$4.16	\$11.826	\$7.5	\$32.486
2. 44 Paratransit Vehicles	.333	.433	1.8	.468	3.034
<u>ADA Requirements</u>					
3. Banfield Stations Low Floor Vehicles Retrofit		10.7			10.7
4. Paratransit Info System	.119	.124	.129		.372
5. 25 Paratransit Vehicles	1.055	.731			1.786
<u>Light Rail System Completion</u>					
6. Communications Retrofit	8.1				8.1
7. Ruby Junction Modifications	6.9				6.9
8. Type 1 LR Vehicle Mods	1.9				1.9
<u>Reliability/Safety Requirements</u>					
9. Automatic Vehicle Locator System	.950				.950
10. Closed Circuit TV on Buses		1.052			1.052
<b>Total</b>	<b>28.357</b>	<b>17.200</b>	<b>13.755</b>	<b>7.968</b>	<b>67.280</b>
<b><u>STRATEGIC PLAN INITIATIVES</u></b>					
<u>10-Minute Corridor Service</u>					
11. Preliminary Engineering	.750				.750
12. 22 Standard Buses		4.5			4.5
13. Transit Priority/TSM		.648	.432		1.08
14. Stations/Shelters		2.85	1.9		4.75
<u>Community-Based Demand Responsive Service</u>					
15. Minibuses, 4 projects	.325	.325	.325	.325	1.3
<b>Total</b>	<b>\$1.075</b>	<b>\$8.323</b>	<b>\$2.657</b>	<b>\$0.325</b>	<b>\$12.380</b>

PROJECT	TOTAL SCORE	VOLUME TO CAPACITY RATIO FACTORS				ACCIDENT FACTOR		ECONOMIC DEVELOPMENT FACTORS							
		1990 V/C	SCALE 1990	SCALE 2000	2000 V/C	ACCNT RATE	SCALE > 124% = 25 100 -200% = 10 <100% = 0	'88-'95 JOBS			SCALE 87-95	SCALE 95-2010	'95-2010 JOBS		JOBS TOTAL
								'88 JOBS	'95 JOBS	NET					
			>1.0 = 15	>1.0 = 10							TOP 1/3 = 10	TOP 1/3 = 10			
			0.9-1 = 10	0.9-1 = 5							MID 1/3 = 5	MID 1/3 = 5			
			< 0.9 = 0	< 0.9 = 0							BOT 1/3 = 0	BOT 1/3 = 0			
			POINTS	POINTS			POINTS				PNTS 95	PNTS 2010		POINTS	
T/V Hwy: 160th Avenue - 110th Avenue	95	1.06	15	10	1.20	>124	25	10614	12015	1401	10	10	3009	15024	20
I-5: @ 217/Kruseway	93	1.41	15	10	1.50	140	25	6352	9201	2849	10	10	3209	12410	20
US 26: Beaverton/Tigard Hwy - Camelot	90	1.01	15	10	1.05	171	25	7444	8131	687	5	5	1193	9324	10
US 26: Murray Road - 217	83	1.07	15	10	1.11	138	25	7100	8322	1222	10	10	2238	10560	20
I-5: E. Marquam Grand Avenue/MLK Jr. Rm	83	1.13	15	10	1.20	229	25	7203	8140	937	10	5	1599	9739	15
I-5: Water Avenue Ramps	75	0.95	10	10	1.04	207	25	102368	112671	10303	10	10	25770	138441	20
I-5: Stafford Interchange	75	1.16	15	10	1.20	160	25	2055	2789	734	5	5	1800	4589	10
99W: @ 124th	70	1.20	15	10	1.30	NA	10	251	1117	866	5	10	2316	3433	15
I-205: @ Sunnybrook Interchange	68	1.20	15	10	1.30	<100	0	8307	11461	3154	10	10	4250	15711	20
I-205: @ Glisan N&S Bound	65	1.00	10	10	1.10	NA	25	967	942	-25	0	0	-712	230	0
US 26: Camelot Int - Sylvan Int	65	1.01	15	10	1.05	171	25	2276	2358	82	0	0	145	2503	0
Farmington: 167th - Murray Blvd.	65	1.00	10	5	1.00	>124	25	367	370	3	0	0	147	517	0
US 26: Sylvan Int - Highlands Int	45	0.97	10	5	1.00	89	0	1294	1304	10	0	0	7	1311	0
217: NB Off-Ramp @ Scholls Hwy	45	0.84	0	5	0.90	NA	25	5087	5794	707	5	5	571	6365	10
T/V Hwy: Shute Park - 21st	45	1.00	10	5	1.00	100-124	10	3060	3540	480	5	5	1607	5147	10
OR-47: Council Creek - Quinoe (Hwy 47 Byp	32	0.65	0	0	0.75	>124	25	832	982	150	0	0	422	1404	0
US 30B: Columbia Blvd. - I-205 (Turn Lanes)	28	0.90	10	5	1.00	64	0	951	1049	98	0	0	290	1339	0
I-84: 223rd - Troutdale	10	0.60	0	0	0.70	95	0	865	1058	193	0	5	568	1626	5

COST/BENEFIT FACTOR						MULTI-MODAL FACTOR				
VHD 2000 BLD	VHD 1990	DELAY DELTA	PROJECT COST	\$/VHD	SCALE	BIKE/PED	INTERMODAL TRANSIT			
					TOP 1/3 = 1	REG SYS=5				
					MID 1/3 = 8	LOC SYS=2				
					BOT 1/3 = 0	NO CHNG=0				
									TOTAL MULT-MODE	
					POINTS					POINTS
69.95	129.53	59.88	8.400	0.140	15	5	0	5		10
24.92	70.19	24.33	43.000	1.767	8	5	5	5		15
10.53	103.45	92.92	7.240	0.078	15	5	5	5		15
67.99	82.02	14.03	20.300	1.447	8	5	0	0		5
13.62	23.78	10.16	50.000	4.921	8	0	5	5		10
0.18	0.22	0.04	19.000	475.000	0	0	5	5		10
0	1.61	1.61	7.900	4.907	8	2	5	0		7
0	13.2	13.2	1.000	0.076	15	0	0	5		5
10.69	19.28	8.59	18.200	2.119	8	5	5	5		15
0	4.82	4.82	0.370	0.077	15	0	5	0		5
49.01	26.556	-22.46	66.200	-2.947	0	5	5	5		15
0.31	34.91	34.6	5.180	0.150	15	5	0	5		10
0	29.85	29.85	9.400	0.315	15	5	5	5		15
0	0	0	0.270	NA	0	0	5	0		5
0	0	0	4.650	NA	0	5	0	5		10
0	0	0	7.130	NA	0	2	5	0		7
1.17	1.4	0.23	0.440	1.913	8	0	5	0		5
0	0	0	23.000	NA	0	5	0	0		5

BIKE PROJECT RANKING	
PROJECT	RANK
SE BIKEWAY IMPROVEMENTS (PLNG ONLY)	PTS NA
CAPITOL HWY BIKE LANES - THREE SEGMENTS	92
SW MULTNOMAH BIKE LANE - SW 22ND/CO LINE	90
MURRY BLVD - ALLEN/TERMAN	89
BV/TUAL HWY - 99W/SW MACDONALD	83
SW BARBUR - HAMILTON/I-405	83
158TH BIKE LANE - WALKER TO MERLO	80
CONCORD RD BIKE LANE- OATFIELD/RIVER RD	75
DAVIS ROAD BIKE LANE - MURRAY/160TH	70
185TH BIKE LANE - T.V HWY TO FARMINGTON	69
NB OR 99W - 72ND/84TH (TIGARD)	67
BV-TUAL HWY - LOWER BOONES FERRY/TUAL RD	66
170TH BIKE LANES - T/V/BASELINE	65
MARINE DRIVE BIKE PATH - 47TH/I-205	60
CLACK/WILL RIVER PED/BIKE PATHS	60
CORNELL BIKE LANE - 158TH/185TH	60
OR 43 - McVEY/BURNHAM	59
SWAN IS. (GOING STREET) PATH -	54
WILL FALLS DRIVE PED/BIKE PATH	50
SE 202ND BIKE LANE - BURNSIDE/STARK	49
A ST. (LAKE OSWEGO) BIKE/PED/TRAN	48
DENNEY RD BIKE LANE - CITY LIMITS/HALL ST.	47
TROUTDALE RD/SE 192ND BIKE LANE	40
201ST BIKE/PED - NE THOMPSON/SANDY BLVD	25
ALLEN BLVD - SCHOLL'S FERRY/MURRAY RD	25



PROJECT	SCORE	STANDARD	REG. SYS	LOCAL SYS	COST/MILE					
		scale	scale	scale	length	cost	cost/mi	scale	1995 jobs w/in 1.75 mi radius	scale
			link/ complete=15	link/ complete=5				<100K=15 100-200=12 200-500=9 500-1mil=4 >1mil=0		top 1/3=5 mid 1/3=3 bot 1/3=0
		full=15 inter=10 min=5	1/4 mi radius=10 extend=10 begin=5	extend=4 begin=2						
	PTS	PTS	PTS	PTS				PTS		PTS
CLACKAMAS CO										
CLACK/WILL RIVER PED/BIKE PATHS - 82 DRIVE BRIDGE/MCLOUGHLIN	60	15	15		1.80	1.160	0.644	4	12823	3
WILL FALLS DRIVE PED/BIKE PATH - HWY 43/10TH AVE INTERCHANGE (I-205	50	15	15		2.50	1.010	0.404	9	12684	3
CONCORD RD BIKE LANE- OATFIELD/RIVER RD	75	15	15		1.00	0.160	0.160	12	8064	0
A ST. (LAKE OSWEGO) BIKE/PED/TRAN	48	15	10		0.50	2.000	4.000	0	8900	0
WASHINGTON CO										
MURRY BLVD - ALLEN/TERMAN	89	15	15		1.85	0.437	0.265	9	39117	5
158TH BIKE LANE - WALKER TO MERLO	80	15		5	0.80	0.167	0.209	12	30348	5
170TH BIKE LANES - T.V/BASELINE	65	15		4	1.75	0.290	0.166	12	11778	0
185TH BIKE LANE - T.V HWY TO FARMINGTON	69	15	15		1.30	1.118	0.860	4	6845	0
CORNELL BIKE LANE - 158TH/185TH	60	15	15		1.19	0.514	0.432	9	15938	3
TIGARD										
NB OR 99W - 72ND/84TH (TIGARD)	67	15	10		0.34	0.200	0.588	4	24875	3
BEAVERTON										
DAVIS ROAD BIKE LANE - MURRAY/160TH	70	10		2	0.66	0.200	0.303	9	31618	5
DENNEY RD BIKE LANE - CITY LIMITS/HALL ST.	47	10		4	1.33	1.540	1.156	0	36291	5
ALLEN BLVD - SCHOLL'S FERRY/MURRAY RD	25	10		2	3.00	2.100	0.700	4		
CITY OF PORTLAND										
CAPITOL HWY BIKE LANES - THREE SEGMENTS	92	15	15		2.40	0.300	0.125	12	42021	5
SW MULTNOMAH BIKE LANE - SW 22ND/CO LINE	90	15	15		2.60	0.217	0.083	15	21169	3
SW BARBUR - HAMILTON/405	83	15	15		1.10	0.655	0.695	4	139142	5
SE BIKEWAY IMPROVEMENTS (PLNG ONLY)	NA									
PORT OF PORTLAND										

MARINE DRIVE BIKE PATH - 47TH-1-206	60	15	15		1.49	0.370	0.248	9	15857	3
SWAN IS. (GOING STREET) PATH - INTERSTATE/WATERFRONT (WIL. RIVER)	54	15		2	2.00	0.150	0.075	15	34352	5
MULTNOMAH CO										
SE 202ND BIKE LANE - BURNSIDE/STARK	49	15		5	0.30	0.950	3.167	9	14730	3
TROUTDALE RD/SE 192ND BIKE LANE	40	15		4	0.75	0.140	0.187	12	6498	0
201ST BIKE/PED - NE THOMPSON/SANDY BLVD	25	15		2	0.42	0.150	0.357	4	9118	0
ERR										
ODOT										
BV-TUAL HWY - LOWER BOONES FERRY/TUAL RD	66	15	10		0.79	0.381	0.482	9	16399	3
BV/TUAL HWY - 99W/SW MACDONALD	83	15	10		1.10	0.451	0.410	9	32341	5
OR 43 - McVEY/BURNHAM	59	10	15		0.39	1.295	3.321	0	8563	0
TOTAL COST OF PROPOSED FACILITIES (MINUS ODOT PROJECTS) - \$14,308				13,828						

FACILITY USE FACTORS					ROAD WIDTH FACT	USERS	SAFETY
d.u. w/in 1.75 mile radius	daily use (d.u. * .05)	scale	pop. w/in 1.75 mile radius	scale	scale	scale	scale
		top 1/3=10 mid 1/3=5 bot 1/3=0		top 1/3=10 mid 1/3=5 bot 1/3=0	hi adt/nar=5 hi adt/wide=3 low adt/nar/curve=4 low adt/nar=3 low adt/wide=0	util/school=5 commute/util=4 school=3 rec/tour=0	yes=15 no=0
		PTS		PTS	PTS	PTS	PTS
11639	581.95	0	29146	0	3	5	15
	0						
11214	560.7	0	28465	0	3	5	0
	0						
14952	747.6	5	37580	5	3	5	15
11584	579.2	0	28911	0	3	5	15
	0						
	0						
27261	1363.05	10	65544	10	5	5	15
20268	1013.4	10	49790	10	4	4	15
14798	739.9	5	38056	5	4	5	15
16875	843.75	5	45828	5	5	5	15
16514	825.7	5	41610	5	3	5	0
	0						
	0						
13841	692.05	5	31819	5	5	5	15
	0						
	0						
23542	1177.1	10	58159	10	4	5	15
27865	1393.25	10	65214	10	3	5	0
	0				5	4	0
	0						
	0						
37140	1857	10	83695	10	5	5	15
29944	1497.2	10	68237	10	3	4	15
31070	1553.5	10	56195	10	5	4	15
	0						
	0						
	0						

8753	437.65	0	25043	0	3	0	15
19329	966.45	5	46567	5	3	4	0
	0						
	0						
	0						
15450	772.5	5	39257	5	3	4	0
9244	462.2	0	25092	0	4	5	0
10931	546.55	0	27576	0	0	4	0
	0						
	0						
12276	613.8	5	28497	0	4	5	15
20450	1022.5	10	48039	10	5	4	15
12143	607.15	5	30116	5	5	4	15

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



**METRO**

### **ODOT Program "Cuts;" Potential "Adds" Questionnaire**

This questionnaire is intended to help Metro, through its Council and the Joint Policy Advisory Committee on Transportation (JPACT) decide on which projects are "cut" from the Oregon Department of Transportation (ODOT) 1995-1998 Transportation Improvement Program (TIP). The cuts are necessary in order to meet Federal requirements for a balance between programmed expenditures and committed revenue.

In addition, Metro is considering additional cuts to the TIP in order to possibly fund alternative projects such as transit, bicycles, pedestrian, and intermodal facilities. Information on issues associated with the cuts were distributed at a Metro public meeting on October 21. For a copy of the information, or if you have questions about the need for cuts or the questionnaire, please call Metro's Terry Whisler or Jenny Kirk 797-1700.

### **INSTRUCTIONS**

**Please forward completed questionnaires to: Jenny Kirk, Metro, 600 N.E. Grand Avenue, Portland, OR, 97232.**

**Questionnaires and any other written comments must be received by November 7, 1993.**

The questionnaire is broken into two sections. The first attempts to get your opinion on technical criteria which rank projects within a particular mode of travel or by road function (for example, highway criteria, bicycle criteria, etc.). The second section is intended to garner opinion on how transportation dollars should spread over those modal and functional categories during the next five years. Specific instructions vary by question. Please read carefully.

The questionnaire begins on the following page.

## **SECTION ONE: Technical Criteria**

Within each of the following modal/functional categories, please indicate in the blank your opinion as to how important a particular objective is relative to the purpose of the mode. Please use a scale of 1 to 5, with 1 being very important; 2 important; 3 neutral/no opinion; 4 not important; and 5 should not be a factor. You may use each factor more than once.

The criteria are consistent with Metro's adopted Regional Transportation Plan (RTP) and other state and regional objectives. However, please feel free to add other modal/functional criteria, if any, you feel are also important.

### **A. Highway/Arterial Expansion Criteria (for new or widened roads).**

1. Project ability to reduce congestion over twenty years. \_\_\_\_\_
2. Project ability to improve safety. \_\_\_\_\_
3. Project ability to enhance economic development. \_\_\_\_\_
4. Project ability to enhance mobility at a reasonable cost. \_\_\_\_\_
5. Project ability to enhance multi-modal system, e.g., also includes bike, pedestrian, transit aspects. \_\_\_\_\_
6. Other/Comment: \_\_\_\_\_  
\_\_\_\_\_

### **B. Highway/Arterial Reconstruction Criteria (for reconstructed roads without significant capacity improvements).**

1. Project ability to provide long-term maintenance or bring facility to urban road standards, e.g., provide curbs, sidewalks, drainage. \_\_\_\_\_
2. Project ability to improve safety. \_\_\_\_\_
3. Project ability to enhance economic development. \_\_\_\_\_
4. Project ability to enhance mobility at a reasonable cost. \_\_\_\_\_
5. Project ability to enhance multi-modal system, e.g., also includes bike, pedestrian, transit aspects. \_\_\_\_\_
6. Other/Comment: \_\_\_\_\_  
\_\_\_\_\_

**C. Bikeway Criteria (includes on- and off-street facilities).**

1. Does the project meet current standard for bikeways. \_\_\_\_\_
2. Is the project consistent with State, regional, and local bike plans. \_\_\_\_\_
3. Is the project part of the regional bike network. \_\_\_\_\_
4. Is the project part of a local bike network. \_\_\_\_\_
5. Project cost/mile. \_\_\_\_\_
6. Type of use:
  - Commuter/Work Trips \_\_\_\_\_
  - Recreational \_\_\_\_\_
  - School (particularly children) \_\_\_\_\_
  - Shopping \_\_\_\_\_
7. Existing safety problem within the corridor, e.g., traffic conflicts. \_\_\_\_\_
8. Number of potential users. \_\_\_\_\_
9. Record of bike accidents. \_\_\_\_\_
10. Other/Comment: \_\_\_\_\_

**D. Pedestrian Criteria (on-road and urban trails).**

1. Does the project meet current standard for sidewalks. \_\_\_\_\_
2. Proximity to light-rail and other major transit stations. \_\_\_\_\_
3. Proximity to major shopping areas/downtowns. \_\_\_\_\_
4. Is the project part of a local pedestrian network. \_\_\_\_\_
5. Project cost/mile. \_\_\_\_\_
6. Type of use: \_\_\_\_\_

- Commuter/Work Trips \_\_\_\_\_
  - Recreational \_\_\_\_\_
  - School (particularly children) \_\_\_\_\_
  - Shopping \_\_\_\_\_
7. Existing safety problem within the corridor, e.g., traffic conflicts. \_\_\_\_\_
8. Number of potential users. \_\_\_\_\_
9. Record of pedestrian accidents. \_\_\_\_\_
10. Other/Comment: \_\_\_\_\_
- 

**E Transportation Demand Management (TDM) Criteria (carpool/ride share programs; flex-time; telecommuting)**

1. The cost of the program relative to the number of trips taken off the system. \_\_\_\_\_
2. The actual number of vehicle miles of travel removed from the system. \_\_\_\_\_
3. The level of congestion within the corridor. \_\_\_\_\_
4. Other/Comment: \_\_\_\_\_
- 

**F. Transportation System Management (TSM) Criteria (signal timing; low-cost intersection improvements, etc.).**

1. Cost efficiency based on a project's ability to reduce delay or decrease congestion. \_\_\_\_\_
2. Project ability to improve safety. \_\_\_\_\_
3. Project ability to improve bus operations. \_\_\_\_\_
4. Project ability to reduce overall delay. \_\_\_\_\_
5. Other/Comment: \_\_\_\_\_
-



**G. Transit Criteria (buses, transit stations, shelters/waiting areas, park and ride facilities, etc.).**

1. Project achieves Federal, state, other mandate (safety, Americans with Disabilities Act, etc.). \_\_\_\_\_
2. Project replaces or rehabilitates bus fleet. \_\_\_\_\_
3. Project allows for system completion. \_\_\_\_\_
4. Project provides direct support for service expansion or improvements. \_\_\_\_\_
5. Project achieves a key regional objective. \_\_\_\_\_
6. Other/Comment: \_\_\_\_\_  
\_\_\_\_\_

**H. Intermodal Criteria (state, national, and international freight and passenger movements).**

1. Project ability to rapidly move goods or passengers. \_\_\_\_\_
2. Project promotes efficient movement of goods and/or passengers. \_\_\_\_\_
3. Project ability to enhance safety of goods/passenger movements. \_\_\_\_\_
4. Project ability to support regional economic development and livability objectives. \_\_\_\_\_
5. Other/Comment: \_\_\_\_\_  
\_\_\_\_\_

**I. Special Considerations**

Are there any other special considerations which should be considered when prioritizing projects by their mode or function?: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## **SECTION TWO: Overall Allocation of Funds by Mode or Function**

Please consider the following when answering questions within this section:

- \$126 million out of \$302 million must be cut from the highway/arterial construction program; plus \$63 million of \$84 million "development" (projects in environmental, design, or right-of-way phases) program must be cut. Metro is considering up to an additional \$30 million in cuts to the highway/arterial program in order to fund alternative mode projects such as public transit, bikeways, pedestrian improvements, and intermodal facilities. The purpose of this section is to ascertain public opinion on whether additional funds should be pursued, at the expense of roads, to fund alternatives.
- Federal and state directives are oriented at reducing single-occupant vehicle trips within the context of an overall regional plan. Plans must reflect that orientation, but are not required to be completed until late 1994 (federal) and mid-1995 (state).
- Federal and state directives are also oriented at providing balanced urban systems within the overall regional plan. The plan must enhance mobility and access to jobs, housing, and shopping, while be sensitive to the environment and neighborhoods. These directives place a high value on the free flow of commercial goods and freight, at all times, to enhance national economic competitiveness.
- Other funds are programmed for alternative modes between 1995-1998, including over \$20 million in Congestion Mitigation/Air Quality funds (all alternative modes); roughly \$5 million for Transportation Enhancement projects (mostly bicycle trails); \$11 million of regionally controlled Surface Transportation Program (STP) funds in FY 95 for Westside LRT; plus annual operating and capital assistance to Tri-Met.
- \$2.7 million of regionally controlled STP funds are also programmed for local arterials in 1995; and almost \$21 million is unallocated (and can be used for any mode) for 1996 and 1997.
- The Oregon Transportation Commission's top priority is on maintaining existing roads and enhancing safety.

## Section Two Questions:

1. Do you agree preservation and maintenance of existing roads should be the top priority of the OTC and that all cuts and any potential adds should be at the expense of new/wider highways? Yes \_\_\_\_\_  
No \_\_\_\_\_
  
2. Do you feel Metro should pursue additional highway/arterial cuts for alternative modes? Yes \_\_\_\_\_ No \_\_\_\_\_
  
3. If you answered yes to Number 2, how much do you feel is appropriate? (check one)
  - \$1-\$10 million \_\_\_\_\_
  - \$10-\$20 million \_\_\_\_\_
  - \$20-\$30 million \_\_\_\_\_
  - More \_\_\_\_\_
  
4. If alternative mode funding is provided, and based on the list of needs that was handed out at the October 21 meeting, indicate what percent should go to each mode.
  - Public Transit \_\_\_\_\_
  - Bicycles \_\_\_\_\_
  - Pedestrians \_\_\_\_\_
  - TDM \_\_\_\_\_
  - TSM \_\_\_\_\_
  - Intermodal \_\_\_\_\_
  
5. Understanding that all the needs cannot be met, how should bicycle funds best be spent? (choose one)
  - On a regional network \_\_\_\_\_
  - On access to a regional network \_\_\_\_\_
  - For local networks \_\_\_\_\_
  - Near schools \_\_\_\_\_

6. Should the \$21 million of regionally controlled STP funds be programmed now, either to meet the highway/arterial shortfall or for alternative modes; or after an updated plan is ready in 1995 (the funds cannot be used until 1996 and 1997)? Yes \_\_\_\_\_ No \_\_\_\_\_

Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Please provide:

Your name \_\_\_\_\_

Affiliation \_\_\_\_\_

Address \_\_\_\_\_

**ODOT, REGION I: DRAFT TIP RECOMMENDATIONS**  
November 3, 1993

**PROJECTS REMAINING IN DRAFT TIP - CONSTRUCTION SECTION**

Region 1

<u>Project</u>	<u>Estimated Cost (000)</u>
Shute Park - 21st T/V Hwy	\$ 4,653
Stafford Interchange I-5	\$ 7,900
I-5 @ 217/Kruseway I-5 (Discretionary - was downscoped from \$43,600)	\$13,600 (possibly \$24,000)
Water Ave Ramps I-5	\$19,000
167th - Murray Blvd Farmington	\$ 5,180
I-205 @ Sunnybrook Interchange	\$18,200
Highlands to Sylvan Climbing Lanes U.S. 26	\$14,000
Sylvan Interchange - Camelot Interchange U.S. 26	\$66,200
Camelot Interchange - Beaverton/Tigard Hwy U.S. 26	\$ 7,240
Hillsboro LRT Extension	\$22,000
Metro Advance Warning signs - Various	\$ 1,210
Metro Area Freeways (Detection System) Various	\$ 1,430
Motorist Information System - Various	\$ 1,100
Various TSM Projects (TBD)	\$ 1,540
Sandy Macs Projects NE Sandy Blvd	\$ 4,410
Gateway Park & Ride lot I-84	\$ 960

FILE CODE:



9002 SE McLoughlin  
Milwaukie, OR 97222  
(503) 653-3090  
FAX (503) 653-3267

Bike Projects

Mcvey ave – Burnham (Bikeway OR-43	\$ 440
Lower Boones Ferry Rd. – Tualatin/Sherwood Beaverton/Tualatin (Bikeway)	\$ 240
Pacific Hwy W – SW McDonald St Beaverton/Tualatin (Bikeway)	\$ 390
<b><u>TOTAL:</u></b>	<b>\$189,693</b>

PROJECTS TRANSFERRED TO DEVELOPMENT SECTION

160th Ave – 110th Ave (Combine Project) T/V Hwy	\$ 8,400
Murray Rd – 217 US-26	\$20,300
Council Creek – Quince (Hwy 47 Bypass) OR-47	\$ 7,130
E. Marquam Grand Ave/MLK JR ramps I-5	\$50,000
MACS Projects TBD	\$ 3,310
217 NB off-ramp @ Scholls Hwy OR-217 (Widen for Left turn Lane)	\$ 270
99W @ 124th 99W (New Signal & Intersection)	\$ 1,000
Linnton – Sauvie Island Bridge US-30 (Rockfall)	\$ 1,790
Columbia Blvd – I-205 (turn lanes) US-30B	\$ 440

**PROJECTS DELETED FROM DRAFT PROGRAM**

Columbia Rv - NE Failing I-205 (Landscape)	\$ 1,970
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I-205 @ Glisan N&S bound I-205 (Turn Lanes)	\$ 370
--	--------

I-205 Willamette Rv. Br. Ice Detector I-205	\$ 170
--	--------

D:\TIP\reranked.lis



# Port of Portland

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

**DATE:** November 1, 1993

**TO:** JPACT

**FROM:** Susie Lahsene, Port of Portland *SL*

**SUBJECT:** Intermodal Management System

The Intermodal Management System (IMS) is one of the six management systems required by ISTEA to be implemented statewide by January, 1995.

The intent of each of the management systems is to improve the operation of a particular function of the system. In the case of the IMS, the function is the movement of passengers and freight to and between modes of transportation. Based on performance measures; i.e., time to terminals from origin, improvements or strategies will be recommended to improve the efficiency of the system.

Metro, ODOT and Port of Portland staff are working together to develop the IMS. The approach to the IMS includes two phases:

Phase I is a scoping exercise that will describe the IMS network to be evaluated in Phase II, and will identify the availability of data to evaluate the network's facilities. In addition, Phase I will address interjurisdictional coordination and define the relationship of the IMS to the other management systems.

Phase II of the IMS will develop the management system. This effort will examine the defined IMS network and how effectively/efficiently it works for moving goods and passengers to intrastate, national and international destinations. This phase will identify projects and/or strategies to improve the efficiencies of the system. Phase II will be a statewide effort with a regional component for the Portland area; and will be started around the first of the year and completed by the end of 1994.

**-OVER-**



JPACT Memo  
November 1, 1993  
Page Two

A technical advisory committee (TAC) will be formed and two public advisory - committees have formed to guide the development of the IMS. The TAC will be comprised of representatives from city, county and regional governments, ports, and the state. The Intermodal Transportation Council (ITC), made up of private freight carriers, shippers, ports, Metro, OPUC and ODOT, are advising the project particularly on freight issues. The Passenger Services Task Force, comprised of public and private passenger services providers is also serving as an advisory committee.

The funding for each phase is a combination of federal (from the regional and state) and state gas tax funds. Phase I is estimated to cost \$47,000 for consultant services. Dye Management Group, Inc. in conjunction with BST and Associates and Pacific Rim Resources, has been selected to complete Phase I. Phase II could range in cost between \$200,000 - \$500,000 depending on the final scope.

DRAFT

## **RESOLUTION TO ESTABLISH THE INTERMODAL TRANSPORTATION COUNCIL AS A METRO ADVISORY COMMITTEE ON THE INTERMODAL MANAGEMENT SYSTEM**

### **STAFF REPORT**

CONSIDERATION OF RESOLUTION NO. XXXXXXXXXX FOR THE PURPOSE OF  
ESTABLISHING THE INTERMODAL TRANSPORTATION COUNCIL AS AN ADVISORY  
COMMITTEE ON FREIGHT ISSUES FOR THE INTERMODAL MANAGEMENT SYSTEM.

### **PROPOSED ACTION**

Adopt Resolution No. XXXXXXXXXX establishing the Intermodal Transportation Council as the advisory committee on freight issues for the Intermodal Management System; outline general duties and responsibilities; and establish general committee membership and meeting guidelines. This resolution and the establishment of the committee respond to federal and state actions which have intermodal planning and program requirements.

*TPAC has reviewed this committee structure and recommends approval of Resolution No. XXXXXXXX.*

### **FACTUAL BACKGROUND AND ANALYSIS**

#### **Background of Regional Freight Activities**

##### **1. Federal Actions:**

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. *"It is the policy of the United States Government to encourage and promote development of a national intermodal transportation system in the United States to move people and goods in an energy-efficient manner, provide the foundation for improved productivity growth, strengthen the Nation's ability to compete in the global economy, and obtain the optimum yield from the Nation's transportation resources."*

ISTEA directs the undertaking of continuous transportation planning processes at the State and MPO level that consider, among other factors;

*"International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation and scenic areas, monuments and historic sites, and military installations";*

*"Connectivity between metropolitan areas within the State and with metropolitan areas in other States";*

*"The overall social, economic, energy, and environmental effects of transportation decisions"; and*

*"Methods to enhance the efficient movement of commercial motor vehicles [freight]"*.

The Act directs each State, in cooperation with metropolitan planning organizations, to develop six management systems. The Intermodal Management System is the management system with the overall goal of better integration of all transportation systems, facilities, and equipment including air, water and the various land-based transportation systems.

ISTEA also requires the involvement of representatives of all interested/affected parties in intermodal transportation in the early stages of developing the management system.

## 2. State Actions

State Transportation Rule 12. The transportation system plans (TSPs) required by the rule must address State, regional and local transportation needs including those for the movement of goods and services to support industrial and commercial development. Elements of the TSPs must include a roadway plan and an air, rail, water and pipeline transportation plan.

The Oregon Transportation Plan (OTP). Reflecting the direction of Rule 12, the OTP directs the identification and development of a state wide transportation system of corridors and facilities that ensure appropriate access to all areas of the state, nation and the world. Further, it directs the provision of a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems.

## 3. Regional Actions

Regional Transportation Plan (RTP). The RTP identifies the need for a balanced multi-modal system. It lists as a major principle...*"Encourage and facilitate the economic growth of the Portland region"*.

The RTP Update addressing the factors identified (in italics) above, and others, will bring the plan into consistency with ISTEA by October, 1994.

### Intermodal Transportation Council

The development and subsequent adoption of regional Intermodal Management System requires counsel from the private parties accessing, operating and/or owning facilities and equipment that comprise the intermodal transportation network. The Intermodal Transportation Council (ITC) is an independently formed group from the private freight industry and users of that industry. It will be the first Metro designated citizen advisory committee addressing ISTEA requirements.

In addition to the ITC, a passenger services task force, representing private and public providers of passenger services has been formed by ODOT to guide the State's intercity passenger system. Cross-representation exists between the two groups, and joint meetings will be scheduled periodically.

**Purpose:** The ITC's stated mission is to provide an organized format to discuss issues related to federal, state and planning requirements such as ISTEA and Oregon State Rule 12. The purpose of the format is to provide direction and guidance to the transportation decision makers to help develop a transportation network that meets the freight movement needs of the region, and is consistent with federal, state and regional guidelines.

**Participants:** The council includes representatives from the trucking industry, railroads, airlines, bus companies, Amtrak, ports (air and water), shippers, Metro, OPUC, ODOT, FHWA, and WSDOT.

**Chair:** The ITC has a selected chair from within its membership and from private industry.

**Meetings:** ITC meetings are called by the chair, generally monthly. Agendas are set by the chair in consultation with ODOT, Metro and Port of Portland staff. Agenda items may be recommended by council members. All meetings are open to the public, consistent with Oregon's open public meeting law.

**Duties:** The ITC will be responsible for reviewing the scope of work to develop the IMS, assisting in the definition of the intermodal system and the evaluation of the system, reviewing work products and making recommendations at critical decision points, and providing continuous dialogue between the freight transportation industry at large, its users and transportation planning staff and decision makers.

#### Relationship to Other Involvement

The ITC represents one aspect of public involvement assisting the State, Metro and the Port of Portland in developing a transportation network that meets the freight movement needs of the State and region. Additional public participation opportunities are being developed and implemented to ensure representation of a broad range of interests in the development of the system.

The Passenger Task Force, representing private and public providers of passenger services, has been formed to advise on the State's intercity passenger system. The ITC and Passenger Task Force will conduct joint meetings on a periodic basis, and cross-representation at meetings will continue throughout the IMS process.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. XXXXXXXX.

jkm 11/1/93

**DRAFT**

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RECOGNIZING ) RESOLUTION NO.  
THE INTERMODAL TRANSPORTATION )  
COUNCIL AS ADVISORY COMMITTEE ) Introduced by

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC) will be addressing the intermodal and multimodal movement of freight in the development and implementation of the Intermodal Management System as a result of federal and state requirements;  
and

WHEREAS, the development of an intermodal management system is required by the Intermodal Surface Transportation Efficiency Act of 1991;  
and

WHEREAS, the development of integrated modal plans for roads, rail, aviation, transit, bicycle and waterways is required by State Transportation Rule 12, and the Oregon Transportation Plan;  
and

WHEREAS, USDOT proposed rules for Statewide and Metropolitan Planning require involvement of private providers of transportation and affected public agencies shall be provided in the early stages of plan development;  
and

WHEREAS, the State Land Conservation and Development Act and the State Transportation Rule 12 require involvement of affected publics throughout the planning process;  
and

WHEREAS, the Intermodal Transportation Council was formed as an intermodal and multimodal association able to provide state, regional and local transportation decision makers access to the private freight industry and the users of that industry in an organized format for discussion of issues related to federal, state and regional planning requirements such as ISTEA and Oregon Transportation Rule 12;  
and

WHEREAS, the purpose of the Intermodal Transportation Council is to express diverse ideas and concerns, and to provide direction and guidance to decision makers in the development of a transportation network that meets the region's needs in moving goods and people, and that is consistent with federal, state and regional planning guidelines;  
and

WHEREAS, a Passenger Services Task Force with members representing the passenger services industry, has also been formed to advise on intermodal issues; and

WHEREAS, additional public participation opportunities will be developed and implemented to ensure representation of a broad range of interest; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District adopts the following:

1. That the Intermodal Transportation Council be recognized by JPACT and TPAC as an advisory body on issues of intermodal and multimodal freight transportation.
2. That the ITC would report to and develop recommendations for TPAC consideration. Where appropriate, recommendations will be forwarded to JPACT and the Metro Council for review and adoption.
3. That the ITC will be chaired by a member selected by the ITC; that meetings are held on a regular basis and open to the public; that meeting agendas are set by the chair in consultation with Metro staff; and that regular meeting reports are kept by the chair assisted by Metro staff.
4. That the recognition of the ITC as a Metro advisory committee be effective immediately upon adoption of this resolution.



*Oregon Transportation Quality Initiative*  
*"Partners in Excellence"*



October 12, 1993

Mr. A. Cotugno, Transportation Director  
METRO  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

Dear Mr. Cotugno:

The competitive world we now live in requires all of us to improve our performance under constraint of limited resources. We believe this can be done by improving partnering to assure that all transportation stakeholders can make their contributions and fulfill their responsibilities most efficiently.

FHWA and ODOT are committed to improved transportation partnering in Oregon and we have completed some initial planning in pursuit of that goal. We want to schedule a meeting of all transportation stakeholders for late this year to initiate the Oregon Transportation Quality Initiative (OTQI) and to provide a means for continuing emphasis in the future.

The OTQI kick-off meeting will be held on January 6, 1994 at the Wilsonville Holiday Inn. The meeting will begin at 9:00 a.m. A copy of the agenda is attached (Attachment 1). The purpose of the meeting is to:

- 1) generate enthusiasm for the Oregon Transportation Quality Initiative,
- 2) get us all focused and committed to a common goal,
- 3) share ideas on how to initiate and promote partnering on an ongoing basis in our organizations, and
- 4) establish a framework for continued interaction.

The OTQI is conceived as an effort to improve communications and cooperation through greater use of partnering between all organizations which have a role and a stake in transportation efficiency and excellence in Oregon. We believe that your organization is one of these stakeholders and that your participation is vital for a successful effort.

We have asked a few of the stakeholders to serve on an OTQI advisory committee to help guide our partnering initiative. The committee met in Salem on September 13, 1993 and has been instrumental in finalizing the planning for our initial partnering meeting. The committee has accepted the responsibility of providing ongoing leadership and support to ensure the success of the stakeholders in future OTQI activities. A list of current committee members is shown in Attachment 2.

An OTQI Agreement has been developed (Attachment 3) to guide our efforts. It is a statement acknowledging the importance of partnering to achieve quality transportation systems. It is our hope and expectation that your organization will come to the kick-off meeting for the OTQI prepared to formally make a commitment to support the initiative by signing the official agreement.

Please let us know by December 1, 1993 your response to the following:

- 1) Is your organization willing to participate in the Oregon Transportation Quality Initiative by signing the Agreement? (Attachment 2)
- 2) Will your organization be participating in the January 6, 1994 meeting? If yes, who will be attending?

Please respond to either of the following:

Cathy Nelson  
ODOT  
101 Transportation Building  
Salem, Oregon 97310  
Phone: (503) 373-1513

Bruce Johnson  
FHWA  
530 Center Street NE, Suite 100  
Salem, Oregon 97301  
Phone: (503) 399-5749

We are excited about this initiative and the potential it has for improving our ability to deliver superior transportation for Oregon. We look forward to your participation. Please don't hesitate to call if you have any questions.



**Robert G. Clour**  
Federal Highway Administration



**Donald E. Forbes**  
Oregon Department of Transportation

**Enclosures (3)**



# OREGON TRANSPORTATION QUALITY INITIATIVE 1994

## *"Partnering For Quality"*

### KICKOFF MEETING - AGENDA

Moderator:

- |          |   |  |
|----------|---|--|
| 9:00 AM  | Introduction  | Robert Clour, Division Administrator<br>Federal Highway Administration |
|          | <ul style="list-style-type: none"><li>• Background and Vision</li><li>• National Quality Initiative</li><li>• Federal Support and Commitment</li></ul>                  |  |
|          |   | Don Forbes, Director<br>Oregon Department of Transportation            |
|          | <ul style="list-style-type: none"><li>• Summary of Current Partnering Efforts</li><li>• ODOT Support and Commitment</li><li>• Purpose and Goal of the Meeting</li></ul> |  |
| 9:20 AM  | Opening Remarks   | Barbara Roberts, Governor (Tentative)<br>State of Oregon               |
|          | <ul style="list-style-type: none"><li>• Welcome</li><li>• Oregon's Commitment to Quality of Life for Citizens</li></ul>   |  |
| 9:35 AM  | Working Through Partnering Principles   | Larry S. Bonine, Director<br>Arizona Department of Transportation      |
| 10:20 AM | Refreshment Break   |  |
| 10:45 AM | Partnering and Team Building  | Bill Ballaster   |
| 11:30 AM | Luncheon  |  |
| 1:00 PM  | Presentation of the Oregon Agreement for Quality Transportation   | Moderator  |
|          | <ul style="list-style-type: none"><li>• Review of Key Points</li><li>• Response and input from Stakeholders</li></ul>   |  |

2:30 PM Refreshment Break

3:30 PM Where Do We Go From Here? Craig Holt, ODOT

- Need for Continual Dialogue
- Follow up Action
- Video, Final Agreement, and Materials Package
- Implementation Assistance
- ODOT/FHWA Role
- OTQI Advisory Committee (Functions, volunteers)

4:00 PM Adjourn

## ATTACHMENT 2

### OREGON TRANSPORTATION QUALITY INITIATIVE Advisory Committee

Robert Clour  
Federal Highway Administration

Don Forbes  
Oregon Department of Transportation

Tom Lulay  
Oregon Department of Transportation

Craig Holt  
Oregon Department of Transportation

William Penhollow  
Association of Oregon Counties

Valerie Paulson  
League of Oregon Cities

Fred Hansen  
Oregon Department of Environmental Quality

Bill Supak  
Associated General Contractors of America, Inc.

Jim Huddleston  
Asphalt Pavement Association of Oregon

Richard Angstrom  
Oregon Concrete & Aggregate Producers Association

Jack Boatwright  
Association of Engineering Employees

**Support Staff:**

Bruce Johnson  
Federal Highway Administration

Cathy Nelson  
Oregon Department of Transportation

# OREGON

## Transportation Quality Initiative

*The development, preservation and operation of a superior Oregon transportation system contributes substantially to economic vitality and the quality of life for Oregon citizens. The stakeholders responsible for these services understand that: 1) superior quality and performance requires cooperation and communication, and 2) an effective partnership is necessary to maximize the return on transportation investments in Oregon.*

*The stakeholders in Oregon recognize and accept that:*

- *Effective contributions from all stakeholders are essential;*
- *All stakeholders wish to maximize their contributions and effectiveness;*
- *Competing values must be balanced for all public investments; the values of other stakeholders must always be respected;*
- *Open communications are essential for an effective partnership;*
- *Confidence and trust will empower all stakeholders to maximize their contributions.*
- *Increasing demand for limited resources make cooperation and partnership even more important.*

*The undersigned stakeholders agree to participate in an Oregon Transportation Quality Initiative which will strive to incorporate partnering into everyday business and to empower all stakeholders to contribute effectively in providing superior transportation in Oregon. Each agrees to provide long-term commitment to this initiative and to encourage others to do the same. Accepted on January 6, 1994.*

<u>Oregon Department of Transportation</u>	<u>Federal Highway Administration</u>	<u>Federal Transit Administration</u>	<u>Association of Oregon Counties</u>
<u>U. S. Fish and Wildlife</u>	<u>Asphalt Pavement Association of Oregon</u>	<u>U. S. Army Corps of Engineers</u>	<u>U. S. Coast Guard</u>
<u>National Highway Traffic Safety Admin.</u>	<u>METRO</u>	<u>Mid-Willamette Valley Council of Govts.</u>	<u>Oregon Division of State Lands</u>
<u>Lane Council of Governments</u>	<u>Oregon State Police</u>	<u>Rogue Valley Council of Governments</u>	<u>Consulting Engineers Council of Oregon</u>
<u>League of Oregon Cities</u>	<u>Oregon Public Employees Union</u>	<u>Oregon Dept. of Environmental Quality</u>	<u>Federal Railroad Administration</u>
<u>Oregon State Public Utilities Commission</u>	<u>Oregon State Land Conservation &amp; Development Department</u>	<u>Associated General Contractors of America</u>	<u>ARTBA</u>
<u>Environmental Protection Agency</u>	<u>Special Districts Association of Oregon</u>	<u>Office of Minority &amp; Women Business</u>	<u>U.S. Bureau of Land Management</u>
<u>Associated Oregon Industries</u>	<u>Oregon Truckers Association</u>	<u>Oregon Concrete &amp; Aggregate Producers Association</u>	<u>American Concrete Pavement Association</u>
<u>Oregon People's Utility District Assoc.</u>	<u>Oregon Department of Water Resources</u>	<u>U. S. Forest Service</u>	<u>Association of Engineering Employees</u>
<u>Oregon Department of Geology</u>	<u>1000 Friends of Oregon</u>	<u>AAA Automobile Club of Oregon</u>	<u>Bicycle Federation of America</u>
<u>Oregon Department of Fish &amp; Wildlife</u>	<u>Oregon Forest Products Transportation Assoc.</u>	<u>AFL-CIO - Oregon</u>	<u>Oregon Department of Forestry</u>
<u>Oregon Association of Minority Entrepreneurs</u>	<u>Bicycle Transportation Alliance</u>	<u>Oregon Bicycle Advisory Committee</u>	<u>Oregon Transit Association</u>
<u>Oregon State System of Higher Education</u>	<u>Oregon Association of County Engineers</u>	<u>Oregon Public Ports Association</u>	<u>National Association of Minority Contractors of Oregon</u>
<u>Women's Construction Owners &amp; Executives</u>	<u>National Marine Fisheries Service</u>		

September 13, 1993

Bruce Warner, P.E.  
Region 1 Manager  
Department of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

Re: Revisions to  
Transportation  
Improvement Plan

Dear Mr. Warner:

Thank you for inviting comment on proposed criteria for addressing Transportation Improvement Program budget shortfalls. As we understand your criteria, it basically relegates increasing single occupancy vehicle (SOV) capacity to the lowest priority. We wholeheartedly support this approach. Analysis generated for the State Task Force on Motor Vehicle Emission Reductions in the Portland Area has indicated increasing SOV capacity, as reflected by many projects in the current Regional Transportation Plan, is among the least cost-effective approaches to reducing air pollutant emissions and vehicle miles travelled.

We also believe the priority for highway projects associated with the westside light-rail project should be given to the highway projects with the smallest SOV effects, and those which best support the use of light-rail.

Sincerely,

*Steve Greenwood*

Steve Greenwood  
Division Administrator  
Air Quality Division

SPG:JFK:k  
LTR/AH72391

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	Const Stf Asst _____	Maint Stf Asst _____
Personnl Off _____	Env/Maj Proj Mgr _____	Assur Spec _____
Adm Serv Mgr _____	Fed Aid Mgr _____	
Traf Op Mgr _____	Geology Mgr _____	
Tr Plan/Dev Mgr _____		

SEP 15 1993



811 SW Sixth Avenue  
Portland, OR 97204-1390  
(503) 229-5696  
TDD (503) 229-6993  
DEQ-1



TO: Bruce Warner, Region Manager  
FROM: Robin McArthur-Phillips, Land Use Planning Manager  
DATE: September 13, 1993  
SUBJECT: Comments From Tualatin Valley Economic Development Corporation (TVEDC)  
RE: TIP Downsizing

Region 1

FILE CODE:

Last Friday, Marty and I met with Mary Tobias and the TVEDC to brief them on the TIP downsizing effort. I am passing on their comments for your consideration.

- 1) TVEDC wants ODOT to continue its emphasis on the Access Oregon Highway Program. There have considerable public and private investments in the AOH routes to date and it would be wasteful to slow down our efforts on those highways.
- 2) TVEDC strongly supports paying for highway projects over bike and pedestrian improvements.
- 3) ODOT should consider the economic impacts of its decisions as it downsizes the TIP.
- 4) TVEDC agrees that safety projects should be our #1 priority. They noted that economic development efforts are damaged when traffic safety issues exist in and around business locations.
- 5) TVEDC would strongly oppose delaying or cutting the following projects: Forest Grove Bypass, the Farmington Road project, Stafford Interchange, Wilsonville Interchange and the I-5/217/Kruse Way Interchange.
- 6) TVEDC recommends that we apply transportation dollars proportional to where the users are located.
- 7) ODOT should use a "systems approach" to determining which projects are most important. Projects which complete links in the system should be evaluated higher than projects which are far removed from residential and economic development activities.
- 8) TVEDC has concerns about the "Project Development" Section on the program. They are especially concerned about the Western Bypass Study.

cc: Mary Tobias

D:\TIP\TVEDC



9002 SE McLoughlin  
Milwaukie, OR 97222-7394  
(503) 653-3090  
FAX (503) 653-3267

# *Coca-Cola Bottling Company of Oregon*

RECEIVED

NOV 05 1993

November 5, 1993

9750 SW Barber Street  
Wilsonville, OR 97070  
503-682-2800  
503-682-3180 Fax

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

RE: ODOT Construction Project Cuts

Dear Mr. Cotugno:

Coca-Cola Bottling Company of Oregon is very concerned that the proposed Stafford Road/I-5 Interchange project may be removed from ODOT's six-year plan. This project is crucial to improve traffic safety and increased economic growth in the Wilsonville area.

More than 100 Coca-Cola employees use the Stafford Road/I-5 Interchange daily. Approximately 30 tractor-trailer rigs come and go from our bottling facility daily. The current ramp situation at the interchange puts the safety of these employees and truck drivers at risk each time their vehicles exit the freeway southbound or enter the freeway southbound. The situation worsens considerably during the winter months. Tractor-trailer rigs literally slide sideways off the southbound on-ramp in icy conditions due to its slope.

The ramps are not adequate to accommodate the volume of vehicles during rush hours. Two of our employees were involved in accidents while sitting in lines approaching the ramps trying to get off the freeway last winter. I was involved in an accident with a tractor-trailer in August due to congestion at this intersection. Traffic safety for employees of all Wilsonville businesses should be considered seriously as decisions are made regarding project scheduling.

Coca-Cola Bottling Company of Oregon relocated to the Wilsonville area in 1987. This area provided Coca-Cola with an ideal location to run our business with close proximity to the metro Portland labor market and relatively easy access to I-5 and our customers in the metro Portland area and the Willamette Valley. Many other businesses have seen the same advantages in Wilsonville and have relocated since 1987, among them are Nike, Sysco, Mentor Graphics, and Incredible Universe. All of this has led to major transportation problems accessing I-5. The City of Wilsonville has struggled with the accompanying increase in the number of vehicles using city streets. Many of the City's decisions have been based on the expectation that the Stafford Road Interchange would be rebuilt in 1994. Postponing the project will lead to a worsening of traffic and safety conditions.



Andy Cotugno  
November 5, 1993  
Page 2

Failure to improve the Stafford Road Interchange will also limit commerce in this area. Coca-Cola Bottling Company of Oregon has recently purchased additional land in Wilsonville with plans to build a new distribution center for the metro Portland/Salem area. The decision to purchase the land was made with the expectation that traffic improvements would be made, including the Stafford Road Interchange.

The current political climate has made funding many types of projects very difficult. This project is scheduled for 1994 and has local matching funds. We are very concerned that, should this project be postponed, the local matching funds will be reappropriated. Obtaining this funding in the future may be difficult. Therefore, proceeding with the project makes good fiscal sense.

We appreciate the difficult you will have in making the decision to cut projects. We urge you to strongly consider the safety and future commerce implications in your decision.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gary J. Meier", written over a horizontal line.

Gary J. Meier  
Vice-President/General Manager

GJM/lpm

c: Michael A. Stone, City Engineer, City of Wilsonville  
Mary L. Tobias, TVEDC  
Bob Phillips



m. la  
32265 Armitage Road  
Wilsonville, Or. 97070  
Nov. 3, 1993

Mr. Andy Lotugno ✓  
Planning Director  
JCAPT, Metro  
600 N. E. Grand Ave  
Portland, Or. 97232

Mr. Mike Hollen, Chairman  
Oregon Transportation Commission  
Transportation Building  
Salem, Or. 97310

Gentlemen:

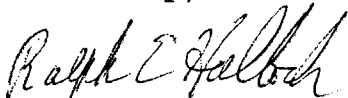
I recognize the difficult decisions that must be made in allocating the reduced funds available for highway projects resulting from the reluctance of the taxpayers to agree to adequate taxes for such purposes, but I also at times ponder the wisdom of some of those decisions.

As residents of Charbonneau, my wife and I try to avoid using either of the Wilsonville exits off I-5 if at all possible, preferring to shop Canby or Lake Grove. The current facilities are a definite detraction to the businesses and livability of the area.

I am well aware of the "party line" that rules out an exit at Beockman Road, and I firmly believe this is another bureaucratic nonsensical decision. It still is my opinion that such an exit, coupled with the addition of lanes 5 and 6 between Stafford Road and Wilsonville Road would do much to solve the traffic problems facing our area at less cost than rebuilding both interchanges and NOT IMPEDE THE FLOW OF THROUGH TRAFFIC ON I-5.

I am also aware that my opinion is probably not worth the two \$.29 (another brilliant bureaucratic decision - why not \$.30 and prolong the need for the next increase) stamps needed to get my thoughts to you, but at least I have been recorded as one more taxpayer who who disagrees with how some decisions are made.

Sincerely,

  
Ralph E. Hallock

cc: Wilsonville City Council

mike  
November 3, 1993

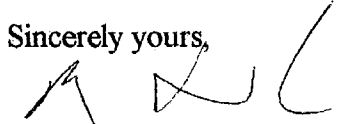
Andy Lotugno  
Planning Director  
JPACT, Metro  
600 N.E. Grand Ave.  
Portland, OR 97232

Dear Mr. Lotugno:

I am writing to express my distress at learning that the Stafford Road/North Wilsonville interchange on Interstate 5 is in jeopardy of being dropped from the list of projects designated for improvements in the near future. I live on the west side of the interstate and use the interchange several times daily. At least every other day, I find myself in a slow-moving line of cars that does not seem to extend very far, but routinely requires a wait of 10 to 15 minutes to enter the freeway. Occasionally, I could understand and accept this, but routinely - that's ridiculous. As you are doubtless well aware, the overpass is somewhat steep. Since the area is heavily populated with warehouses, trucks are abundant, and they have great difficulty lumbering up the overpass. Often, only 2 or 3 vehicles make it through the light. Something's got to change.

I urge you to leave the Stafford Road/North Wilsonville interchange project on the list of upcoming projects.

Sincerely yours,



Barry Jacobson  
12505 S.W. Tooze Rd.  
Sherwood, OR 97140

**MIKE VAN**  
**INVESTMENT REAL ESTATE**

---

*mike*

November 5, 1993

Andy Cotugno  
Planning Director, Metro  
600 NE Grand  
Portland, OR 97232

Dear Mr. Cotugno:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that Stafford Road at I-5 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 Wilsonville is growing faster than any City in Oregon. The Wilsonville Road interchange is completely clogged during peak hours.

Although Wilsonville has only 9000 residents, we have around 12,000 people during the weekdays due to the number of jobs in the City, and people commuting to work. Our city serves as host to Corporate headquarters for Payless Drugs, Tektronix, Mentor Graphics, In Focus, GI Joes, and Smith Home Furnishings among others.

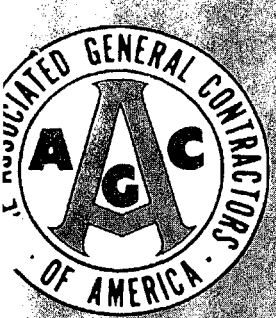
Rebuilding the North interchange will relieve pressure on the South interchange.

Thank you for your consideration of my concerns. If I can be of further assistance, do not hesitate to call on me.

Sincerely,



Roger M. Van, Broker  
Mike Van Investment Real Estate



# Associated General Contractors Oregon-Columbia Chapter

National AGC Award Winning Chapter

President's "We Can—We Care" Award Recipient

November 3, 1993

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Richard O'Connell

## **Joint Policy Advisory Committee Metro**

Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

RE: I-5, Stafford Road Interchange Ranking

The Associated General Contractors has worked over the years to encourage the construction of projects which provide for greater efficiency of Oregon's highway system as well as those projects which increase safety and reduce operating costs for the motorist. One project which did not receive the critical attention which AGC and others believe it deserves is the reconstruction of the I-5, Stafford Road interchange.

ODOT spent considerable dollars in 1987 to reconfigure the current interchange which caused Koll Development to reconstruct the building foundations of a major portion of its business park to provide sufficient property for a full-capacity interchange. Adequate and safe access to this development as well as others in the vicinity was predicated on ODOT's expenditures and cooperative redesign of this facility. This interchange is not only critical to the circulation of traffic in the rapidly-growing north Wilsonville area but one of increasing concern for safety without the proposed reconstruction. Safety has become increasingly important because of the dangerous "stacking" which occurs with the exiting of southbound vehicles from I-5. Safety is further hampered by the lack of adequate traffic control at the convergence of the access road north of the Holiday Inn property and the major trucking routes serving the adjacent industrial developments and major truck service/refueling facilities in the immediate area. The result is further diminishment of motorist safety.

AGC requests that the I-5, Stafford Road interchange improvement project be retained in the ranking of critical projects to be scheduled for construction within the reduced ODOT budget priorities. AGC is fully aware of the difficulties facing both the region and the state in making priority funding decisions. This project should be retained within the priority ranking because ODOT needs to complete its project commitment

OSG, Committee on Circulation  
c 200  
Portland, Oregon 97201  
(503) 682-9363  
Oregon 1-800-528-6610  
FAX: (503) 682-1696

**BUILD  
WITH THE  
BEST**

JPAC - I-5, Stafford Road Interchange  
11-3-93 Page two

to this area, not abandon its recent investment of funds to reconfigure the Koll Development and utilize the local funds committed to this important project. Completion of this project will not only reduce the growing safety problem which relate to this interchange but allow for the safer movement of goods throughout the region.

The Associated General Contractors appreciates your thoughtful consideration of this important request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ted Aadland", with a stylized, flowing script.

Ted Aadland  
President, Oregon-Columbia Chapter

cc: Mike Hollern, Bruce Warner

# forest grove

November 4, 1993

Terry Whisler  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

Dear Mr. Whisler:

As we discussed on the phone this week, you had decided not to fax me information on Metro's background information and analysis regarding the table "ODOT Construction Candidate Cut List". As I understand, Metro staff was not going to attempt to revise the table information, and perhaps the analysis or reliance on the table was going to change. Because the Candidate Cut List information may still be used, I have directed my comments first to the table information and then to the criteria in general.

**Volume to Capacity** The enclosed map shows the existing route through Forest Grove. There are clear capacity restrictions along the 2.7 mile length of the section being bypassed, and those are circled in red. Perhaps the worst is the College Way/Main Street intersection. Given the length of this route, the numerous intersections, the required slowness to traverse the community, and the improvement in capacity with the Bypass, it would appear the project should merit additional points. Certainly an additional 10 minutes to traverse a "to be eliminated" road section should get as many points as a 10 minute delay due to a capacity restriction. I would suggest an additional 10 points for the year 2000 time frame. Please send me your volume, capacity and delay information on the current and proposed route so we can compare it with our information.

**Economic Development** As indicated on the map, 426 acres and well over 95% of Forest Grove's vacant industrial land falls within one-half mile of the complete bypass. Removing 30% of this for wetlands, streets, etc. leaves approximately 300 acres. Based on an employment density of 12 to 22 employees per acre (less than that used in the *Metro Employment Density Study-1990*) results in an increase of 3,600 to 6,600 net jobs. The *Industrial Lands Study*, by Dorman, White & Co. used a population to employment ration of 2:1, despite Metro's data showing a ratio of 4.6:1 from 1980 to 1987. Based on a population projection of 23,000 there would be 775 net industrial jobs from 1988 to 1995, and 2,325 net industrial jobs from 1995 to 2010. There would be additional jobs due to commercial property and downtown development, resulting in the figures increasing to 900 and 2,625. Forest Grove should receive a total of 15 points based on these figures. Additional background information is available in the *Industrial Lands Study*.

If Economic Development is the true criteria (not number of net jobs generated) then additional standards are needed. For example, net jobs created as a proportion of total industrial jobs in the jurisdiction (over 50% for Forest Grove), or percentage of vacant industrial land positively effected as a proportion of total vacant land available (over 90% for Forest Grove), or effect of project on maintaining community and sense of place (recognizing the critical importance of Forest Grove's downtown). Based on these criteria, Forest Grove should receive the maximum points allowed, or 20. Please send me your information on amount of land affected, employment density, etc.

**Cost/Benefit Factor** Cost/benefit seems to be based on construction cost of a project divided by a reduction in delay times. Besides calculating the change in travel times, it would be appropriate to use the State's cost of the project. Projects with a local match should receive additional points, perhaps the percentage of match times 30. Also the long term maintenance improvements should also be calculated. Despite lower traffic flows, the time savings and local match should merit at least 8 points. Please send the information on how the costs and benefits were calculated.

**Multi-Modal Factor** It was heartening that some points were allocated in this category. In that the development of a pedestrian downtown will benefit bike/pedestrian and transit (by enhancing a non-auto dependant area), the points should increase from 7 to 10. As with the above items it would be useful to receive your calculations.

It is difficult to correctly determine exact points when all the background information is not available. The changes I have suggested would result in 73 based on your categories, meriting funding based on your last table figures. Some of the suggested changes in calculations (for example the one-half mile radius or percentage of existing employment) might result in a lower point total for other projects. If local economic impact were accurately assessed then the Forest Grove project might be the most important. I would greatly appreciate the additional information I have requested above.

Sincerely,

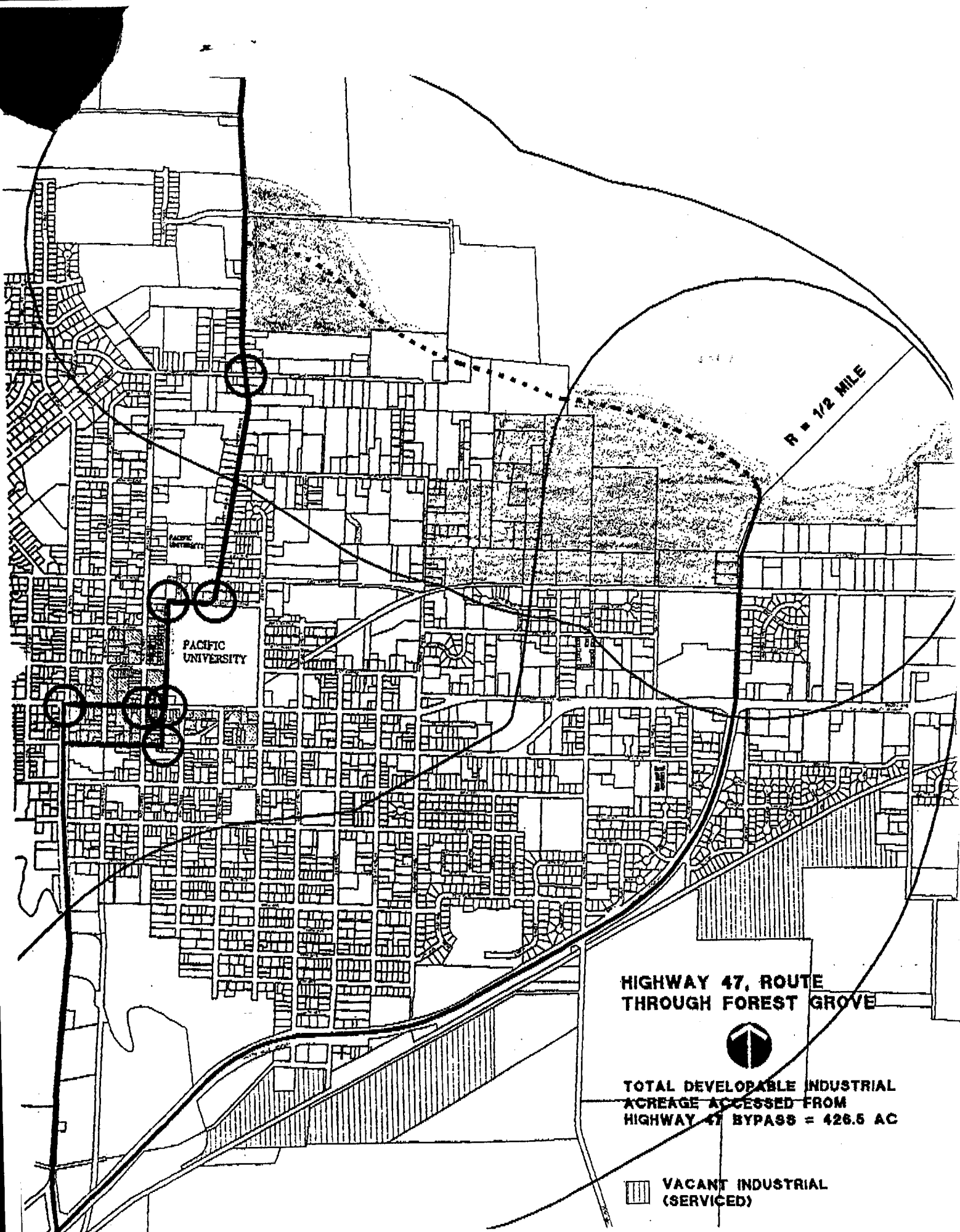


Karl H. Mawson  
Community Development Director

Enclosure

Copies:

Andy Cotugno  
Bruce Warner  
Mark Brown  
Susan McClain  
Bob Alexander



PACIFIC  
UNIVERSITY

R = 1/2 MILE

HIGHWAY 47, ROUTE  
THROUGH FOREST GROVE



TOTAL DEVELOPABLE INDUSTRIAL  
ACREAGE ACCESSED FROM  
HIGHWAY 47 BYPASS = 426.5 AC

VACANT INDUSTRIAL  
(SERVICED)



October 28, 1993

Mike Hollem, Chair  
Oregon Transportation Commission  
Salem, OR 97310

Dear Mr. Hollem;

The Forest Grove City Council strongly requests that the Highway 47 Bypass be constructed with State assistance in 1987, as indicated on the 1993-99 Six Year Plan. This project is supported by the public as indicated by their willingness to spend their own tax dollars for matching funds on the project, and the project has been indicated on Forest Grove's Comprehensive Plan since the seventies. In that the Banks to Forest Grove Highway 47 re-surfacing was on the 1984-1990 plan to be constructed in 1986 and that work may not actually be done until almost a decade later, we feel we are not being unreasonable in requesting State assistance, nor in making every effort to ensure the Highway 47 project continues as scheduled. This letter is to state our position as noted above, and to outline the technical rationale as to why the 47 Bypass is of high priority for the State.

**Need for the Bypass to Reduce Congestion** The current route of Highway 47 comes into Forest Grove from the north and south. Traffic must make four 90 degree turns and some of these require larger trucks to use multiple lanes, or even drive over a sidewalk area. Traffic must move slow due to the turns and safety hazards, and there are recognized congestion problems at the intersection of College Way and Pacific Avenue and along Pacific as it goes through Downtown. The Bypass would create a smooth route to accommodate current and projected traffic, and eliminate the existing congestion.

**Need for the Bypass to Increase Safety** Not only is there congestion along the current Highway 47 route, but there is difficulty in maintaining adequate safety. From the North much of the traffic is traveling at highway speeds, and upon immediately entering the City crosses Willamina, a heavily traveled collector. This intersection has no left turn lanes, there is increased use of Willamina as additional development occurs west of Highway 47, and the accident rate at that intersection is increasing. Highway 47 then goes through a residential neighborhood (no sidewalks), and makes two 90 degree turns through Pacific University. At one time the route was around the University, but now there is heavy student pedestrian traffic across the street for use of the Gymnasium/sports area, tennis courts, parking, classrooms, a social club, and some administrative offices. Students also must cross Highway 47 to reach the downtown and a multiple-family housing area north of campus. The crossing of College Way is particularly dangerous due to low night lighting and the limited visibility

due to two 90 degree turns. The continuation through downtown is also dangerous for drivers (who have to cross to the left lane) and pedestrians (who sometimes attempt to cross between intersections).

Congestion and lack of safety is expected to get worse due to three trends. First, as population increases, both in Forest Grove and areas to the North and South, the traffic counts will increase. Second, there is a large increase in log truck traffic expected as timber in the Tillamook Forest comes on line. Finally increased pedestrian activity around the current Highway 47 route is planned and expected due to increased student enrollment at Pacific University and more retail, residential, and office use downtown.

**Need for the Bypass to Increase Economic Development** The Bypass improves economic development in three different areas. First, it improves access and visibility to approximately 300 acres of vacant industrial land. A large area of vacant industrial land north of the Burlington Northern Railroad between Hawthorne and Quince Streets is currently somewhat hidden. The Bypass would make this area more visible, provide better access to the site, and improve access to markets north and south of Forest Grove. Secondly the Bypass improves transportation for all the areas close to the current and proposed bypass. The new Taylor Industrial Park, which recently received State Special Public Works Funding, was developed in part on the assumption that the State's bypass plan would be completed. Finally, the removal of the current Highway 47 route increases employment opportunities for the downtown area. Pedestrian connections between the downtown and Pacific University are improved, and the viability of the downtown for pedestrian shoppers is increased. Metro's recommended guidelines use 18 to 50 employees per acre. Even a conservative estimate of 20 would result in a net increase of over 3,000 employees. Even more important (and not addressed by current criteria) is the relative importance of those jobs. An additional manufacturing facility has far more impact on Forest Grove than an equivalent facility in Portland or Hillsboro.

**Need for Bypass to Improve Mobility** The Bypass will result in a reduction in travel time for traffic going around Forest Grove and also results in a reduction in travel miles. The Bypass will improve the connection between our future residential area northwest of the City and employment and shopping opportunities to the East along TV Highway. Finally, the Bypass will improve bicycle mobility by both providing bike lanes paralleling the Bypass and by removing incompatible traffic from the downtown and University area.

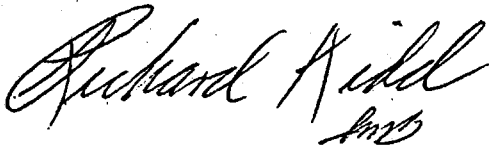
**Need for Bypass to Improve Pedestrian Traffic** As mentioned above, bike mobility will be improved due to the alternate route provided. Probably more important is the development of pedestrian areas, such as the existing downtown. Removal of the existing Highway 47 route is essential to create an atmosphere and a mix of uses to serve the pedestrian. The development of pedestrian destination areas is certainly equal in importance to creating pedestrian routes to those areas.

Hollem, Mike  
October 29, 1993  
Page 3

**Efficient Use of State Funds** Not only are State funds more effective when leveraged with matching local dollars, but the costs associated with maintenance and accidents will be much less on 1.8 miles of new highway as compared to 2.7 miles of the twisting current route.

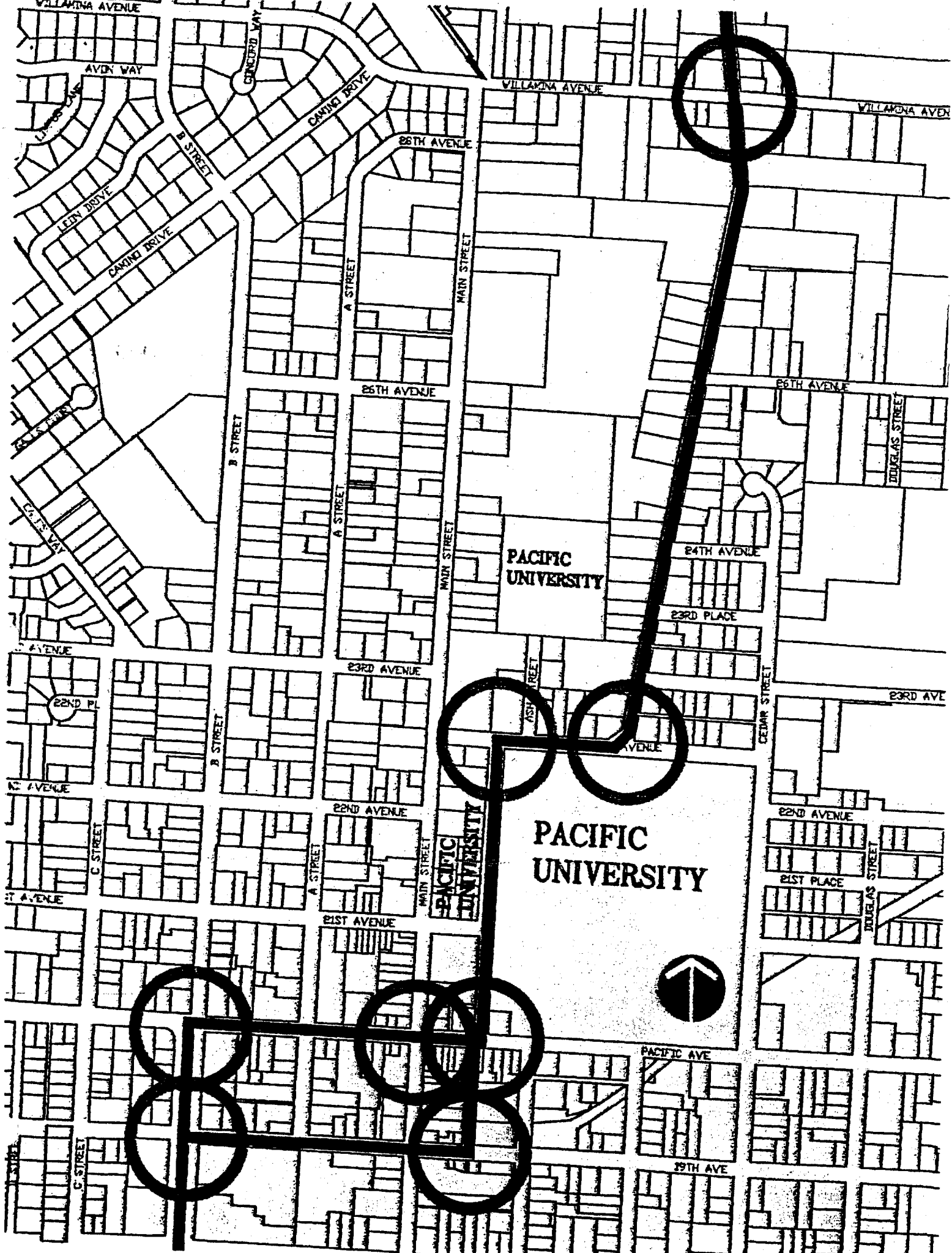
In summary, we understand the difficulty in reducing funding and eliminating projects, but in reviewing the technical justification of the Bypass and the willingness to provide matching funds, we believe the Highway 47 should retain its current ranking and be constructed in 1997. Forest Grove's industrial areas and paid for through a combination of local and state funds If you have any questions please contact our Community Development Director, Karl Mawson, at 359-3224.

Respectfully

A handwritten signature in cursive script, appearing to read "Richard Kidd", with a small flourish underneath.

Richard Kidd  
Mayor

Copies:      Bruce Warner  
                 Andy Cotugno  
                 Susan McClain  
                 Bob Alexander





**Valley  
Commercial  
Bank**

October 13, 1993

Mike Hollern, Chair  
Oregon Transportation Commission  
Transportation Building  
Salem, OR 97310

Dear Mr. Hollern,

I understand that ODOT needs to make some major reductions in the Six Year Transportation Improvement Program, and that the Council Creek-Quince (Hwy 47 Bypass) is on the list of potential candidates for deferral or elimination.

I am writing to emphasize the importance of retaining this project because:

- A.) Matching funds for a portion of the cost are available from Washington County.
- B.) Presently 200 log trucks per day have to navigate 4 - 90 turns while passing through downtown Forest Grove, thereby creating a serious safety hazard.
- C.) State funds were used to develop the Taylor Industrial Park in Forest Grove on the assumption that the Hwy. 47 Bypass would be completed and would enhance industrial utilization of the project.
- D.) The number one issue disclosed on recent Chamber of Commerce and Forest Grove/Cornelius EDC polls was transportation in general, and specifically, access to the Sunset Highway.

Thank you for your consideration in this matter.

Sincerely,

Lloyd L. Hamilton  
President/CEO

cc: Bruce Warner, ODOT Region 1 Engineer

Ken: for Mike, under your signature.  
Please reply direct. Return  
copy of initial correspondence  
with copy of reply to Director's  
Office and Mike Hollern.

cc: Mike's r.c.  
BU  
Files

RECEIVED	
DEPUTY DIRECTOR	
Assigned To: <u>Bruce Warner</u>	
OCT 18 1993	
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<input type="checkbox"/> File	

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DOT DIRECTOR	
REFER TO <u>Ken Husby</u>	
OCT 15 1993	
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RECEIVED

October 22, 1993

Mike Hollern, Chair  
Oregon Transportation Commission  
Salem, OR 97310

Dear Mr. Hollern;

The Forest Grove Downtown Task Force is very concerned about the potential removal of the Highway 47 Bypass around Forest Grove. The need of this project has increased, and the project is extremely important to the Forest Grove Downtown. As explained below, the two major reasons for this project are safety and economic development.

**Safety** The present Highway 47 route travels through Pacific University, separates the University from the downtown area, and then runs through the center of downtown. The amount of traffic is hazardous to students going between the campus and downtown, as well as downtown shoppers. Because this route is being used by large trucks, especially logging trucks, there is additional danger to downtown pedestrians and motorists. There have been a number of logging truck accidents, perhaps due in part to the sharp turns required on the current route. Finally the vibration created by the larger trucks over time can weaken the many downtown historic structures.

**Economic Development** Most of the reasons listed above of course have a serious impact on the vitality of the downtown. Forest Grove now has a very compact and distinct downtown with most of the buildings constructed in the early part of the century. The downtown is getting increased recognition both in terms of community identity and as a pedestrian environment which could regain past vitality. The noise, truck exhaust, traffic, and reduced safety make it difficult to attract new commercial businesses and shoppers to the downtown. The truck traffic makes the downtown less attractive to the pedestrian, and restricts businesses from using sidewalk areas in the summer. Having a major highway between Pacific University and the Downtown reduces general pedestrian traffic between the two areas and also severely restricts improvements to better connect the downtown and University.

Timber cutting in the Tillamook Forest is scheduled to increase dramatically over the next 5 years, which will in turn increase the problems listed above and the need for the Bypass. Area residents voted to spend money for this project (from the MSTIP2 Washington County Road levy) and the value of this project has been noted with its continued inclusion on the 6-Year Plan. For the reasons above we urge you to retain the Highway 47 Bypass on the 6-Year Plan.

By Unanimous Approval of the Downtown Task Force Members at meetings on October 15 and October 22, 1993. (Karl Mawson, Staff)

Copies: Bruce Warner  
Andy Cotugno ✓  
Susan McClain  
Bob Alexander

10/22/93 08:30

Patrick K. Booth  
2421 Mills Lane  
Forest Grove, Oregon 97116

October 20, 1993

Mike Hollern, Chair  
Oregon Transportation Commission  
Salem, OR 97310

Dear Mr. Hollern:

I recently purchased the historic building at 2020 Main Street in downtown Forest Grove, where I plan in the next year to establish a retail business. While the charm and appeal of Forest Grove attracted me to invest in this area, I have recently heard that the proposed Highway 47 bypass around the downtown area may be delayed or eliminated. I am not sure that my investment will be as sound, or that my proposed restoration of this building is of as much value if the present traffic problem in downtown is not rectified. Needless to say, this letter comes to you in support of placing this issue as a priority on the Six Year Transportation Improvement Program.

Thank you for your consideration.

Sincerely,

*PK Booth*  
Patrick K. Booth

Post-It™ brand fax transmittal memo 7671		# of pages <b>2</b>
To: <i>Warner</i>	From: <i>Husby</i>	
Co:	Co:	
Dept:	Phone #	
Fax #	Fax #	

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DEPUTY DIRECTOR	
Assigned To: <i>Warner</i>	
OCT 22 1993	
For:	
Reply	Info
<input checked="" type="checkbox"/>	<input type="checkbox"/>

*for Ken*

Ken:  
Please reply direct <sup>under your signature, for Mike.</sup> Return  
copy of initial correspondence  
with copy of reply to Director's  
Office and Mike Hollern

cc: Mike's rc  
BU copy  
File

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File	

Donald E. Forbes

**LeDuc & Booth Trading Company**  
1724 23rd Avenue  
Forest Grove OR 97116

October 20, 1993

Mike Hollem, Chair  
Oregon Transportation Commission  
Salem, OR 97310

Dear Mr. Hollert:

As a business owner in downtown Forest Grove I am extremely concerned with the increasing safety and esthetic effects of thru traffic in our downtown retail area. I understand that the Highway 47 Bypass around downtown Forest Grove is at risk of deferral, and I am writing to strongly oppose that change of plan. Before the logging truck traffic that is currently competing with University foot traffic and downtown shoppers becomes a sad headline, I hope that the value of the bypass is correctly prioritized.

Thank you so much for your consideration.

Sincerely,

Sincerely,  
Cindy LeDuc Jimmerson  
Cindy LeDuc Jimmerson

Post-It™ brand fax transmittal memo 7671		# of pages > 2
To: Warner	From: Husky	
Co:	Co:	
Dept:	Phone #	
Fax #	Fax #	

**RECEIVED**  
**DEPUTY DIRECTOR**  
Assigned To:  
*Warner*

OCT 22 1993

For:

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# forest grove

September 10, 1993

Mr. Bruce Warner, P.E.  
Manager, Region One  
Oregon Dept of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

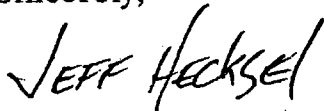
Dear Bruce:

This letter is a response to your September 3, 1993 letter asking for comments or suggestions about the draft criteria to be used to make cutback decisions. As you are probably aware, the City is concerned about the Council Creek - Quince (HWY 47 BYPASS) project scheduled for 1997 in the Six-Year Program. The project is listed as a modernization project in the program. Given the manner in which the project is listed in the Six-Year Program, the criteria as listed would seem to favor its elimination.

While a modernization project, construction of the HWY 47 BYPASS is a safety concern to Forest Grove as well. It is important to reroute the increasing number of log trucks out of Forest Grove's downtown to make the area safer for pedestrians and to encourage pedestrian use. One additional criteria could be added to the list to reduce the chances of the HWY 47 BYPASS being eliminated. It is suggested that projects approved by voters and having a local match be emphasized. This will help the State to leverage more money to complete needed projects.

I appreciate the difficulty in making cutback decisions and appreciate the initiative to obtain input on the elimination criteria. I hope you will give some consideration to the additional criteria.

Sincerely,



Jeff Hecksel  
City Manager Pro-Tem

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SEP 13 1993	Const Sff Asst _____
Personnl Off _____		Maint Sff Asst _____
Adm Serv Mgr _____	Env/Maj Proj Mgr _____	Assur Spec _____
Traf Op Mgr _____	Fed Aid Mgr _____	
Tr. Plan/Dev Mgr _____	Geology Mgr _____	

cc: John Burdett  
Karl Mawson



# FOREST GROVE / CORNELIUS Economic Development Council

2417 Pacific Avenue  
Forest Grove, OR 97116-2498  
Telephone: (503) 357-3006  
Fax: (503) 357-2367

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SEP 15 1993	Const Sif Asst _____
Personnl Off _____		Maint Sif Asst _____
Adm Serv Mgr _____	Env/Maj Proj Mgr _____	Assur Spec _____
Trat Op Mgr _____	Fed Aid Mgr _____	_____
It Plan/Dev Mgr _____	Geology Mgr _____	_____

September 14, 1993

Mr. Bruce Warner  
Region 1 Manager  
Oregon Department of Transportation

### Re: Transportation Improvement Program Update

Dear Mr. Warner:

Thank you for the opportunity to provide input concerning the criteria used for paring the project list from the construction section of the Transportation Improvement Program. As supporters of the Oregon Transportation Program, the Forest Grove/Cornelius Economic Development Council shares your disappointment in not prevailing in this session of the legislature.

We would like to suggest that an additional criteria be added to the list:

- Projects that have voter approved local matching funds.

This would obviously allow the state to leverage their limited funds and "get more bang for the buck." In this time of limited funds and general lack of voter support for money measures, a voter approved levy for sharing the cost of state transportation projects should merit special weight in the deliberations.

We would especially support the first criteria, mentioned in your September 3, 1993 letter, for "Projects that emphasize preservation or maintenance existing system or that address a safety issue should have priority over projects that add lanes or totally rebuild a highway." For example, Highway 47 from Forest Grove to Banks has been on the six year plan as a preservation and straightening project and was enhanced by ODOT by also adding widening when safety issues became more of an issue. It is our understanding that this project was one that was discussed for possible elimination. Based upon that suggested first criteria, it appears to be a project that should be funded.

We appreciate the challenge of developing reasonable criteria and the difficulty of cutting back the construction list among worthwhile projects. We hope this input assists in that process.

Thank you for your consideration and attention.

Sincerely,

Robert C. Alexander  
Executive Director



CITY OF GRESHAM

Fire Department  
1333 N.W. Eastman Parkway  
Gresham, OR 97030-3813  
(503) 661-3000

mkw

November 2, 1993

Andrew Cotugno, Planning Director  
METRO  
600 NE Grand Ave.  
Portland, Oregon 97232

Dear Mr. Cotugno,

I want to take this opportunity to discuss public safety concerns regarding the I-84 widening project (223rd to Troutdale) and the positive benefits to be gained if this project continues to completion.

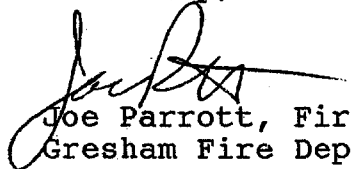
With its substandard design dating to the early 1950's, this particular stretch of I-84 is the scene of numerous motor vehicle accidents. Conditions such as the lack of a hard barrier between travel directions, elevation differences between travel directions and the lack of sufficient numbers of lanes in each direction have contributed to serious accidents. One example most noteworthy of late was the triple-fatal accident involving the Multnomah County Sheriff's Reserve Officers.

Minimal shoulder width also impedes response of emergency vehicles when traffic congestion occurs following an accident. Often the first emergency vehicle to the scene is the one coming the opposite direction.

Improvements in the 238th/Wood Village interchange design would also contribute to a safer road system. Longer entry lanes and interchange points that are less confusing would each improve motorist safety. Recently a head-on collision occurred at the Columbia River Hwy off ramp when a motorist entered this off ramp from a side street.

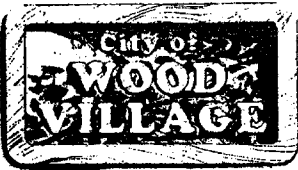
I strongly encourage you to continue to place this project high on the priority list. This stretch of I-84 is heavily used and deserves the improved safety benefits the Interstate Completion project will produce.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Joe Parrott', is written over the typed name.

Joe Parrott, Fire Chief  
Gresham Fire Department

cc: Council  
Bruce Warner, Region Manager, ODOT



Mayor  
Derald D. Ulmer  
City Council  
Donald L. Robertson  
Robert S. Lokting  
Timothy Fier  
William Stewart

2055 N.E. 238th Dr.  
Wood Village, Oregon  
97060-1095  
(503) 667-6211

November 5, 1993

Andy Cotugno  
Director of Planning and Transportation, Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

RE: State Transportation Program Cuts

Dear Mr. Cotugno:

This letter presents Wood Village's concerns regarding the recently published Metro staff recommended cut list for ODOT construction projects. On October 21st, I spoke at the initial public hearing which explained Metro's process in developing this list. My comments made at this meeting in support of the I-84, 223rd to Troutdale project are enclosed.

The I-84, 223rd to Troutdale, project is a key project in East Multnomah County transportation planning. Completion of this project will have a positive impact on future traffic using the area. Without the project, major traffic problems will occur on NE 223rd, 242nd and 257th. Traffic planning for these streets, as well as the major east-west arterial streets, has assumed the I-84 project and 238th Interchange improvements would be made. I feel that it is imperative the I-84 project be completed in order to mitigate these traffic problems.

Further support for this project may be derived from the fact that \$12 million dollars in federal interstate funds could be lost by ODOT if this project is cut. These are funds earmarked for completion of the interstate system and, I am told, the I-84, 223rd to Troutdale project is the only eligible project left in our state. A loss of these funds now could mean this needed project would never be completed.

After reviewing Metro's preliminary rankings, and the criteria used to rank the projects, it appears to me that the criteria used is "seriously flawed" when applied to this project. In support of this viewpoint, I offer the following points:

1. **Completion of the Oregon Interstate Highway System to national standards should be a high priority for the region.** I-84, 223rd to Troutdale was constructed in the 1950's and has many sub-standard design features for an interstate highway. ODOT has already invested a very substantial amount of money in I-84 improvements. This interstate highway segment is eligible for federal funds which will be lost if it is not constructed.
2. **The Level of Service (LOS) criteria should use the worst peak hours conditions to evaluate a project.** The EIS for the I-84 project cites 1989 conditions at the I-84 eastbound offramp of the 238th interchange as LOS "F" (pm peak), with backups onto the freeway. With a "no-build" on this interchange, stop and go traffic would occur on I-84 itself by the year 2000. Metro ratings using the volume to capacity criteria need to be re-evaluated.

Metro letter  
November 3, 1993  
Page 2

3. **The safety criteria used needs to also consider substandard or hazardous design factors.** The Wood Village 238th interchange off-ramp leads directly onto an at-grade railroad crossing. This interchange also has shoulders and ramp design that are below safety standards for interstate highways.
4. **Statewide economic linkage and the proposed National Highway System designation need to be weighed under economic development.** The Wood Village interchange economic linkage goes far beyond the one-mile radius used in Metro's criteria. It serves as an essential regional route to half of the state through its connection with US-26 and also serves East County's rapid growth communities. The Mt. Hood Parkway, beginning at the Wood Village I-84 interchange is the proposed NHS connecting corridor from I-84 to US-26.

The City of Wood Village believes that the I-84, 223rd to Troutdale project should never have been placed on the cut list as proposed by Metro. We request the project be removed from this list. If Metro, after reviewing all public testimony, retains the project on the cut list, please consider my comments on the rating criteria and re-evaluate this important project by using more appropriate criteria.

Thank you for considering these comments and my previous remarks. Please include them in the public record.

Sincerely,



Donald L. Robertson  
Mayor

DL:jt

Enclosure

C: Bruce Warner, ODOT Region Manager  
City Council

# CITY OF GRESHAM

## OFFICE OF THE MAYOR & CITY COUNCIL

Gussie McRobert, Mayor

Jack Gallagher, Council President

Jack Gallagher, Councilor, Position 1  
Cathy Keathley, Councilor, Position 3  
Bernie Giusto, Councilor, Position 5

Lisa Barton-Mullins, Councilor, Position 2  
Chris Bolfano, Councilor, Position 4  
David Eichner, Councilor, Position 6

November 3, 1993

Andy Cotugno  
Director of Planning and Transportation  
Metro  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

RE: ODOT Transportation Improvement Program Criteria

Dear Andy:

The purpose of this letter is to provide comments on the proposed regional criteria for reducing funding commitments in ODOT's Transportation Improvement Program. We acknowledge the difficulty of the process and commend you and your staff for the process you have developed to evaluate these issues.

We have previously communicated with the Oregon Transportation Commission regarding the criteria which ought to be utilized in evaluating highway projects of statewide importance. These criteria are equally applicable to the region's evaluation and we encourage you to incorporate them into your process. We are especially concerned about criteria applied to the Mt. Hood Parkway and I-84 improvement (223rd to Troutdale).

The suggested criteria are highlighted as follows:

1. The region should act in accordance with the Oregon Transportation Plan to the maximum extent possible and should continue to give a high priority to Access Oregon projects. The Mt. Hood Parkway has been identified as a transportation project of statewide significance as an Access Oregon highway. Past state gas tax increases have been aimed at Access Oregon implementation.
2. Preference should be accorded to projects which have experienced significant controversy but which have now achieved a high level of community consensus. East Multnomah County jurisdictions and ODOT worked for many years to resolve differences over Mt. Hood Parkway design and corridor issues. There is now consensus, and we are ready to begin the DEIS. If work on the Parkway is halted, the momentum and consensus which now exist may evaporate.

3. To the extent possible, decision-making on such major controversial projects should be made within the same "generation" of decision-makers. Decision makers change over time. These changes are part of the democratic process but increase the difficulty of maintaining consistent public policy on controversial matters.

4. Preference should be given to projects which provide significant and critical linkages in a community's transportation system. The Parkway will be built in and will serve a major developed urban area. The Parkway is a central element in a multi-modal planning effort for East County. Terminating development of the Mt. Hood Parkway would create a huge gap in the area's and state's transportation system and make it very difficult to plan for future growth.

5. Completion of Oregon's Interstate Highway System to national standards should be a high priority of the region. The I-84 segment from 223rd-Troutdale has a sub-standard 1950's road and interchange design. It is one of only two interstate segments in Oregon that are federally designated for interstate completion. ODOT has already invested \$12 million in the full project (181st-Troutdale).

6. Statewide economic linkage and the proposed National Highway System designations need to be weighted heavily. The Mt. Hood Parkway (with the Wood Village interchange) is the proposed National Highway System route from I-84 to US 26 and Central Oregon. Two-thirds of all current and future US 26/Central Oregon traffic uses the Parkway corridor. The Wood Village interchange economic linkage goes far beyond a one-mile radius (current criteria). It serves an essential regional route to half of the state and to East County's rapid growth communities.



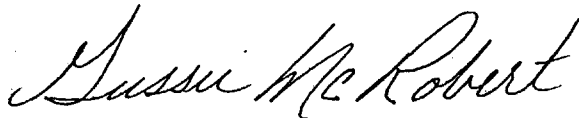
Page 3  
Andy Cotugno

7. The Safety criteria needs to also consider substandard or hazardous design factors. The Wood Village interchange ramps lead directly to and from an at-grade rail crossing. Shoulders and ramp design are below safety standards.

8. The Level of Service criteria should use the worst peak hour conditions on a segment or interchange. The EIS for I-84/ Wood Village interchange cites 1989 conditions at the Eastbound off ramp as Level of Service F (P.M. peak), with back ups onto the Freeway; and a no-build, stop and go traffic on the Freeway itself. Preliminary ratings of this interchange should be re-examined, to assure that worst peak hour conditions are used.

Thank you very much for your consideration of these comments. Please include them in the record.

Sincerely,

A handwritten signature in cursive script, reading "Gussie McRobert". The signature is written in dark ink and is positioned above the typed name and title.

GUSSIE McROBERT  
Mayor

c: Council  
Bruce Warner, ODOT Region Manager

NR/GM/ms

GARY HANSEN  
Multnomah County Commissioner  
District 2



1120 S.W. Fifth Avenue, Suite 1500  
Portland, Oregon 97204  
(503) 248-5219

November 5, 1993

Mr. Bruce A. Warner, Region 1 Engineer  
Oregon Department of Transportation  
9002 SE McLoughlin Boulevard  
Milwaukie, OR 97222

Dear Mr. Warner:

I am writing to convey the concern of the East Multnomah County Transportation Committee (EMCTC) that the reconstruction of I-84 between 181st Avenue and Troutdale be completed as programmed. There is great community support to upgrade this last substandard segment of I-84 in the Portland urban region to safe, contemporary highway standards. Membership in EMCTC, including the cities of Fairview, Gresham, Troutdale, Wood Village, and Multnomah County support the ODOT Region I recommendation to include completion of I-84 in the revised State Transportation Improvement Plan.

I-84 has been constructed from its western terminus at I-5 to 181st Avenue. Completion of the remaining segment of this urban interstate highway, between 181st Avenue and Troutdale has been considered as one project up to the construction phase. Construction was necessarily divided into two phases with the portion from 181st to 223rd Avenue beginning construction soon. The Committee is concerned that the remaining construction phase will be seen as expendable.

The section of I-84 between 181st Avenue and Troutdale has a substandard 1950's style roadway and interchange design. The highway is one of only two interstate segments in Oregon that are federally designed for interstate completion. Oregon Department of Transportation (ODOT) has invested \$12 million in the full project. Much time and money invested to bring this project to the construction phase will be lost if the project is not fully implemented.

We are sympathetic to the difficult budgetary issues confronting the Oregon Transportation Commission. Several projects must be postponed or scaled back in Region I. However, the I-84 project should be considered entirely as one project. Development of I-84 and reconstruction of the 238th Avenue interchange is central to transportation planning in East Multnomah County. Planning along the

Page 2

Mr. Bruce Warner, Region I Engineer

November 5, 1993

corridor, for both motorized and non-motorized traffic has anticipated timely completion of the upgraded facility. If I-84 is not completed, major traffic problems could result by our 2010 design year. Completion of the Oregon Interstate Highway System to national standards should continue to be a high priority of the region and state.

The process that ODOT undertook to develop this project has been exemplary in achieving unanimity among East County jurisdictions. There had been much early controversy surrounding the project that has been successfully resolved leading to consensus support among the four cities and the county. An injustice would be done to ODOT's efforts in developing the project in concert with community input, and to the parties that participated in the process, if the project is not brought to fruition.

The East Multnomah County Transportation Committee urges the Oregon Transportation Committee to retain the I-84 project in the revised STIP as recommended by ODOT. Completion of the project is necessary and justified. If, however, the OTC is unable to commit fully to the project we will of course be willing to continue discussing the issue until and equitable solution is found.

We are at your disposal if additional information is required.

Respectfully yours,



Commissioner Gary Hansen, Chair  
East Multnomah County Transportation Committee

c: Andy Cotugno, Metro

# Beautiful America

**Publishing Company**

November 1, 1993

Mr. Andrew Cotugno  
Planning Director  
METRO  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Mr. Cotugno,

As you can tell from our address, we are business users of the Stafford Road/I-5 Interchange. We have been for many years, and we have watched as the Wilsonville business community has grown from a handful to a thriving business complex ranked as one of the fastest growing in the state.

All of this with a badly overloaded interchange that needs to be addressed immediately. The traffic congestion is now causing delays, accidents and many, many near fatals, as people attempting to exit at busy hours find themselves lined up and stopped on a very busy and fast interstate.

We have received many complaints from our employees regarding this congestion and this grossly overworked interchange. As you undoubtedly know, several trucking firms are now based in this area and much of the problem stems from many large and long rigs constantly pulling on and off on these abbreviated ramps.

**THE WIDENING AND LENGTHENING OF THESE RAMPS NEED YOUR IMMEDIATE ATTENTION.** May we hear from you as to your support of this much needed project, please?

Sincerely,

BEAUTIFUL AMERICA PUBLISHING COMPANY

  
T. E. Paul  
Publisher

TEP:hg

# HILLMAN PROPERTIES NORTHWEST

1000 SW BROADWAY, SUITE 1850

PORTLAND, OREGON 97205-3070

(503) 299-9000

FAX (503) 242-1821

September 13, 1993

Mr. Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 S.E. McLoughlin  
Milwaukie, OR 97222-73

Dear Mr. Warner,

I am in receipt of your memo dated September 3, 1993, with regard to revisions to the transportation program.

It is extremely important that the Stafford/North Wilsonville interchange reconstruction not be affected by the transportation budget cuts. The reconstruction of this interchange must be prioritized by the State as it has been with the City of Wilsonville and the Wilsonville Business Community.

The area directly south of this interchange has emerged over the last six years as the industrial core of the I-5 Corridor. With the addition of the Nike warehouse, Commerce Center South Industrial Complex, Stafford Business Center, South Center Business Park, Wilsonville Business Center, Sysco Foods, Mentor Graphics, and a myriad of additional new businesses and expansions, the Stafford interchange is in desperate need of reconstruction.

I am the Vice-President of Hillman Properties Northwest which owns the Wilsonville Business Center. This project encompasses 100 acres and currently has over forty different companies doing business here. All of these companies have relocated here in the last five years.

Hillman Properties participated in the improvement of 95th Avenue last year along with seven other companies and cooperation by the City and the State. This million dollar road improvement is an integral component of improving traffic flow in conjunction with the reconstruction of the interchange.

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SEP 14 1993	Const Stf Asst _____
Personnel Off _____		Main Stf Asst _____
Adm Serv Mgr _____	Env/Maj Proj Mgr _____	Assur Spec _____
Traf Op Mgr _____	Fed Aid Mgr _____	
Tr Plan/Dev Mgr _____	Geology Mgr _____	

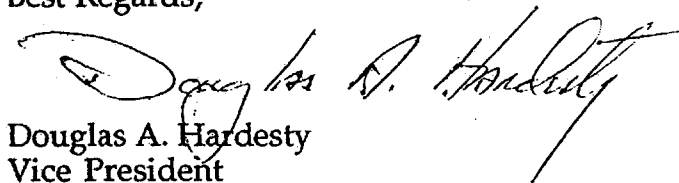
Mr. Bruce Warner, P.E.  
Page 2  
September 13, 1993

Interstate 5 south traffic that exits at Stafford is currently creating a tremendous traffic hazard during peak business hours. The traffic backs up, extending into the westerly lane of I-5, and is stopped in this lane or moving at a very slow rate of speed (5 mph). "Normal" freeway traffic must immediately change their speed from 65 mph to 5 mph, or change lanes. The city widened and extended the "off ramp" last year, but this was a minor solution to a tremendous problem.

With the land acquisition and design of this reconstruction already completed, the on-going safety issues, and the current and growing demand from a diversified business and industrial base, the reconstruction of the Stafford/North Wilsonville interchange must be as scheduled in the next construction season.

Please give me a call if you would like to further discuss this.

Best Regards,



Douglas A. Hardesty  
Vice President

DAH/gls

CC: Governor Barbara Roberts  
Mike Hollern  
Dave Kanner  
Nancy Ward

DEPARTMENT OF  
TRANSPORTATION

October 15, 1993

OFFICE OF THE  
DIRECTOR

FILE CODE:

Mr. William T. Buckley  
Buckley, Montgomery, LeChevallier & Lindley, P.C.  
Five Centerpointe Drive, Suite 250  
Lake Oswego, Oregon 97035

Mike Hollern, Chairman of the Oregon Transportation Commission, asked me to respond to your recent letter, which supports both the I-5/217/Kruse Way Interchange and the Wilsonville Interchange. Both projects are important to ODOT and the Portland metropolitan area.

We share your concern about having to remove valued projects from the Transportation Improvement Program (TIP). We are faced with making many difficult decisions and are trying to make them in a regional context with the help of Metro and our regional partners.

We are working with Metro and others to develop project ranking criteria that will lead to a list of project priorities. There will be several opportunities for public involvement at the region and state levels.

The first regional public meeting is scheduled for Thursday, October 21, from 7:00 to 9:00 p.m. in Room 140 of the Oregon State Building, 800 N.E. Oregon Street, Portland. Please contact Terry Whisler, Metro (797-1747), for more information about the meeting and to get your name on Metro's mailing list. Our regional office will notify the participants of future meetings and opportunities for input to the decision-making. We want to make sure all interested parties and interests have their views and priorities brought to our attention.

If you have further questions, please contact Bruce Warner, Region Manager, at 653-3090.


Kenneth E. Husby  
Deputy Director

cc: Bruce Warner

*10/22 [Signature]*  
*Phone for your file [Signature]*

ODOT, REGION 1

Region Mgr <u>[Signature]</u>	Engineering Mgr <u>[Signature]</u>	Transp Anlys <u>      </u>
Constr. Eng <u>      </u>	Land Use Mgr <u>[Signature]</u>	Safety Off <u>      </u>
Public Aff <u>      </u>	<b>OCT 18 1993</b>	Const Sff Asst <u>      </u>
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Adm Serv Mgr <u>      </u>	Env/Maj Proj Mgr <u>      </u>	Assur Spec <u>      </u>
Tral Op Mgr <u>      </u>	Fed Aid Mgr <u>      </u>	
Tr Plan/Dev Mgr <u>      </u>	Geology Mgr <u>      </u>	



135 Transportation Bldg.  
Salem, OR 97310  
(503) 378-6388



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

September 10, 1993

Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

Dear Bruce:

Thank you for your letter of September 3, 1993 requesting input on the draft approval criteria for projects necessary to address the \$400 million budget shortfall.

With respect to specific projects, the Stafford interchange continues to present a serious safety problem. State and local investments have already been made in connecting roadways dependent on this project. Clearly, the Stafford improvements should receive the highest priority under these criteria. Also, projects that improve employee access from Hillsboro/Aloha and a solution to the 217 congestion are important to Mentor Graphics and other area businesses.

In addition to concern about impacts on currently funded projects affecting the Mentor Graphics Campus and the Wilsonville area, we are seriously disturbed over the State's process and time frame for making such significant decisions. In this context, however, I have distributed your request to the City of Wilsonville who in turn has solicited the input of other local major corporations. I also asked that Mary Tobias to arrange a meeting of as many TVEDC members as possible to meet with you. Thank you for your responsiveness and the participation of Robin McArthur-Phillips.

Without the benefit of an adequate understanding of the specific meaning and impacts of the criteria you are recommending, we do have some input. At some point we expect to be able to comment on the specific projects, as well, and request that we be advised of that public input process.

The State's emphasis on multi-modal opportunities at a time of severely restricted funding seems inconsistent with state wide concern over basic human

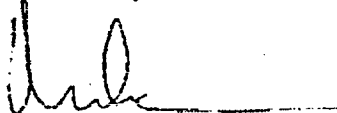


services, education and jobs. If multi-modal opportunities can get more people to work or basic services sooner and more cost effectively than priority road improvements, only then they should be considered. If they provide recreational opportunities for jogging and biking, they should wait for better times.

It is also suggested that you include an some overall context statement for the criteria. It may be possible to fit a non-critical projects under one of the stated criteria. This context statement might address the reinforcement of other state goals relating to these difficult times, the interim nature of these priorities, regional equity in application of the criteria, emphasis on immediate impact, and the intention to delay any non-critical project.

Thank you again for your request for input. I would be happy to participate further in your assessment of projects and criteria. If you have any questions, please call me at 685-1595.

Sincerely,



Mike Cook  
Manager, Facilities Planning

cc: Arlene Loble, City of Wilsonville  
Mary Tobias, TVEDC  
George Sturm, Tektronix  
Mike Hollem, Oregon Transportation Commission  
Robin McArthur-Phillips, ODOT Metro Region  
Jim Pond, Mentor Graphics

# MITCHELL LEWIS & STAVER CO.

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503 682-1800 • Fax 503 682-1633

November 5, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 N.E. Grand  
Portland, Oregon 97232

Fax: 503-797-1797

Dear Mr. Cotugno,

We have been asked by our City Engineering Department to contact you and voice our opinion on the Stafford Road / I-5 Interchange reconstruction project scheduled for 1994.

We understand this project is in review and may be postponed or deleted completely.

We are an industrial distribution business located in Wilsonville and adjacent to the Stafford Interchange. We support the existing project schedule based on traffic demand.

We have one additional concern. Since the structure was designed and build our Oregon Public Utility Commission has made substantial changes in the load carrying capacities of trucks on the Interstate Highway System. During normal operation these new heavier trucks stack completely across the span in both directions. As they begin to move they induce vibration. With the span at maximum deflection the magnitude of these vibrations are such that a passenger car in a turning lane on the span feels as though it is on a ferry boat.

It is our concern that the structure is operating beyond its original design service factor for significant periods of time. We feel the dynamic loads on the structure should be assessed and this information factored into the score for the project.

Sincerely,

Mitchell Lewis & Staver Co.



Dean Brown

# ***PAC-WEST***

**D I S T R I B U T I N G**

RECEIVED

November 5, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 NE Grand  
Portland, OR 97232

Dear Mr. Cotugno:

On behalf of the 25 employees at Pac-West Distributing, I urge you to continue with the plan to up-grade the Stafford Road Interchange in 1994. The interchange is currently a major bottleneck during rush hours, with vehicles lined up for several blocks on Stafford Road and feeder roads waiting to get through the interchange. Rush hour delays range from 15 to 20 minutes, and are sometimes considerably longer.

The interchange is also an inconvenience for the 50 customers we have each day at our Commerce Circle location, as well as the 10 delivery trucks.

With Burns Brothers Truck Stop on the east side of the interchange, the truck traffic through the interchange is heavier than any other area on the south side of Portland.

Please do not delay the funding for this project. The growth rate of nearby business and residential areas make the traffic problems worse each month.

Sincerely,



Mark L. Shia  
Vice President

cc: Michael A. Stone, City Engineer  
City of Wilsonville  
30000 SW Town Center Loop E  
Wilsonville, OR 97070



November 1, 1993

George Van Bergen  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232

Dear George,

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that I-5/ 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 the severe economic impact to transportation of goods and the safety of increasing commuter traffic to the growing Wilsonville business.

Finally, there is no reasonable alternate route and the only other interchange at Wilsonville Road is now in gridlock during peak business and commute hours.

Thank you for your consideration of my concerns. If I can be of further assistance, do not hesitate to call on me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jeffrey C. Grant", is written over a horizontal line.

Jeffrey C. Grant  
Executive Director

JG/dh

cc: Wilsonville Chamber of Commerce Board of Directors



November 2, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 NE Grand  
Portland, OR. 97232

Dear Mr. Cotugno:

It has come to our attention that the prioritization of ODOT highway projects, by Metro, may take the Stafford Road/I-5 interchange off it's current schedule. This project was scheduled for 1994.

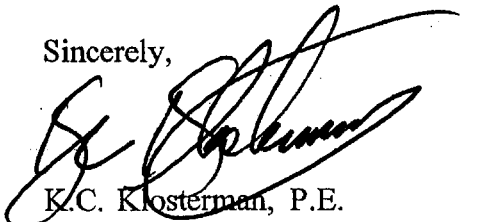
We have a aggregate mining and processing plant, ready-mix concrete plant as well as a asphalt plant that use this interchange as the primary truck haul route. Many of our aggregate trucks as well as asphalt delivery trucks are truck and trailer combinations.

The current congestion and poor queuing of traffic on this interchange delays the delivery of our product substantially. On a peak production day we can have more than 400 truck round trips or 800 truck passes through this interchange.

We are only a very small percentage of the total traffic using this interchange. Interstate Trucking, Nike and many, many other firms were located in this area with the understanding that the capacity and function of this interchange would be improved soon. This project is vital to our business profitability as well as the safety of all users.

We respectfully request that you support keeping the Stafford Road Interchange on the current funding schedule for the next fiscal year. Thank you for considering the importance of this matter.

Sincerely,



K.C. Klosterman, P.E.  
Facilities & Land Planning Mgr.

cc Frank Morse



## ERA® TUALATIN VALLEY REAL ESTATE

---

October 29, 1993

Mr. Andy Cotugno  
Planning Director  
METRO  
600 NE Grand  
Portland, Or 97232

Dear Mr. Cotugno:

My office is located in close proximity to the Stafford Road Interchange.

It is highly important to me that something be done about improving the traffic flow to the Stafford Road Interchange. Several times a day traffic is backed up and snarled trying to get on the Freeways. We desperately need something done to improve the flow of traffic.

Please consider this an urgent request for keeping the Stafford Road Interchange in the funding for the next fiscal year.

Sincerely,

A handwritten signature in cursive script that reads "Dave Hohmann".  
Dave Hohmann  
President

DH/jw



9585 S.W. Washington Square Rd. • Portland, Oregon 97223  
Mailing Address: P.O. Box 23635 • Tigard, Oregon 97223-0095  
(503) 639-8860

October 28, 1993

Andy Cotugno  
Planning Director  
Metro  
600 N. E. Grand  
Portland, OR 97232

Dear Andy:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that the I-5 at Hwy. 217 and Kruse Way interchange is on the list of potential project candidates to be deferred or eliminated from that program.

I am writing to emphasize the importance of retaining this project due to the impact this major traffic bottleneck is having on the entire westside roadway system. The lack of major highway improvements in this area due to the stalled western bypass project has resulted in gridlock on the only major north/south arterial on the west side of the Portland metro area. Hwy. 217 is little more than a parking lot, and not only at peak hours. The entire economy of the area is being adversely affected. Any further delay in dealing with this problem will be nothing short of disastrous for businesses along the 217 corridor.

Thank you for your consideration of my concerns. If I can be of further assistance, do not hesitate to call on me.

Sincerely,

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

JFR:crw

cc: Brent Curtis  
Roy Gibson  
Rod Sandoz  
Margaret Collins  
Dave Williams  
Susie Lahsene  
Brian Campbell

BUCKLEY, MONTGOMERY,  
LE CHEVALLIER & LINDLEY, P. C.  
ATTORNEYS AT LAW

FIVE CENTERPOINTE DRIVE, SUITE 250  
LAKE OSWEGO, OREGON 97035  
(503) 620-8900 FAX (503) 620-4878

September 13, 1993

Mike Hollern, Chairman  
Oregon Transportation Commission  
Transportation Building  
Salem, OR 97310

RE: ODOT Region 1 Projects Budget Shortfall

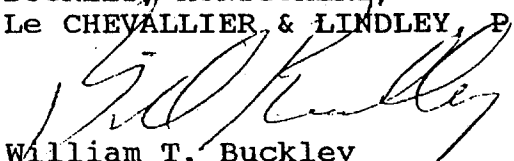
Dear Mr. Hollern:

According to ODOT Region 1 information, we understand that Region 1 is faced with cutting \$1 million from projects in the current six-year plan for projected construction projects. We are very disappointed to hear this news and want to stress the importance of completing the construction of the I-5/217 Kruse Way interchange at an early date and with full and complete funding for that project. I also want to emphasize the need to complete the Stafford interchange at Wilsonville as this is becoming a significant problem.

The I-5/217 interchange is in gridlock during rush hours, is frequently the source of traffic accidents and is a very dangerous place for you to drive your automobile and at times, traffic will backup onto Interstate 5. This project needs to have top priority. Thank you for your time and consideration. Please call or write if we can be of further assistance.

Very truly yours,

BUCKLEY, MONTGOMERY,  
Le CHEVALLIER & LINDLEY, P.C.

  
William T. Buckley

cc: Bruce Warner, Oregon Dept. of Transportation, Region Manager  
Mary Tobias, Executive Director, Tualatin Valley Economic  
Development Corporation

WTB/clf  
(w:\00386\hollern.ltr)

ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr <input type="checkbox"/>	Transp Anlys <input type="checkbox"/>
Constr. Eng <input type="checkbox"/>	Land Use Mgr <input type="checkbox"/>	Safety Off <input type="checkbox"/>
Public Aff <input type="checkbox"/>	SEP 15 1993	Capital Equip Asst <input type="checkbox"/>
Personnel Off <input type="checkbox"/>	William T. Buckley	Maint Sft Asst <input type="checkbox"/>
Adm Serv Mgr <input type="checkbox"/>	Env/Maj Proj Mgr <input type="checkbox"/>	Assur Spec <input type="checkbox"/>
Inf Op Mgr <input type="checkbox"/>	Fed Aid Mgr <input type="checkbox"/>	
Tr Plan/Dev Mgr <input type="checkbox"/>	Geology Mgr <input type="checkbox"/>	



November 5, 1993

Joint Policy Advisory Committee on Transportation (JPACT)  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

RE: Concern Over Pending Project Cuts and Status of Stafford  
Interchange, Wilsonville - ODOT 6-Year Plan.

I am writing on behalf of my clients, United Disposal Service, Inc. and Willamette Resources, Inc. United Disposal Service (UDS) is the franchised solid waste hauler for the Wilsonville and Tualatin communities. Their franchise operates out of facilities located on Boeckman Road in Wilsonville. Willamette Resources (WRI) is the selected vendor/owner/operator for the proposed Wilsonville Solid Waste Material Recovery and Transfer Station. WRI is hopeful of being under construction on the Transfer Station in 1994, with operations beginning in 1995.

Like all other local businesses, their operations depend upon adequate transportation facilities. Wilsonville businesses are almost entirely dependant on the freeway and its interchanges to support movement of goods and services, as well as employees.

While I specifically represent my client's interests, I also speak for the interests of the City generally in terms of my history as a former Planning Director for Wilsonville, and past Board member of the Chamber of Commerce. I have been involved in efforts to resolve the problems of the Wilsonville interchanges since 1978. I have also participated as a member of the ODOT's local advisory committee for interchange improvements.

We are aware of the unfortunate circumstance in which ODOT faces a \$400 million shortfall for highway construction projects. We also understand that the Department is proposing to eliminate or delay somewhere between \$126 and \$150 million in projects currently scheduled for construction in the 6-Year Plan.

We acknowledge that the funding decisions facing ODOT and the Metro region will be difficult. We appreciate the attempts to make this a public decision and honor the efforts being made to make the decisions as fair as possible.

However, we are responding, with deep concern, to Metro staff's preliminary technical prioritization for cutting projects, issued October 21, 1993. We understand this or some modified version of this report will be considered by JPACT on November 10, 1993. JPACT's recommendation is to be forwarded to the Oregon Transportation Commission for consideration on November 16th.

## GENERAL COMMENTS

We have reviewed the assumptions in the preliminary assessment and discussed them with Metro staff. We appreciate the cooperation of the staff, and want to acknowledge the corrections and adjustments they have already made. We understand the rating for Stafford has been adjusted to 75 points. However, we remain concerned regarding how well the criteria reflect reality (current or projected) in Wilsonville.

It appears, based on Metro staff's preliminary assessment scores, that the Stafford Interchange may likely be one of the projects cut from the current 6-Year Plan schedule. Our concern is shared by other local businesses. We do not believe that the preliminary assessment accurately reflect the realities with regard to the Stafford Interchange. Nor does it reflect the increasingly serious realities of traffic congestion in Wilsonville generally. The numerical model provides a simple means of comparison, but does not allow for consideration of unusual circumstances nor does it adequately reflect complimentary and supportive local contributions to system improvements.

### Current Conditions

The Stafford Interchange is and has been operating over capacity for several years. Local businesses and residents experience daily congestion at both of the Wilsonville interchanges. More importantly, we observe daily safety hazards, particularly at the south bound off-ramp at Stafford in the AM peak. Almost daily, vehicles trying to exit find themselves stopped on the Freeway.

As you know, the Wilsonville Interchange is also operating well over capacity. This interchange is not yet even on the list which is now being considered for cuts. With the present funding shortfalls who knows when Wilsonville may finally make the funding list for improvements.

The problem is Wilsonville's life blood is its arterial access links created by the Freeway. For all practical purposes, the City has no other reasonable arterial access. Unfortunately, both of the existing interchange connections to the freeway are deficient and getting worse almost daily. While the freeway gives the City life, it also represents its greatest public facility liability in terms of maintaining adequate capacity.

Over the past 10-15 years Wilsonville has experienced significant growth. The economic element of the rating model does not reflect this growth. Part of the problem is the arbitrary selection of a one mile radius. I'm not sure such a radius is appropriate for any interchange, but in particular it does not reflect where the growth impacts have actually occurred in Wilsonville.

Another problem is that the Metro population employment data does not predict well at the micro zone level. The more localized the zoning gets the less accurate it reflects reality. It also appears that the projections may be underestimating growth generally.

For example, the model shows only 734 new jobs between 1988 and 1995, with a total of 1800 by 2010. However, Business license data indicates that within 1 and 1/2 miles of the interchange there has been an increase of over 3300 jobs between 1989 and 1993. There are currently 226 businesses employing 6526 people located between Boeckman Road and the Stafford Interchange. This represents 76% of the total business/employment in Wilsonville. In total, Wilsonville now has a population of 9255, with total employment at 9766.

It is important to recognize that the Stafford Interchange is also used by residents and businesses located outside of Wilsonville. Over the past several years the volume of traffic on Day and Boones Ferry Roads from Tualatin and rural Washington County has increased substantially. The Wilsonville interchange is also impacted by external traffic from Sherwood, west Clackamas County and Newburg.

#### **Local Actions and Improvements**

The rating model also does not provide for a reasonable measure of local investments to transportation system improvements. I believe that over the past 15 years the City of Wilsonville has made all reasonable efforts to correct transportation problems locally. Yet the model compares Stafford to all other interchanges without regard to this local effort.

The model further fails to recognize the availability, or lack thereof, of access alternatives. Wilsonville has no other alternatives. It must rely on the freeway for the major portion of its transportation needs.

The City Comprehensive Plan and Development Code provide a strict Level of Service (D-LOS) standard for issuance of development permits. Because of current interchange deficiencies local arterial collectors cannot operate a "D" LOS. Many intersections, including the interchanges, are now operating at "E" or "F".

Over the years, through this LOS standard significant off-site street improvements, often in excess of one million dollars have been imposed on new developments. All developments are required to pay systems development fees and/or make off-site improvements. In several cases major off-site arterial improvements have been made through local improvement districts, such as Town Center Loop, Parkway Avenue, Parkway Center Drive, east Wilsonville Road, Kinsman Road, Bogerg Road, and most recently 95th Avenue.

**With regards to 95th Avenue, this street is incomplete, waiting for ODOT to construct its portion of the improvements from Commerce Circle to Boones Ferry Road. Without this segment, the arterial function of the street is significantly diminished. It is essential that the ODOT segment of 95th be completed immediately!**

The City now has an Urban Renewal District. This District is now funding other major arterial and collector street improvements, such as west Wilsonville Road, and the infamous Day Dream escape (Memorial Drive). All of these improvements enhance local circulation including improved north/south movement without using the Freeway. Certain of these improvements such as the Town Center Loop, Memorial Drive, and Parkway Center Drive were specifically designed to move local arterial intersections away from the freeway interchanges. These intersection redesigns were guided by input from ODOT during the planning process. In total the City has made millions of dollars in local street improvements. They are scheduled to make millions more. Yet, the improved streets connect to unimproved interchanges.

The City, with the cooperation of the Chamber of Commerce, has also established its own transit system (SMART). Current efforts are being implemented to significantly expand the level and area of service by SMART. This system is funded by a local payroll tax. Portions of the revenue are also being used for other transportation improvements such as bike and pedestrian paths. In addition many local businesses have implemented flex-hours, van and car pools and other schedule or route adjustments to help the local traffic problems.

However, even with all these local efforts, the reality is that the entire local system links to the freeway through inadequate interchanges. The interchanges function like a funnel where multi-lane facilities from both sides of the freeway feed into single lane interchanges. It is not unusual for traffic to back up for over one mile on each side of the freeway during peak periods. What is now happening is that with all the schedule and route adjustments being made, the result is that there is no set peak period anymore. Major traffic congestion occurs throughout the day on any given day of the week.

The model does reflect the safety problems at Stafford. There are only two other projects on the list with a higher accident rating. Stafford experiences 160% greater than average accidents. This statistic probably reflects both high congestion and poor system geometry, particularly for the high truck volumes.

We also note that the model does not address the modal split of vehicles to trucks in comparing volume to capacity. Clearly Stafford is a major trans-shipment point for many goods and services. Some 200 to 300 local businesses rely on the interchange. Many of the local businesses operate regional and

interstate distribution facilities. Further, this interchange handles significant volumes of transient trucking because of local services, such as Burns Bros Truck Stop. It is estimated that well over 5,000 truck per day move through the interchange.

We question the relative values given to commuter strips versus freight or commerce trips. Much of the capacity problem at Stafford is due to the unusually high volume of trucks. This volume is combined with ramp grades and off-camber turns that significantly slow the movement of trucks through the interchange.

We believe that economic viability and growth must be maintained and properly placed into perspective in the pending funding decisions. Economic viability and growth occur through the efficient movement of goods and services to a much greater degree than it relies on convenient commuters movement.

### **Projected Conditions**

Beyond the current level of development, the City has already approved developments, such as the Transfer Station, additional phases of Hillman Properties Industrial Park, and MasterCraft Furniture. These projects will add even more traffic.

With both the existing interchanges operating over capacity now, the problem can only get worse, if the interchange is not rebuilt. Existing business operations are hampered by the congestions, as is traffic safety. Further delays in construction could have serious implications for future developments.

The City now faces a dilemma in administering its D-LOS standard in issuing development permits. Given current LOS on most local streets, under a strict compliance to its Code standard, the City can no longer issue development permits without setting aside the standard. If the City stops development, it also stops more system improvements which would be paid for by new development.

### **SPECIFIC BUSINESS IMPACTS**

Willamette Resources is not currently operating out of Wilsonville. However, they are waiting for the final decision from the Metro Council on the timing of construction of the proposed Transfer Station. The transfer station, once operating, will add an average of 226 trucks per day to the Stafford Interchange.

While WRI does not face an immediate traffic problem, we are concerned over the potential impacts on the viability of our project. Further delays in completion of 95th Avenue to Boones Ferry Road, and/or the reconstruction of the Stafford Interchange have potentially significant impacts.

The worst case would be cancellation of the project by Metro. The next worst case is significant added costs of off-site improvements and possible operating limits.

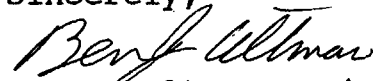
WRI has obtained land use approvals from the City of Wilsonville. However, the land use permits assumed completion of ODOT's portion of 95th Avenue prior to opening of the facility. Without the improvements to 95th, WRI will be subject to significant additional off-site improvements. Such improvements are not within the current project budget limits.

We have faced a long (over 4 years) uphill battle to get this far in the Metro franchise process. We cannot afford further complications due to traffic issues, which are out of our control.

We believe the timely completion of 95th Avenue and the reconstruction of the Stafford interchange are vital to the health and well being of these two businesses. Every business we have talked to shares our concern.

Thank you for your consideration of our concerns.

Sincerely,



Ben J. Altman, Principal

BLOUNT, INC  
IMMP DIVISION  
10025 SW COMMERCE CIRCLE  
WILSONVILLE, OR 97070  
503 682 3093  
FAX 503 682 1610

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

November 5, 1993

**BLOUNT**

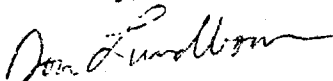
Dear Mr. Cotugno:

We at Blount, inc.'s IMMP Division, located on Commerce Circle in Wilsonville, certainly support the widening of the Stafford Road/I-5 interchange.

We currently employ 65 people, and employment has been as high as 120 within the last twelve months. Virtually all of these people work a normal daily shift and are very familiar with the traffic snarls that can occur at the interchange.

Please let me know if we can do anything to help keep the project on the 1994 plan.

Sincerely,



Don Lundbom  
Controller

c: Mike Westwood, IMMP General Mgr.  
Michael Stone, Wilsonville, City Engineer

/s



- BURNS BROS. TRAVEL STOPS
- LUMILITE PRODUCTS CO.
- SECURITY CHAIN CO.
- MRS. B'S HOMESTYLE RESTAURANTS
- DIGGER O'DELL'S RESTAURANT
- STORE CHEK SYSTEMS

516 SE Morrison, Suite 1200 • Portland, Oregon 97214 • (503) 238-7393 • FAX (503) 233-7652

September 29, 1993

Mr. Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 S.E. McLoughlin Blvd.  
Milwaukie, OR 97222-7394

Dear Mr. Warner:

I received a copy of your September 3, 1993, memo concerning the revision to the Transportation Improvement Program. This memo was sent to all interested parties.

It sounds as though your department is delaying any revisions to the Stafford Interchange approach, and we at Burns Bros. applaud your action. We feel the interchange is unnecessary and is an expense which does not need to be incurred at this time.

If you wish to discuss this matter further, please feel free to call.

Sincerely,

Daniel B. Griffith  
Chairman

DBG/ajb

ODOT, REGION 1

Region Mgr _____	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SEP 20 1993	Const Stf Asst _____
Personnl Off _____		Maint Stf Asst _____
Adm Serv Mgr _____	Env/Maj Proj Mgr _____	Assur Spec _____
Traf Op Mgr _____	Fed Aid Mgr _____	
Tr Plan/Dev Mgr _____	Geology Mgr _____	





November 3, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232

Dear Mr. Cotugno,

*This letter is in support of keeping the Stafford Road Interchange in the funding for the next fiscal year.*

*Four Facet has been located of the Stafford Interchange since 1982. We have employed as high as 60 people during this time and have seen the need for a better interchange grow in the last few years.*

*We consider the current situation to be a hazard to the safety of our employees and ourselves and encourage you to do everything possible to improve the traffic flow and eliminate the dangers.*

Sincerely,

A handwritten signature in dark ink, appearing to read "Becky N. Caoile". The signature is fluid and cursive, with a long horizontal stroke at the end.

Becky N. Caoile  
Vice President - Administration

bc



DEVELOPMENT  
CORPORATION

*November 4, 1993*

*Mr. Andy Cotugno  
Planning Director  
Metro  
600 NE Grand  
Portland, OR 97232*

*Dear Mr. Cotugno:*

*I understand that O.D.O.T. is facing a \$400 million shortfall in highway construction dollars during the next biennium and that Stafford Road/I-5 in Wilsonville 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 the land development supports the economy of this region. The land within the U.G.B. must be allowed to develop in a manner that is safe for its future residents.*

*Thank you for your consideration of my concerns. If I can be of further assistance, do not hesitate to call on me.*

*Sincerely,*

*Larry A. York  
Vice President  
Planning & Construction*

*cc: Barbara Roberts  
Mike Stone, Wilsonville City Engineer*

*100 S.W. Hazelfern Road  
Suite 100  
Portland, Oregon 97224-7771*

*CFWSTAFFORDRD.LTR*

*Phone (503) 620-8080  
Fax (503) 598-8900*

*matrix (mā'triks), n: the starting point; that which gives origin to anything.*

November 2, 1993

Mr. Andy Cotugno, Planning Director  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Cotugno:

I understand that ODOT is facing a \$400 million shortfall in highway construction dollars during the next biennium and that Stafford Road - I-5 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 for the following reasons:

1. Continued growth. Our company anticipates an additional 150 employees working in Wilsonville by the end of next year. Improved traffic network in this area will be important to accommodate increased usage.
2. Shipping/receiving activities. As our company grows, more trucking will be necessary to maintain our product flow. It is important that the trucking firms we contract with can reach our facility efficiently.
3. Safety. Employee safety is of paramount importance to our company. We moved to Wilsonville to provide an attractive work environment for our employees. A quick and efficient commute is important as we want our employees to arrive at work with the right frame of mind. An interchange that is over-capacity and allows freeway stacking does not promote peace of mind.

Stafford Road Interchange should be recategorized to be included in the ODOT fund distribution. It is important to the safety of those who must use this interchange and the continued growth of the Wilsonville area. Thank you for considering our input when making this very important decision.

Sincerely,



Al Hix  
Director of Facilities  
In Focus Systems

cc: Brent Curtis, TPAC  
Rod Sandoz, TPAC  
Councilor Richard Devlin, Metro

Roy Gibson, TPAC  
Maggie Collins, TPAC  
Mary Tobia, TVEDC



9755 S.W. Commerce Circle, Suite B-4  
Wilsonville, Oregon 97070  
(503) 682-3193

November 3, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232

Dear Mr. Cotugno,

Please consider this letter as SUPPORT for keeping the Stafford Road Interchange in the funding for the next fiscal year.

We have been located in Wilsonville since 1984 and have seen the traffic pattern change dramatically during these years. The current situation is far worse than we ever expected to see at the Stafford Road Interchange.

Our company, like many others in the area, has grown and currently employ 45 people on a regular basis. Of these people, 40 drive their vehicles to work regularly. The problems at the interchange during peak time is not only the delay from traffic but also the hazard at the off ramps with traffic backing up to and on the freeway. I am surprised that we have not had more serious accidents from this.

We expect to be a part of Wilsonville for many years down the road and highly support the need for better access to the I-5 freeway.

Sincerely,

A handwritten signature in cursive script that reads "Dennis L. Spohn".

Dennis L. Spohn  
C.E.O.

bc

# MITCHELL LEWIS & STAVER CO.

Distributors Since 1882

9925 S.W. Commerce Circle, Wilsonville, Oregon 97070  
503 682-1800 • Fax 503 682-1633

November 5, 1993

Mr. Andy Cotugno  
Planning Director  
Metro  
600 N.E. Grand  
Portland, Oregon 97232

Fax: 503-797-1797

Dear Mr. Cotugno,

We have been asked by our City Engineering Department to contact you and voice our opinion on the Stafford Road / I-5 Interchange reconstruction project scheduled for 1994.

We understand this project is in review and may be postponed or deleted completely.

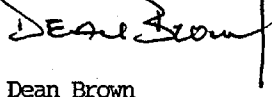
We are an industrial distribution business located in Wilsonville and adjacent to the Stafford Interchange. We support the existing project schedule based on traffic demand.

We have one additional concern. Since the structure was designed and build our Oregon Public Utility Commission has made substantial changes in the load carrying capacities of trucks on the Interstate Highway System. During normal operation these new heavier trucks stack completely across the span in both directions. As they begin to move they induce vibration. With the span at maximum deflection the magnitude of these vibrations are such that a passenger car in a turning lane on the span feels as though it is on a ferry boat.

It is our concern that the structure is operating beyond its original design service factor for significant periods of time. We feel the dynamic loads on the structure should be assessed and this information factored into the score for the project.

Sincerely,

Mitchell Lewis & Staver Co.

  
Dean Brown



# TUALATIN VALLEY

ECONOMIC DEVELOPMENT CORPORATION

*Bruce -  
I forgot to sign  
the FAX copy, so here  
is the original for your  
files.*

September 13, 1993

DELIVERED BY FACSIMILE - *Original by Mail*

Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr <input type="checkbox"/>	Transp Anlys <input type="checkbox"/>
Constr. Eng <input type="checkbox"/>	Land Use Mgr <input type="checkbox"/>	Safety Off <input type="checkbox"/>
Public Aff <input type="checkbox"/>	SEP 16 1993	
Personnel Off <input type="checkbox"/>		Const Sft Asst <input type="checkbox"/>
Adm Serv Mgr <input type="checkbox"/>	Env/Maj Proj Mgr <input type="checkbox"/>	Mainl Sft Asst <input type="checkbox"/>
Traf Op Mgr <input type="checkbox"/>	Fed Aid Mgr <input type="checkbox"/>	Assur Spec <input type="checkbox"/>
Tr Plan/Dev Mgr <input type="checkbox"/>	Geology Mgr <input type="checkbox"/>	

Dear Bruce:

I would like to thank you for giving the business community an opportunity to comment on the draft criteria proposed for scaling back the construction section of the state's 6-year plan. In response to your request, I sent the letter to the members of my Land Use and Transportation Committee (representing more than 25 businesses in Washington and Clackamas Counties) for response. Last Friday several members of that committee met with Robin McArthur Phillips to discuss the issues revolving around the decisions facing ODOT's reduced funding. Since that time, I have had conversations with several other members who could not attend Friday because of the short notice. As you can well imagine, there are some concerns about both the criteria and the projects on the "hit" list.

Incidentally, the committee and I really appreciated Robin's time and professionalism. She explained the issues clearly, listened carefully and offered further clarification as needed. I am certain that she has already provided you with an overview of that meeting, but I would like to be sure that our position is before you directly.

There is general consensus that the criteria you have set forth are basically sound. Of course, this consensus is predicated on the assumption that we all have a common understanding about what we mean when we start to define "preservation and maintenance of the existing system" or "safety issue," etc. This can be subjective and I think most of us think objectivity is what is important in making decisions about cutbacks.

One thing that clearly was missing from the criteria was any reference to the status of the Access Oregon projects. Our concern is that there is a strong history of commitment to these projects and a lot of preliminary work has gone into bringing them forward to completion. We believe that these efforts should continue and that Access Oregon projects should be protected from programming delays.

We want to stress our conviction that it is important to assume a "back to basics" approach to programming projects in times of financial stress. A pragmatic approach to transportation system improvements must drive decisions at this time and we would encourage a very businesslike approach when looking at this issue. The basic issue is who is the customer. It is a fact that well over 90% of the person trips per day are by motor vehicle (cars, buses, trucks, delivery vans, etc.) and that even the best multi-modal system in the country does not change this statistic significantly. It is also true that people have to have efficient access to jobs, manufacturers to suppliers, suppliers to markets. With the exception of those few people who walk or ride their bikes to work, the rest of the economy is dependent on an efficient, well-maintained roadway system. When resources are in jeopardy, the "nice to have" improvements (e.g., recreational projects like bikeways) must move to the bottom of the priority list where they can be retrieved when times are better.

Decisions about which projects to keep in the program and which projects should be delayed should be evaluated in light of their value to the whole roadway system and projects that connect the system together

should be given a high priority. Other projects that will provide important links at a later date, should not be jettisoned, but simply delayed until the state resolves the funding crisis.

As you prioritize projects, it is important to weigh the economic implications of the decisions about whether to add, alter, delay or drop a project. In those instances where there is a local match for construction funds, it seems penny wise and pound foolish to jeopardize those funds through delay. Projects like the Stafford Road Interchange, the Forest Grove Bypass and the Farmington Road improvement have local dollars ready to apply to the improvements. As time goes on and road improvements in other areas demand funding, it will become increasingly difficult to hold those dollars for these projects. I also wonder if the local governments might begin to have difficulties avoiding charges of arbitrage on some of these projects.

It will also be important for the department to examine the economic implications from the other side of the fence. Some decisions on traffic demand management might seem quite logical from the perspective of the department, but be totally illogical and frustrating from the perspective of the consumer -- the affected businesses or the driving customer. A little extra time in the decision making process to analyze the impacts of these decisions, could mean the difference between building a flourishing micro economy or creating economic hardship and business failure in a local shopping area, for example.

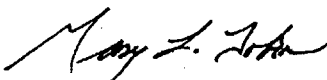
Finally, we believe that safety should be a stand alone criteria. As the population continues to grow in the region, issues of safety will become more pressing. Certainly several of the projects currently under consideration for re-ranking in Region 1 have already been moved forward because of some very important safety issues: the Stafford Road Interchange, the Forest Grove Bypass, I-5/217 Kruse Way Interchange and the Farmington Road projects, particularly.

Bruce, I recognize that the decisions facing ODOT and the Transportation Commission are difficult and complex and that there is no way that everyone in the state will be happy with the decisions that are made. However, I would like to applaud your approach to the problem. It says a lot for an agency when the leaders are willing and eager to hear from as broad a constituent base as possible. There is no way that we can resolve the issues facing this state unless we are all willing to listen to and learn from others.

I hope that you will keep TVEDC involved and will call us for information or opinion whenever you think we can be helpful. Your approach fits perfectly with our own belief that the best decisions are made when all viewpoints are on the table, are analyzed and debated and commonalities and differences are dealt with openly and honestly.

Thank you again for your interest in our perspective.

Sincerely,



Mary L. Tobias  
President/CEO

cc: Board of Directors  
Land Use and Transportation Committee

### **PROJECTS THAT SHOULD NOT BE RE-RANKED**

TVEDC would oppose re-ranking any of the following projects:

- Interstate 5 — Stafford Road Interchange  
Has matching funds and is a safety problem.
- Interstate 5 @ Highway 217 and Kruse Way  
Significant safety problem.
- Hillsboro Light Rail Extension  
Would jeopardize other connected transportation system efficiencies, possibly jeopardize other funding.
- Farmington Road — 167th to Murray Blvd.  
Has matching funds and increased traffic is causing a safety problem.
- Oregon 47 — Council Creek to Quince (Highway 47 Bypass)  
Has matching funds, is a significant safety problem and has significant economic impacts on that area.

### **OTHER ISSUES**

- Western Bypass Project - Not scheduled for construction, but it is important that this project move forward as originally projected in order to resolve some significant public policy conflicts in the region. The issues being addressed by the bypass project have significant implications for other projects throughout the state. If they are not resolved through this study process moving to completion, other projects will be in jeopardy through the same challenges. We have invested too much money and human capital to allow any thing to take this project off schedule.



City of  
**WILSONVILLE**  
in OREGON

30000 SW Town Center Loop E  
Wilsonville, Oregon 97070  
FAX (503) 682-1015  
(503) 682-1011  
**ODOT, REGION 1**

September 10, 1993

Mr. Bruce Warner, P.E.  
Regional Manager  
Oregon Department of Transportation  
Region I  
9002 SE McLoughlin Blvd.  
Milwaukie, OR 97222-7394

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SEP 14 1993	Const Sff Asst _____
Personnl Off _____		Maint Sff Asst _____
Adm Serv Mgr _____	Env/Maj Proj Mgr _____	Assur Spec _____
Traf Op Mgr _____	Fed Aid Mgr _____	
Tr Plan/Dev Mgr _____	Geology Mgr _____	

RE: Proposed Revisions to Transportation Improvement Program

Dear Bruce:

First of all, please accept my congratulations on your recent appointment to the Region I Manager. It was indeed a pleasure to work with both you and your excellent staff during your tenure at Washington County and I look forward to the same in your new position.

To more pressing issues, the purpose of this letter is to relay some suggestions for evaluation criteria with regard to your informational letter dated September 3, 1993 on the \$400 million dollar construction shortfall.

At this time, the City would like the Transportation Commission to consider the following in their evaluation.

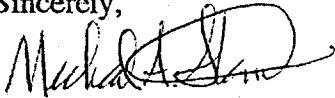
1. Economic impact to those firms conducting business on a local, regional, national and international level which rely on a safe and most importantly an efficient transportation system for the conveyance of good and services.
2. Regional projects that will serve not only the citizens of the community but those within the entire metro region (i.e., Metro's Wilsonville Solid Waste Transfer Facility).
3. Commitment to Goal #12 of the Transportation Plan to reduce the number of vehicle miles traveled within the Metro Region by implementation of new or innovative methods to provide public transportation.
4. Effective and efficient use of available and previously approved funding by constructing improvements that have already been designed and the necessary right-of-way and easements obtained.
5. Desires for improvements expressed by the general public during the 6 year plan process.

6. Recently completed independently funded traffic impact reports which show a genuine need for the project.

Please include these as the City of Wilsonville's comments on the evaluation criteria.

If you have any additional questions or if I can be of any further assistance, please feel free to contact me at (503) 682-4960.

Sincerely,



Michael A. Stone, P.E.  
City Engineer

MAS/af

cc: Mayor Krummel  
City Council  
Arlene Loble, City Manager  
Mike Kohlhoff, City Attorney  
Eldon Johansen, Community Development Director  
Wayne Sorensen, Planning Director



## PORT OF HOOD RIVER

Industrial Campus • Commercial Facilities • Public Marine

POST OFFICE BOX 239 • AREA CODE 503  
HOOD RIVER, OREGON 97031 • 386-1645

September 8, 1993

Mr. Bruce Warner, Region Manager  
Oregon Department of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

Dear Mr. Warner:

The Port of Hood River received your letter dated September 3, 1993, on the need to revise the Transportation Improvement Program. Although the thrust of the letter is regarding suggested criteria for cutback decisions, our first comment is one of requesting clarification. That is, are the projects that are to be cut simply rescheduled for later funding, or are they simply to disappear? If the issue is a timetable reschedule, what is the projected timeline change in light of the \$400 million figure?

Our suggestions in reviewing the draft criteria outlined in your memorandum are as follows:

1. Projects that should receive highest priority are those that are within 12 months of construction. These projects have substantial sunk costs involving engineering, land acquisition, right-of-way, land use, appraisal, or other administrative activities. It is unreasonable to reprioritize these projects at this stage.
2. Safety, preservation and efficiency projects should have the next level of priority.
3. Projects involving special funding categories as projects need to have a review process and not be exempt from consideration of cutbacks. They should be evaluated and given priority if they involve safety, preservation and efficiency goals..
4. Highway projects involving light rail need to be given a priority only to the extent that any reprioritization that occurs is done so first within the metropolitan planning area. If there are equity issues remaining between rural and urban as your letter references, then that would be a secondary consideration.

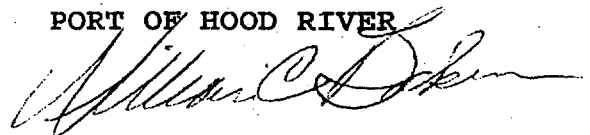
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13 1993

5. Projects which enhance multi-modal associations should not be given a priority until definite criteria for benefits are developed. Until criteria for freight or passenger volume increases, system cost reductions or other economic benefits are established against project costs, these projects should be considered the same as any other. Our concern is simple in that this vague category will be exploited by sponsors where they cannot fit projects under other priorities. There should be objective standards for this category of projects.

We hope these comments are useful and look forward to working closely with ODOT staff during this difficult process. Please feel free to contact the Port at any time.

Sincerely,

PORT OF HOOD RIVER



William C. (Bill) Baker  
President, for the  
Board of Commissioners

WCB:djf



OREGON

# AAA Oregon

600 S.W. MARKET STREET

PORTLAND, OR 97201

(503) 222-6734

FAX (503) 243-6432

September 10, 1993

Bruce Warner, P.E., Region Manager  
Oregon Department of Transportation  
9002 S. E. McLoughlin  
Milwaukie, Oregon 97222

Dear Mr. Warner:

Thank you for including motorists in your planned revision of the Transportation Improvement Program. AAA Oregon represents nearly half a million members in this state, about one in four Oregon motorists.

AAA Oregon encourages the Oregon Department of Transportation to follow the wishes of voters. The vast majority of Oregonians want motorist taxes and fees to be used only for the construction and maintenance of roads and bridges. The 1993 Legislature recognized this and acted in compliance with the wishes of their constituents. The five-point draft criteria does not reflect the directive voters gave the state in 1980 when they approved a constitutionally dedicated highway fund.

Alternative/mass transit cannot replace the automobile. Even in areas like Washington, D.C., which has one of the most modern transit systems in the nation, only a small percentage of people use it. Nationally, mass transit ridership has dropped to only 5 percent in the last 20 years. Alternate transit cannot handle the need.

Oregon has an inadequate road system. Many of the existing roads and bridges need repairs. Many of the roads need more lanes.

Oregon's road system can grow and not become another Los Angeles. Without expansion of the road system, Oregon is doomed to the traffic horrors found in Los Angeles and Seattle.

If the Oregon Transportation Plan is to live up to its name, all Oregonians must be included and treated fairly in the plan. AAA Oregon urges you to include motorists and other highway users as significant parties in future development of a transportation plan for the state.

Sincerely,

Anne O'Ryan  
Public Affairs Manager  
(503) 222-6729

## ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
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SEP 13 1993

AO:dn

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L.W. SWEET, *Vice Chairman of the Board*  
ERRY W. BAKER, *Treasurer*  
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United States  
Department of  
Agriculture

Forest  
Service

Pacific  
Northwest  
Region

P.O. Box 3623  
Portland, OR 97208-3623  
333 S.W. First Avenue  
Portland, OR 97204

Reply To: 7700

Date: SEPTEMBER 10 1993

Mr. Bruce Warner, Region Manager  
Oregon Department of  
Transportation  
9002 S.E. McLoughlin Blvd.  
Milwaukie, OR 97222

Dear Mr. Warner:

Your September 3 letter asked for reactions and suggestions to the draft criteria on cutback decisions. These are mine.

- Emphasizing existing system preservation and maintenance, and dealing with important safety issues, before development or reconstruction, makes sense.

- I do not feel it essential that special federal funding category or program projects not be cut at all. It is more important to determine just how essential each project really is, what it provides the user, whether there are State or other supplemental funds involved, and what they may be, whether there are private or other matching funds available and for how long, with or without use sideboards, etc. In short, I do not support an absolute "no touch" approach to these funds.

- The Westside light rail transit program commitments can be fulfilled over an extended period of time rather than within current timeframes, with, in many cases, minimal impacts to the program.

- When looking at a need to cut \$400 million, the commission may want to "consider" rather than "emphasize" transportation system management projects which maximize existing systems or enhance multi-modal opportunities. I believe the consideration is more in line with the public majority feelings at this time.

I suggest the general philosophy for the decision criteria be oriented toward the operational, maintained system the public has come to expect. They can accept status quo when funds are tight, whereas development and newer, more progressive projects tend to deemphasize austere times.

Sincerely,

*W. C. Kolzow*

WILLIAM C. KOLZOW

Assistant Director, Transportation Systems  
Engineering

ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
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Traf Op Mgr _____	Fed Aid Mgr _____	
Tr Plan/Dev Mgr _____	Geology Mgr _____	



JOHN E. MEEK  
WASHINGTON COUNTY  
DISTRICT 5

REPLY TO ADDRESS INDICATED:

- ☐ House of Representatives  
Salem, OR 97310  
648-6064  
☐ P.O. Box 1327  
Hillsboro, OR 97124



HOUSE OF REPRESENTATIVES  
SALEM, OREGON  
97310

September 8, 1993

Bruce Warner  
Oregon Department of Transportation  
9002 SE McLoughlin  
Milwaukie OR 97222-7394

Dear Bruce:

I got your letter regarding the projected cut of \$400 million of transportation projects from the Construction Section of the Transportation Improvement Program. I find it interesting that this is a perfect example of bureaucracy run a muck; counting your chickens before the eggs hatch. I would like to know what these projects cuts are and a little bit of reasoning why this was even planned for before legislature had its final say in dealing with proposed gas tax increase.

Realizing that projects that apparently have been planned for with money you didn't have will not get built, be sure to also cut the personnel that had the time to plan for these projects that you didn't have the money for. I will suggest that should cover at least 1/2 of the \$400 million shortfall.

So eliminate the unnecessary staffing first. Second, cut projects that should not have been planned for in the first place. Third, cut some higher up bureaucrats that are obviously not needed.

Bruce, you know the routine, you went through it in Washington County.

Sincerely,

John Meek

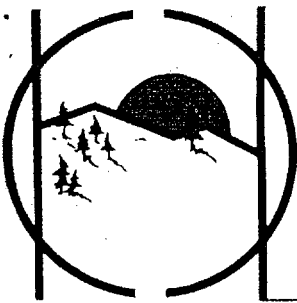
JEM/amb

RESPONSE DUE

9/22/93

ODOT, REGION 1

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the  
CHAMBER.

ODOT, REGION 1

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Traf Op Mgr _____	Fed Aid Mgr _____	
Tr Plan/Dev Mgr _____	Geology Mgr _____	

## THE GREATER HILLSBORO AREA CHAMBER OF COMMERCE

September 13, 1993

Bruce Warner, Region I Manager  
Oregon Department of Transportation  
9002 SE McLoughlin Blvd.  
Milwaukie, OR 97222

Dear Bruce:

The Chamber has had the opportunity to review the Draft Criteria listed in your letter of September 3, 1993.

In general we support the suggested criteria and acknowledge the forced cutbacks. However, we do have reservations. For instance, some of the projects can be classified under more than one criteria. Some for retaining the project, others for cutting back the project. Our concern is how will the criteria be applied? Does the draft criteria rank them in order of application or are they all of equal ranking?

Here is an example: we know the Tualatin Valley Highway modernization from Shute Park to 21st is being considered for re-ranking. This project most likely will have new lanes and a rebuild. Yet, the project also preserves and maintains an existing system. Also the modernization project will help maximize the existing system. In addition, it will enhance multi-modal opportunities.

T.V. Highway is one of three overtaxed road systems serving Hillsboro in the east-west link to Beaverton, Portland, and other parts of the metro area. The others are Cornell Road/Hwy. 26 and Baseline Road. Both T.V. Hwy. and Baseline are carrying traffic far above their intended design capacity.

We know and you know that Hillsboro and the adjacent area have and are having rapid growth in residential, commercial and industrial development. Without prompt attention to the likes of the T.V. Hwy. project, Hillsboro's economic base is in danger of being eroded. To put it simply, T.V. Hwy. cannot move goods and services and people at a rate which will sustain the economic growth or well-being of Hillsboro in particular and the metro area in general. The project has been delayed too often already at the expense of Hillsboro's maintaining its economic standing in the metropolitan area.





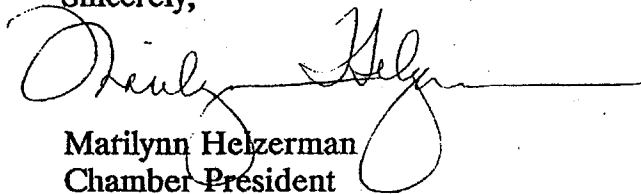
Bruce Warner - Page Two  
September 13, 1993

As for other projects and the draft criteria, we consider it a given that the Hillsboro LRT extension should be retained.

We know there is no simple solution, and that there is a mass of grey area from which decisions have to be made. However, we do suggest that an economic factor be added to your criteria. That is, which of the projects are going to contribute the best economically in the long run to the cities and metro-area and in turn the State of Oregon. What projects are going to contribute the most in increasing the economic base and thus increase the tax paying ability of a city and the metro area.

We submit the T.V. Hwy., Shute Park to 21st and the Hillsboro LRT extension as projects which rank high in increasing the economic base of Hillsboro and the surrounding areas, and should be retained.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marilyn Helzerman", written over a horizontal line.

Marilynn Helzerman  
Chamber President

st



Villamette Pedestrian Coalition  
P.O. Box 2252  
Portland, Oregon 97208-2252

Doug Klotz, President, Phone (503) 233-9161  
Ellen Vanderslice, Secretary, Phone (503) 228-5441

# FAX TRANSMITTAL

DATE: 11/5/93

FAX NUMBER SENT FROM: 503-241-9323

NO. OF PAGES INCLUDING COVER SHEET: 4

ATTENTION: Terry Whisler and Lois Kaplan

COMPANY: METRO

We are sending you the following items:

Date	Item No.	Description
—	—	Enclosures - Portland Ped Projects

These are transmitted as noted:

☐ For approval

☐ For your use

☐ As requested

☐ For review and comment

☒ Please attach to letter

REMARKS Our letter regarding TIP cuts and adds should be arriving to you today. The attached information regarding Portland's ped. projects is referred to in the letter as enclosed, but was inadvertently omitted. Would you be so kind as to attach this information when circulating the letter?

Signed Ellen Vanderslice

Copy sent to

☐ Copy will follow by mail

FAX NUMBER SENT TO 797-1794

If attachments are not as noted, kindly notify us at once.

Results of the neighborhood involvement and route evaluation were combined to provide a list of priority projects in each neighborhood district (see Appendix B). These projects were evaluated based on their priority for the neighborhood residents and score on the objective evaluation. In addition, the pedestrian program staff met with the district engineers, transportation planning staff, and representatives from the bicycle and neighborhood traffic management programs to determine which proposals might be coordinated with existing projects and plans. Based on this information, program staff is recommending the following new projects for the 1994-95 CIP (not listed in order of priority).

### **Capital Projects**

SE and NE 122nd Avenue, NE Shaver to SE Tibbetts  
Infill missing sidewalk and curb ramps.

SW Capitol Highway, PCC to Barbur  
Construct sidewalk on both sides of street.

West Burnside, Tichner to Skyline  
Construct walkway on south side of street.

NE Cully/57th, Prescott to Killingsworth  
Construct walkway on one or both sides of street.

NE Killingsworth, 42nd to Cully  
Infill missing sidewalk and curb ramps.

SE 92nd, Powell to Holgate  
Construct sidewalk on both sides of the street.

### **Project Development**

SW Capitol Highway/49th, PCC to Terwilliger/Barbur  
Project development and preliminary engineering for Capitol Highway.

SW Capitol Highway, Beaverton-Hillsdale to Cheltenham  
Project development and engineering for pedestrian improvements in the Hillsdale Pedestrian District.

SE Foster/Woodstock, 87th to I-205  
Project management and preliminary engineering for pedestrian improvements in the Lents District.

**PEDESTRIAN PROGRAM**  
**1994/95 - 95/96 CIP**

**DESCRIPTION OF PROPOSED PROJECTS**

---

**West Burnside Street - Tichner to Skyline**

**Description:** This project consists of sidewalk construction along the south side of West Burnside from Tichner to Skyline Blvd. Major elements include 5 1/2' sidewalk, curb, curb ramps, inlets and piping and retaining walls.

**Background:** The preliminary design and engineering for this project were budgeted in FY 1993-94 and are scheduled to begin in October, 1993. This project is a neighborhood priority and will help mitigate the impact of traffic congestion.

**SW Capitol Highway/49th - Barbur to PCC**

**Description:** This project will correct a deficiency in the pedestrian network by constructing a 7' concrete sidewalk on both sides of the street from SW Barbur Blvd. to the edge of city's jurisdiction on Capitol Highway/49th. Project construction will include curb ramps, retaining structures and drainage modifications where needed.

**Background:** This project was identified as the first priority district-wide through a community outreach process involving local residents and the Transportation Committee of the Southwest Neighbors Information (SWNI). It will improve pedestrian access to transit, a community college, an elementary school, public library and local businesses along the route.

**SE and NE 122nd Avenue, Phase I, II, III - Shaver to Tibbetts**

**Description:** This project will consist of construction of a 6 1/2' sidewalk, curb ramps and inlet relocation along portions of 122nd Avenue where sidewalk is not present. Phase I will include improvements between NE San Rafael and SE Yamhill, Phase II will include improvements between SE Yamhill and SE Tibbetts, and Phase III will include improvements between NE San Rafael and NE Shaver.

**Background:** This project will improve pedestrian and disabled access to transit, light rail, public facilities, schools, parks and local businesses along 122nd Avenue by providing a continuous, accessible route. Pedestrian improvements along 122nd were identified by the East Portland District as their top transportation priority district-wide.

### NE Cully Blvd. - Killingsworth to Prescott

**Description:** Construct an interim walkway on NE Cully Blvd. from Killingsworth to Prescott. Major elements include roadway widening by six feet on each side, striping, buttons to separate pedestrian and vehicular traffic, and drainage modifications.

**Background:** Cully provides a major pedestrian link between two local shopping and commercial areas and also serves a local school and church. The neighborhood has a high proportion of multi-family housing and many households do not own cars. This improvement is a high priority of the Cully Association of Neighbors and has their full support.

### NE Killingsworth - 42nd to Cully

**Description:** This project will consist of sidewalks and curb ramps where missing to provide a continuous, accessible pedestrian route between NE 42nd and Cully.

**Background:** Providing a safe, accessible pedestrian route along Killingsworth would improve access to transit, local businesses and schools. It is a high priority project for the Cully Association of Neighborhoods and serves an area of high residential density and low car ownership.

### SE Hawthorne Blvd. - 32nd to 39th

**Description:** Conduct project development, preliminary engineering and construction to develop pedestrian improvements, safe pedestrian crossings and signalization on SE Hawthorne from 32nd to 39th Avenues.

**Background:** This project would enhance pedestrian safety in this district by providing physical improvements to enhance pedestrian safety and comfort.

### SW Capitol Highway - Multnomah to Hillsdale

**Description:** This project would consist of project development, preliminary engineering and construction of walkways and other pedestrian improvements on SW Capitol Highway within the segment from Multnomah to Hillsdale, including the Multnomah Pedestrian District.

**Background:** This project was identified as a high priority by the residents of the neighborhoods in the southwest area and the SWNI Transportation Committee. This route, which links two pedestrian districts as well as schools, parks and community centers, currently has no sidewalk or safe place to walk. The high speed and poor sight distance increase the hazard to pedestrians.



## Southwest Neighborhood Information

7688 S.W. Capitol Highway, Portland, OR 97219 (503) 823-4592

November 1, 1993

Terry Whisler  
Metro  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

Re: ODOT TIP review

The Southwest Neighborhood Information Inc. (SWNI) is a coalition of 16 neighborhood associations in Southwest Portland. The SWNI Transportation Committee supports Metro's proposed cuts of ODOT highway/arterial projects and the use of additional funds for alternative modes of transportation.

Southwest Portland is a very dangerous place for bicyclists and pedestrians. Narrow winding roads cover much of the neighborhoods, and narrow shoulders and lack of sidewalks or bicycle paths increase the hazards. These narrow roads are major arterials, carrying large volumes of vehicles. The citizens of Southwest Portland have identified several projects as high priority for transportation improvements.

Our top bicycle project is the Barbur Blvd. (Hamilton to I-405) bicycle path, which provides a critical link to connect Southwest Portland to downtown Portland. ODOT is currently planning to construct a bicycle path along Barbur Blvd. from S.W. Hamilton to S.W. Miles Street. This project would link the existing project to downtown Portland. Unfortunately, it scored low due to its high cost/mile.

Barbur Blvd. is a major commuting arterial which is very narrow in this segment, and dangerous to bicyclists due to the high speeds of the auto traffic and frequent intersections. This project would transform Barbur Blvd. to a multimodal system which safely supports autos, transit and bicyclists.

Our other top priority is the Capitol Highway project (three segments) listed under both bikeways and pedestrian projects. S.W. Capitol Highway has been identified by the SWNI Transportation Committee as our top priority for bicycle and pedestrian improvements. Capitol Highway connects many neighborhoods with schools, business and pedestrian districts, community centers, houses of worship of several denominations, and other neighborhood destinations. Currently, its narrow width and lack of shoulders or pathways make it too dangerous for any form of travel other than automobile.

We urge you to consider these improvements to Southwest Portland

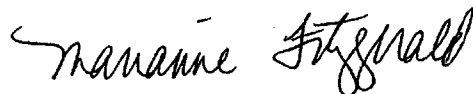
Arnold Creek • Ashcreek • Bridlemile-Robert Gray • Collins View  
Corbett-Terwilliger-Lair Hill • Crestwood • Far Southwest • Hayhurst • Homestead • Markham  
Maplewood • Marshall Park • Multnomah • South Burlingame • West Portland Park • Wilson

Metro  
November 1, 1993  
Page 2

as you consider the funds available for alternative modes in the Transportation Improvement Plan. They will help get people out of their single-occupant vehicles, bring the citizens closer to their neighbors, and make the area a more livable community.

If you have any questions about any of the proposed projects in Southwest Portland, please give me a call at the SWNI office at 823-4592.

Sincerely,

A handwritten signature in cursive script that reads "Marianne Fitzgerald".

Marianne E. Fitzgerald, Chair  
SWNI Transportation Committee

/mef

cc: Kay Durtschi, SWNI President  
Greg Jones, City of Portland

# Raleigh Hills-Garden Home CPO 3

---

November 3, 1993

Metro Transportation Staff, TPAC Members, JPACT Members  
Members of the Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Policy Makers:

The Executive Committee of CPO 3 (Garden Home-Raleigh Hills) of Washington County, within the current Beaverton USB area, offers the following comments on the criteria and project list which will guide your action in proposing cuts to the 1995-1998 ODOT Transportation Improvement Program (TIP). This action will be submitted for ratification by the full CPO 3 membership at its next scheduled meeting to be held on November 18, 1993.

## Criteria:

We support inclusion in the TIP of projects which provide completion of the pedestrian and bicycle infrastructure along existing rights-of-way without widening roadways for increased auto/truck speed or capacity. In fact, given the current mandates for reduction in VMT per capita and meeting of clean air standards, we feel the TIP criteria should be biased (for the first time in history) towards roadway projects that do **not** build new auto capacity. Criteria should also be biased towards projects that will support the region's current and future investment in public mass transit.

## Project Cut List and Project Additions:

We strongly urge you to encourage inclusion of appropriate pedestrian and bicycle improvements to be made to the collector and minor arterial streets in eastern Washington County. Those improvements can be made, in almost every case, within existing rights-of-way and are absolutely necessary if the residents of our communities will be able to walk, take transit, or bicycle safely to and from our homes. Specifically, we request addition of the following pedestrian and bicycle projects on the region's priority add list which have long been priorities of the CPO 3 membership and which have been requested for inclusion in Washington County's CIP:

- SW Oleson Road, Hall to B-H Highway: Addition of bicycle lanes and pedestrian path;
- SW Garden Home Road, Oleson Road to 92nd Avenue: Addition of bicycle lanes and pedestrian path;
- SW 92nd Avenue: Addition of bicycle lanes and pedestrian path.

The above projects would create the beginning of a pedestrian and bicycle network within the Garden Home-Raleigh Hills area where there currently exists only limited, sporadic, and substandard facilities for anything but auto traffic. There are important community resources located along the above roads (commercial centers, community centers, high-density residential development) and the streets support the bus service we do have to the area.



Metro Policy Committees – TIP Testimony  
November 3, 1993  
Page 2

On November 18th, we will also solicit additional projects from our membership for inclusion on the "add list" and anticipate sending you those streets which should be improved in the near term to enhance pedestrian and bicycle access to neighborhood schools and community centers, that improve safety for the area's children, that provide adequate (and even pleasant) bus stop locations, and that will encourage non-auto access to the Westside light rail station areas.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Bothman", with a stylized flourish at the end.

Bob Bothman, Chairman  
CPO 3  
7365 SW 87th Avenue  
Portland, Oregon 97223

c: City of Beaverton  
City of Tigard  
Washington County Board of Commissioners



November 5, 1993

Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 S.E. McLoughlin Boulevard  
Milwaukie, OR 972220

Re: Sunnyside-Sunnybrook Split Diamond Public Hearing  
Testimony/Letters

Dear Bruce:

This letter is to support keeping the Sunnyside/  
Sunnybrook I-205 Split Diamond in the State  
Transportation plan.

Town Center Village is a ten acre, 380 unit Senior  
housing campus located on Causey Avenue between I-205 and  
82nd Avenue. The residents, staff, their families and  
friends are very concerned about current traffic  
congestion in this area. This project would provide much  
needed relief.

On behalf of our 400 residents and 100+ staff members, we  
urge you to keep this project in the budget.

Sincerely,

R. Gary Clark, Owner  
Town Center Village

RGC/sm



# RANDALL REALTY CORP

---

November 4, 1993

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

Dear Mr. Contugno:

Our company is very concerned with the level of traffic congestion in the Sunnyside area. We strongly urge you to continue with the Sunnyside/Sunnybrook/I-205 Split Diamond Project.

Respectfully,

Steve Mozinski  
Vice President  
Randall Realty Corp

SM/dk

cc: Clackamas County Commissioners

November 1, 1993

Metropolitan Service District  
600 NE Grand Avenue  
Portland, OR 97232-2736

SUBJECT: Sunnyside/Sunnybrook/I-205 Split Diamond Interchange Project

Dear Metropolitan Counselors:

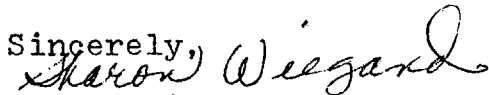
We on the board of the West Mt. Scott Neighborhood Association strongly urge you to keep the Sunnyside/Sunnybrook/I-205 Interchange in ODOT's plans for the years 1995-1998.

We are aware you are about to cut 126 million from the TIP for the Portland area. We sincerely hope you will not take Sunnybrook away from those of us living in the already overpopulated, over congested Sunnyside area. The recent widening and lane additon to Sunnyside is only a temporary measure. It will not provide the long term remedy of traffic diversion that the long awaited Sunnybrook interchange would provide.

The traffic saturated residents of this area are counting on Sunnybrook to make our quality of life on a par with other parts of the Portland area. They will be greatly distressed, as was our board, when the news of a possible Sunnybrook Project death becomes general knowledge.

We ask you to reconsider and keep Sunnybrook alive as well as the hopes and dreams, not to mention sanity, of the residents of Sunnyside.

Sincerely,



Sharon Wiegand, Secretary, West Mt. Scott Neighborhood Association  
10208 SE Hillcrest, Portland, OR 97266

Harry Landers, President  
9911 SE 92nd., Portland, OR 97266

Jim Garrett, Vice President  
9944 SE Nancy Ct., Portland, Or 97266

Debi Aalberg, Treasurer  
10750 SE Hillcrest, Portland, OR 97266

Arnold Wyttenberg, Director  
10493 SE 98th Court, Portland, OR 97266

Kim L. Oey, Director  
10625 SE 93rd Ct., Portland, Or 97266



COLUMBIA EQUITIES, INC.

8235 S.W. Oleson Road, Suite C, Portland, OR 97223 (503) 244-7410

November 1, 1993

Bruce Warner, PE  
Region Manager  
Oregon Department of Transportation  
9002 SE McLoughlin Blvd.  
Portland, OR 97222

SUBJECT: Sunnyside/Sunnybrook/I-205  
Split Diamond

Dear Mr. Warner:

We are the owners and developers of the PACC office building comprising approximately 60,000 sq. ft of Class A office space that would be adversely affected by the withdrawal of the subject Split Diamond project from the transportation plan.

The Sunnybrook interchange is vital to the economic health of our property and we have consistently supported the funding of the local infrastructure in the expectation that the Sunnybrook Split Diamond interchange would be included in the overall infrastructure improvement package.

We urge you to retain the Sunnybrook Interchange with the strongest possible voice that this is a vital and necessary improvement.

Sincerely,

Paul K. Bartholemy  
COLUMBIA EQUITIES, INC.

PKB/kk

cc: Andy Contugno, Metro Service District  
Clackamas County Commissioners

# New Hope Community Church

*Healing Hurts and Building Dreams*

*Senior Pastor*  
Dale Galloway

*Administrative Pastor:*  
Jerry Schmidt

*District Pastors:*  
Jewel Collins  
Dennis Deardorff  
David Durey  
Jeff Hoover  
Margi Galloway  
Judy Kennedy  
Rick Martinez  
Wendell Morton  
Clara Olson

*Music Pastors:*  
Wes Waltermann  
Laird Halling  
Mimi Schaper

*Youth Pastor:*  
Bob Kavanaugh

*Phone Pastor*  
Bev Skinner

November 1, 1993

Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 SE McLoughlin Blvd  
Milwaukie, OR 97222-7394

RE: Sunnyside-Sunnybrook Split Diamond- Oregon Transportation plan shortfall.

Dear Bruce,

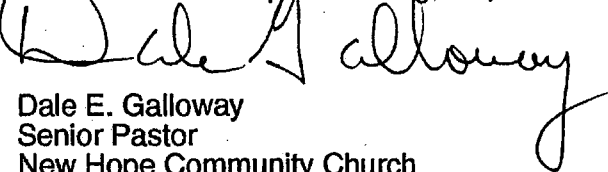
In regarding the funding shortfall and its impact on the Oregon Transportation plan on behalf of the 10,000 member and friends of New Hope Community Church, located in the Clackamas Town Center area, we would like to urge you to keep the Sunnyside-Sunnybrook Split Diamond with I-205 as a top priority project in this region.

As you know Clackamas County has been working towards achieving a funding partnership with the various agencies and local people to make this needed project possible. It's my privilege to be part of the planning of the project and I really look forward to seeing it become a reality.

No one needs to tell you that Clackamas Town Center is the fastest growing suburban business center in the Portland region and in the state of Oregon. Its successful economical development is creating thousands of new jobs and millions of dollars of assessed value. The continued success of the area and region is depended upon the desperately needed highway improvements being made.

In closing, once again I would like to urge you to keep the Sunnyside-Sunnybrook Split Diamond in the Oregon Transportation plan as a top priority and critical project for this region.

With kindness and personal regards,



Dale E. Galloway  
Senior Pastor  
New Hope Community Church

DEG:jpk

C: David Seigneur, Director Clackamas County Development Agency  
Andy Contugno, Metro Service District  
Clackamas County Commissioners

CLACKAMAS COUNTY



DEVELOPMENT AGENCY

September 10, 1993

ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr _____	Transp Anlys _____
Constr. Eng _____	Land Use Mgr _____	Safety Off _____
Public Aff _____	SET 13 1993	Const Sff Asst _____
Personnel Off _____	Env/Maj Proj Mgr _____	Maint Sff Asst _____
Adm Serv Mgr _____	Fed Aid Mgr _____	Assur Spec _____
Traf Op Mgr _____	Geology Mgr _____	_____
Jr Plan/Dev Mgr _____	_____	_____

Bruce Warner, P.E.  
Region Manager  
Oregon Department of Transportation  
9002 S.E. McLoughlin Boulevard  
Milwaukie, Oregon 97222-7394

RE: Sunnyside/Sunnybrook Split Diamond - Oregon Transportation  
Plan Shortfall

Dear Bruce,

Pursuant to your concerns regarding the funding shortfall and its impact on the Oregon Transportation Plan I urge you to keep the Sunnyside/Sunnybrook Split Diamond with I-205 as a top priority project in this region.

As you know Clackamas County has been working toward achieving 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. This partnership has been put together and stands ready to accomplish the Sunnyside/Sunnybrook Split Diamond. The County and the private sector in the larger Clackamas Town Center area are looking forward to this critical construction project and the adjacent supporting projects that make up the entire transportation improvement for this area.

I don't need to tell you that the Clackamas Town Center is the fastest growing Suburban Business Center in the Portland region and in the State of Oregon. It has been an economic engine that has created thousands of new jobs and millions of dollars of assessed value. The county as well as the businesses in the Town Center area are fully aware of the negative impact of traffic congestion and are working cooperatively with your Department to fund and construct a system of transportation improvement projects for the area.

I urge you to keep the Sunnyside/Sunnybrook Split Diamond in the Oregon Transportation Plan as a top priority critical project for this region.

Sincerely,



DAVID SEIGNEUR, Director  
Clackamas County Development Agency

c: Chris VanDyke, Manager, Clackamas Town Center  
Veronica Maloney, Leasing Manager, Clackamas Promenade  
Bill Medak, Property Manager, Kaiser Hospital  
Dale Galloway, Pastor, New Hope Church  
Bob Bocci, Sunnyside-205 Association Board

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# CLACKAMAS COUNTY

September 13, 1993

Bruce Warner, Region Manager  
Oregon Department of Transportation  
9002 S.E. McLoughlin Boulevard  
Milwaukie, Oregon 97222-7394

## Department of Transportation & Development

Region Mgr ☒ Engineering Mgr \_\_\_\_\_ Troop Anlys \_\_\_\_\_  
Constr. Eng \_\_\_\_\_ Land Use Mgr \_\_\_\_\_ Safety \_\_\_\_\_  
Public Aff \_\_\_\_\_ SEP 13 1993 Const Sff Asst \_\_\_\_\_  
Personl Off \_\_\_\_\_ Maint Sff Asst \_\_\_\_\_  
Adm Serv Mgr \_\_\_\_\_ Env/Maj Proj Mgr \_\_\_\_\_ Assur Spec \_\_\_\_\_  
Tral Op Mgr \_\_\_\_\_ Fed Aid Mgr \_\_\_\_\_  
Tr Plan/Dev Mgr \_\_\_\_\_ Geology Mgr \_\_\_\_\_

RE: Draft Criteria for Cutbacks to ODOT's Six Year Transportation Improvement Program

Dear Bruce,

Like you, I do not look forward to the difficult task of deciding how to remove \$400 million of important transportation improvement projects from the State's Transportation Improvement Program.

I agree with your suggestion that the burden must be shared between the urban and rural portions of the region and that we should give priority to preservation, maintenance and safety projects. I also support the continuation of projects funded under the Hazard Elimination Program, Congestion Management and Air Quality funds, Transportation Enhancement funds and the Highway Bridge Replacement Program. I would also suggest that projects with an existing high level of local financial support, which serve to leverage State revenues, be given a high priority.

Construction of the Sunnybrook Split Diamond Interchange project at \$23.5 million is ODOT's share of a three way partnership to fund a \$46 million transportation improvement package to alleviate congestion at the Sunnybrook/1-205 interchange. We currently have a majority of property owners who have agreed to form a Local Improvement District to contribute \$5 million to the projects overall cost. Clackamas County is contributing the remaining \$17.5 million.

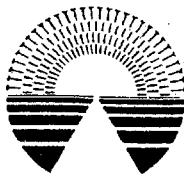
You asked for some suggestions on how best to publicly discuss the criteria which will be used to revise the Transportation Improvement Program. Three or four public meetings with "stakeholders" and citizens to explain the need to cut \$400 million from the State's Transportation Improvement Program and to talk about how to decide which projects to eliminate, would likely generate a great deal of interest and may result in some helpful suggestions. It would also hopefully serve to call attention to the need to fully fund the transportation funding package during the next legislative session.

Please let me know how I can help.

Sincerely,

*Thomas J. Vanderzanden*

Tom Vanderzanden, Executive Director  
Department of Transportation & Development



# SUNSET CORRIDOR ASSOCIATION

September 22, 1993

ODOT, REGION 1

Region Mgr <input checked="" type="checkbox"/>	Engineering Mgr <input checked="" type="checkbox"/>	Transp Anlys <input type="checkbox"/>
Constr. Eng <input type="checkbox"/>	Land Use Mgr <input checked="" type="checkbox"/>	Safety Off <input type="checkbox"/>
Public Aff <input type="checkbox"/>	SEP 23 1993	Const Stf Asst <input type="checkbox"/>
Personnl Off <input type="checkbox"/>		Maint Stf Asst <input type="checkbox"/>
Adm Serv Mgr <input type="checkbox"/>	Env/Maj Proj Mgr <input type="checkbox"/>	Assur Spec <input type="checkbox"/>
Traf Op Mgr <input type="checkbox"/>	Fed Aid Mgr <input type="checkbox"/>	
Plan/Dev Mgr <input type="checkbox"/>	Geology Mgr <input type="checkbox"/>	

*Copy  
OTC  
9/21*

## BOARD OF DIRECTORS

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Jack Orchard  
Attorney  
Ball, Janik & Novack

**Vice President**  
John R. Olsen  
Senior Vice President  
Standard Insurance Company

Bruce Warner  
Region I Manager  
Oregon Department of Transportation  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

**Secretary**  
Kenneth Zinski  
Assistant Administrator  
St. Vincent Hospital &  
Medical Center

**Treasurer**  
Richard J. Pom  
President  
Western Realty Advisors

**Directors**  
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Rees & Associates

**Mike Ragsdale**  
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**Norm Eder**  
Vice President  
Oregon Graduate Institute  
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**John Kaye**  
Real Estate Manager  
Tektronix, Inc.

**Mike Colarusso**  
Director, Marketing &  
Development  
Birtcher Properties for  
AmberGlen

**Executive Director**  
Betty Atteberry

Dear Bruce:

This information comes to you later than requested but I hope it can be useful in ODOT's process of re-ranking projects to conform with available dollars.

We believe the criteria should place significant emphasis on those projects that provide an enhanced linkage to the region.

For example, Highway 26 is the major commuter route linking the northern and western Washington County area to the rest of the region. This linkage is vital to the economy of the region. We view the widening of Highway 26 as a critical project in ODOT's plan for a well functioned transportation system. Specifically, we believe the widening of Highway 26 between Hwy 217 and Murray is long past due.

Secondly, the state should maximize the investments that have recently been made to Highway 26 by both the state and the local jurisdiction. These investments have been long in coming but now provide improved access to Highway 26. Continued investment to this facility will be necessary to reap full benefit of the investments that have been made to date.

We urge ODOT to keep the widening of Highway 26, Murray to Hwy. 217 on the course proposed in the Six-year plan.

Thank you for asking the Association to express our concerns and ideas.

Sincerely,

*Betty Atteberry*

Betty Atteberry  
Executive Director

15455 N.W. Greenbrier Parkway  
Suite 201  
Beaverton, Oregon 97006  
(503) 645-4410



# 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**

September 14, 1993

Mr. Bruce Warner, Region Manager  
ODOT  
9002 SE McLoughlin  
Milwaukie, OR 97222-7394

Dear Mr. Warner:

The City currently has two transportation projects approved for funding in the TIP; Canyon Road and the Allen/Western intersection. Other grant proposal projects on Allen Blvd. and Farmington Road are under review by ODOT and/or are forthcoming. These projects represent the City's top priority in safety and capacity deficiencies. Considerable City and state staff time has been spent in developing these projects. These projects have also received a significant amount of public involvement. We are very concerned about the prospect of funding being delayed or eliminated for these critical projects.

We strongly agree with and support your draft criteria for making the difficult cutback decisions. The Hazard Elimination Program and the funding source for our Allen Blvd. and Farmington Road projects address specific safety problems. The existing review and approval process ensures a benefit-cost ratio of at least two. We agree these programs should not be cut.

We would like to voice our strong support for the criteria that emphasizes projects which enhance multi-modal opportunities. The region is making an almost one billion dollar investment in the Westside Light Rail Project. The City, State, and Tri-Met are making companion improvements to maximize utilization of this new transportation corridor. We are currently conducting station area planning to maximize the land-use activity in conjunction with LRT.

The Canyon Road project is an integral part of the over-all plan for redevelopment of downtown Beaverton which, in turn, directly relates to the overall success of the LRT corridor.

I hope these comments help. We look forward to continuing to work together to solve the region's safety and capacity problems and encouraging multi-modal travel.

Sincerely,

Rob Drake  
Mayor

ODOT, REGION 1

Region Mgr <u>gcu</u>	Engineering Mgr <u>✓</u>	Transp Anlys <u>_____</u>
Constr. Eng <u>_____</u>	Land Use Mgr <u>✓</u>	Safety Off <u>_____</u>
Public Aff <u>_____</u>	SEP 17 1993	Const Stf Asst <u>_____</u>
Personnel Off <u>_____</u>		Maint Stf Asst <u>_____</u>
Adm Serv Mgr <u>_____</u>	Env/Maj Proj Mgr <u>_____</u>	Assur Spec <u>_____</u>
Ir Op Mgr <u>_____</u>	Fed Aid Mgr <u>_____</u>	<u>_____</u>
Tr Plan/Dev Mgr <u>_____</u>	Geology Mgr <u>_____</u>	<u>_____</u>

Monday, November 1, 1993

Metro Council  
2000 SW First Avenue  
Portland, Or 97201-5398

RE: Resolution 93-1858 (ISTEA Enhancement Funding)

Your vote to refer the 112th Linear Park Project back to Committee for re-evaluation and a re-examination of the criteria used to judge submitted projects may seem like a safe vote, but I did not view it that way and neither will many people in the Cedar Mill Community.

Washington County did not develop the criteria. The State of Oregon sets the guidelines that your committees and local jurisdictions were to use in developing and rating the submitted projects. Metro's professional staff tells me the criteria and ranking method are not within your authority to change, and therefore, in my opinion, not a basis for rejecting a project because you don't like the outcome of the rankings.

**The second criticism of the 112th project questions the honesty, integrity and commitment of Washington County to use these funds appropriately and as represented to build a linear park that does what the project claims to do....link our community together and to the light rail with a bicycle and pedestrian friendly green space. I hope our geography lesson and petition makes it clear a large segment of this community desires and believes it does!**

Further, Washington County has insisted over and over and over and over, against significant public opposition, their commitment to building 112th. This idea of finding fault with the ranking because the new alignment and park hasn't been "technically" updated in the community plan is specious. **There has been long years of public input and awareness. A LUBA appeal on ordinances affecting community plan amendments has delayed but not derailed 112th. Terry Moore knows this and this point is undeserving of further comment!**

In response to local criticism of this project, Washington County responded with an absolutely terrific linear park concept that was received by an ovation of the 100-150 people present at its unveiling in August 1993. Even people who oppose this road endorse this design concept.. *You are seeing a few people using technicalities to try and delay and defeat a road project they oppose by attacking anything positive that moves this road closer to reality.* They threaten the livability of my neighborhood and this community with these short-sighted tactics.

This road and this park are the only North-South public access point bicyclist and pedestrians North of the canyon will have to the light rail between Miller-Barnes and Saltzman. This route is heavily used now and will be used even more after the new

section of road and park are added. People in other parts of Cedar Mill are jealous of this design and are desirous of connecting to it in the future.

There are undoubtedly other deserving projects that have not ranked as high as 112th for funding at this time in your region or neighborhood. There are people active in promoting bicycle and pedestrian improvements in my own community that would like this money.

Washington County could have asked for more public input on projects to be submitted. I don't think they would dispute the issue. We have actively addressed those concerns with a CIP process that should avoid such problems in the future. Government is always in evolution and can always do better. Washington County has demonstrated this year a willingness to address better community input on construction priorities. The fact remains this project was submitted and scored #1 on objective criteria established by ODOT!

These objective criteria were created to keep processes like this from turning into political pork barrel. I read counselor Moore's opposition as specious. Terry this project does have broad support in our community and you didn't make the effort to measure the range of your constituent's opinions and accepted at face value the representation of a minority in this community. As a result you threaten the viability of Washington County to find funding to build a desirable project in this community so you can elevate projects dearer to your heart and your future district's community. I am heartily disappointed in your performance on this issue.

You are, in pursuing these tactics, representing Washington County staff and commissioners as cheaters, liars, and deceivers about 112th. If they are, prove it and I will apologize. You cannot build regional cooperative relationships for us at Metro for Washington County when you make unverifiable projections contrary to the public record of Washington County on the 112th. project.

I am speaking harshly to you, because I feel you are using process as a Trojan Horse. I believe in an open process, but I also like to think I am realistic about the capacity of citizens and elected representatives to maintain perfect process in a hurry up world. Why didn't **you** seek more input on this issue. You know the players on this, and know enough to have done better at involving different viewpoints if that was the most important issue!

I have supported you in the past. I am not now convinced of your own motivations on this issue. You say you support the need for 112th and the linear park concept, so what's the deal? You have just opened up the opportunity for Washington County to lose \$300,000 to some other county if you are successful. I fail to see anything but sour grapes and pork barrel politics in this endeavor to discredit and disqualify this project. So that there be no mistake, I see little better conduct or justification on the part of the other councilors who wanted to refer. Everyone who voted to refer this project gets a crack at trying to re-order their favorite project and move it higher up the list by trying to influence the criteria used for the rankings. **It's not good process! METRO.**

Councilor McFarland, even if I had received an agenda for Thursday's meeting, I wouldn't have recognized resolution 93-1858 as something I needed to be concerned about. Obviously, my Metro Councilor who knows of my interest in this project, didn't make any effort to get my feedback.

I support the Council's interest in understanding and evaluating how criteria are generally established and reviewed if they do not reflect the realities of Region I. I didn't get the feeling this was a broad concern. It appeared you were all grasping to justify referring 112th when the full facts didn't warrant it.

**Your own process is flawed! You didn't make sure or even know that the majority support the park on 112th. Maybe you need to refer all projects back to square one! If that's your true concern? Maybe other successfully funded projects didn't get an adequate public input process!. Maybe, even one of your favorites!**

Consider me disenchanted!



Irma Trommlitz  
515 NW 112th  
Portland, Or 97229  
644-6138

cc: Washington County Board of Commissioners ✓  
ODOT REGION 1  
The Oregonian  
The Valley Times  
CPO I ✓  
JPACT  
Congresswoman Furse  
Senator Hatfield

encl: Goals, recommendations, and public report on 112th Citizen's Advisory Co.

sent via Fax 11-2-93 to above list.

# 112TH AVENUE ALIGNMENT STUDY

At its October 24, 1991 meeting (and continued on November 4 and November 12, 1991) the Citizens Advisory Committee made the following recommendations:

The 112th Avenue Alignment Study Citizens Advisory Committee, recognizing the overwhelming opposition to the construction of an 112th Avenue extension, is forwarding the B1 alignment as the least objectionable, based on the goals and objectives and subject to the following design refinements:

## Intersections:

- ◆ Provide cul de sacs on 112th and 114th at Cornell.
- ◆ Monitor traffic on Copeland; if necessary due to increased traffic, build traffic "calming" devices or close at 107th (based on community consent).
- ◆ Provide a four way stop at 111th & Rainmont.

## Bike and Pedestrians:

- ◆ On 113th/111th from Cornell Road to McDaniel -- build a bike path on one side and a pedestrian walkway on the other.
- ◆ Use standard 3-lane design [with bike paths on shoulders and with sidewalks] with the provision that this recommendation may change, based on development of a comprehensive circulation plan for bikes and pedestrians.

## Right of Way:

- ◆ Reserve right of way for a possible right turn lane on 113th Avenue southbound to Cornell Road westbound.
- ◆ When purchasing right-of-way, Washington County should, where legally possible, include the following:
  - Purchase the whole property when touched by construction [if owner requests]
  - Provide displaced residents the first right of refusal on county purchased properties
  - Begin immediate purchase of those displaced [if owner requests]
  - Provide continued occupancy until removal/construction

## Future Planning:

- ◆ Work with Tri Met for bus access in the Cedar Mill area.
- ◆ Establish a community task force, including members of the CAC and representatives from the community (including a representative from the north end of 114th Avenue), to be involved as liaisons to Washington County and the engineering team for final design recommendations.

### **Slopes & Walls:**

- ◆ Re-examine designs to minimize slope cuts and fills for entire length of project.
- ◆ Balance use of slopes and retaining walls to protect properties:  
On the north end of the B1 alignment (stations 2250-27; 3 properties) provide a full slope on the east side, and on the west side provide a wall half the height of the cut, then slope for the remainder of the cut; moving south, provide a half-height wall then slope on both sides until the costs become reasonable for a full height wall. At no point should the wall be higher than 15 feet. Provide landscaping in front of the wall and on top.
- ◆ Place sound barriers, as appropriate, where no cuts are being made; use a minimum of concrete; and have barriers designed by a landscape architect.

### **Access & Speed:**

- ◆ Use 35 miles-per-hour for design speed [in order to minimize cuts and fills].
- ◆ Designate new road as a "limited access" (minimum driveways).

### **Timing:**

- ◆ Complete the designated and funded improvements to Cornell Road and the extension of Barnes Road first.

### **Environment & Open Space**

- ◆ Use an open bottom culvert to cross Cedar Mill Creek.
- ◆ Preserve the following properties acquired by Washington County as open space:
  - northwest corner of the alignment (113th/Cornell Road)
  - the remaining portions of the Bennett nurseryWork with agencies that would be eligible to administer the land as donated.
- ◆ Washington County Board of Commissioners should make a commitment to a park concept and agree to work with Peterkorts, Metropolitan Greenspaces, THPRD, and the community to establish open space/park land.
- ◆ Develop a master plan for park/open space in the Cedar Mill area, using CPO 1 as the medium for that development.

These recommendations are based on the following assumptions that are detailed in attachments:

- B1 alignment design
- Cornell Road/113th intersection design
- Wall/slope design
- Goals and Objectives

**NOTE:** New information has caused the CAC to want to revisit how 112th will be connected to the new road. Washington County staff has agreed to discuss this issue with the CAC in the short term and/or can take up this issue with community residents at the time of final engineering of the project.



# WHAT IS THE CURRENT DESIGN?

- ▣ LINEAR PARK ADJACENT TO NEW ROADWAY
- ▣ RESERVED OPEN SPACES
- ▣ PEDESTRIAN PATH IN LINEAR PARK
- ▣ PEDESTRIAN OVERCROSSING NEAR CORNELL ROAD
- ▣ PEDESTRIAN UNDERCROSSING AT JOHNSON CREEK
- ▣ 35 M.P.H. DESIGN SPEED ON NEW ROAD ALIGNMENT
- ▣ 25 M.P.H. DESIGN SPEED ON 113th AVENUE
- ▣ REDUCED 1350 FEET OF NEW ROAD TO 2 LANES
- ▣ BIKELANES ON ROADWAYS
- ▣ SIDEWALKS ON CORNELL ROAD, NW 113th  
AND PORTIONS OF NEW ROADWAY
- ▣ RETAINING WALLS TO REDUCE PROPERTY IMPACTS  
BOTH SIDES NEAR WETLANDS  
BOTH SIDES SOUTH OF CORNELL ROAD

## WHAT HAS BEEN DONE SINCE?

- REFINED ALIGNMENT TO REDUCE THE NUMBER OF IMPACTED PROPERTIES
- LOWERED DESIGN SPEED
- REDUCED ROADWAY WIDTH
- REDUCED EARTH CUTS AND FILLS -- LESS IMPACT TO ADJACENT PROPERTIES
- ADDED RETAINING WALLS TO REDUCE PROPERTY IMPACTS
- REDUCED RIGHT OF WAY WIDTH
- DEVELOPED LINEAR PARK CONCEPT
- PURCHASED PROPERTIES IN ACCORDANCE WITH THE COUNTY'S HARDSHIP POLICY
- COMPLETED SURVEYS AS REQUIRED BY COUNTY ORDINANCE

## **WHAT DID THE CITIZENS ADVISORY COMMITTEE DO?**

- ▣ ESTABLISHED GOALS AND OBJECTIVES FOR  
SELECTION OF A N.W. 112th AVENUE ALIGNMENT**
- ▣ HELD 10 MEETINGS AND 2 OPEN HOUSES**
- ▣ WALKED THE ALIGNMENT CORRIDOR**
- ▣ REVIEWED 6 DIFFERENT ALTERNATIVES**
- ▣ ATTENDED NEIGHBORHOOD MEETINGS**
- ▣ CONDUCTED A NEIGHBORHOOD SURVEY**
- ▣ SUGGESTED DESIGN REFINEMENTS**
- ▣ FORWARDED THE B1 ALIGNMENT TO THE  
COUNTY AS THE LEAST OBJECTIONABLE**

## **WHY IS THE EXTENSION NEEDED?**

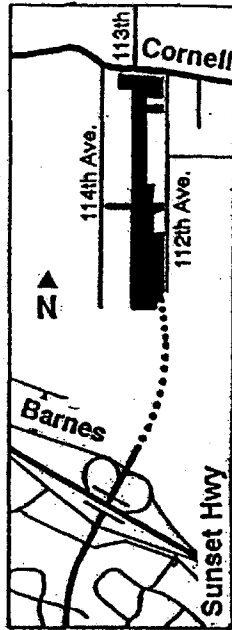
- ▣ **IMPROVES NORTH-SOUTH TRANSPORTATION IN THE CEDAR MILL AND CEDAR HILLS AREA**
  
- ▣ **PROVIDES CONVENIENT ACCESS TO MAJOR REGIONAL TRANSPORTATION FACILITIES, (I.E., WESTSIDE LIGHTRAIL, SUNSET STATION, SUNSET HIGHWAY, HIGHWAY 217)**
  
- ▣ **REDUCES OUT OF DIRECTION TRAVEL IN THE CEDAR MILL AND CEDAR HILLS AREA**
  
- ▣ **IMPROVES SAFETY FOR BICYCLISTS, MOTORISTS TRANSIT USERS AND PEDESTRIANS**
  
- ▣ **SERVICES A GROWING COMMUNITY CONSISTENT WITH COUNTY, REGIONAL, AND STATE LAND USE AND TRANSPORTATION POLICIES**

## WHAT'S NEXT?



- ▣ CONTINUE DEVELOPMENT OF LINEAR PARK PROPOSAL WITH TUALATIN HILLS PARK AND RECREATION DISTRICT AND COMMUNITY.
- ▣ SUBMIT PROJECT PROPOSAL FOR LAND USE REVIEW IN FALL 1993.
- ▣ HOLD PUBLIC HEARING ON PROJECT WITH WASHINGTON COUNTY HEARINGS OFFICER IN LATE 1993 OR EARLY 1994.
- ▣ PENDING LAND USE APPROVAL, PURCHASE REQUIRED PROPERTY IN 1994.
- ▣ PENDING LAND USE APPROVAL, CONSTRUCT PROJECT IN 1995-1996.

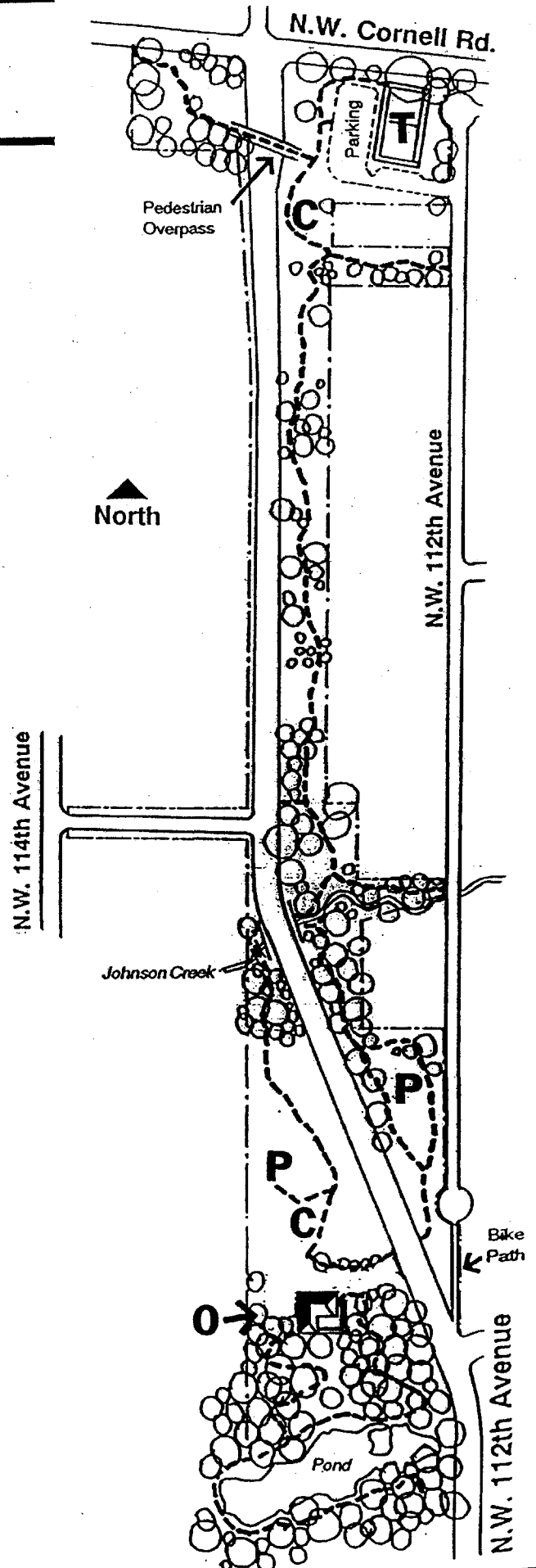
# 112th Avenue Linear Park

## Project Area



## Park Detail Map

-  Trail
-  Existing Trees
- C** Children's Play Area
- O** Overlook
- P** Picnic Area
- T** Tennis Court





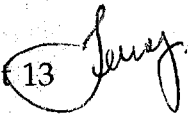
**METRO**

4 November 1993

**Memorandum**

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To: Mike Hoglund  
TPAC Members  
George VanBergen, Chair, JPACT  
Roger Buchanan  
Jon Kvistad  
Rod Monroe, alternate  
JPACT Members

From: Terry Moore, Councilor, District 13 

Subject: ISTEA Enhancement Grants: Review of Ranking of Project #37

On October 28th, the Metro Council voted to ask that you further review one of the projects recommended for ISTEA enhancement funding (years 1995-1998) by an ODOT staff sub-committee. That project (#37) would provide \$308,000 for a bicycle/pedestrian pathway through a proposed linear park along a proposed new alignment for the unbuilt portion of NW 112th Avenue in the Cedar Mill area.

Because of the public comments I received before and during the hearing held by the Metro Planning Committee on these grants, I submitted the request for further review of the project rankings and of the 112th linear park project in particular. In your consideration, I ask that you respond to the following concerns that were raised and review the sub-committee's ranking rationale for all projects which received between 69.71 points and 59.43 points. I would appreciate another look at how well each of those projects technically meets the criteria developed for project ranking.

1. There are already funds committed by Washington County for construction of bicycle lanes within the 112th/113th Avenue right-of-way. (See attachments. These committed funds were used as justification for CMAQ funding of a bike lane on Cedar Hills Blvd. south of Sunset Highway.)
2. Bike lanes are included within the 112th/113th roadway in the design submitted by county staff, and the park pathway would duplicate those bike lanes. The reason given for bike lanes on the street is that commuting bicycle riders would not want to use the meandering pathway in the park area because it is about twice as long as the roadway.

3. The project is not really "intermodal" because of its distance from the Sunset//217 light rail station of approximately 1.3 miles. The project justification also portrayed the existence of "a bicycle pedestrian pathway" on NW Cornell Road linking to the proposed linear park; however, no such pathway currently exists.
4. The project is not currently in the adopted Transportation Element of the Washington County comprehensive plan. The alignment for 112th that is in the adopted plan calls for a five-lane, 90-foot right-of-way without bike lanes. The amendment to the comprehensive plan that would provide a three-lane 112th alignment with bike lanes is included as a "map error" in the county's ordinance 419 adopted in 1992 and on appeal at LUBA. The linear park is not included as part of the "map error" amendment.

Additionally, it has been brought to my attention on several occasions that there is a very real need for bicycle and pedestrian connections to the Sunset/217 light rail station from the Cedar Hills neighborhoods surrounding the station. Those connections have been identified by CPO 1 (the Cedar Mill neighborhood organization) and are within the one-half mile intermodal distance used in regional transportation planning. Those connections, as well as other projects submitted for ISTE A enhancement funding (and ranking within 10 points of the 112th linear park project on a 100 point scale), led me to believe your further review was warranted. The merits of completing the 112th/Cedar Hills Blvd. extension road link between the Sunset Highway and Cornell Road is an issue with no relevance to my request and should have no relevance to your review.

c     Gail Ryder  
       Andy Cotugno

attachments (4)

tshm



COMMITTED WASHINGTON COUNTY ROAD PROJECTS

~~BIKE LANE PROJECTS~~  
1993-1996

PROJECT	LENGTH	*ESTIMATED COST	FUNDING	**SCHEDULE
Cornell Road: 179th-185th	.27	\$ 46,959	RF	1993
185th Ave: Rock Creek-Tamarack	1.31	\$265,224	MSTIP2	construct 1993-1994
Durham Rd: Hall Blvd.-Upper Boones Ferry	1.28	\$222,622	MSTIP2	construct 1994
Baseline Rd: Brookwood-231st Avenue	2.16	\$440,628	MSTIP2	construct 1995
Main Avenue: 10th Avenue-Brookwood	4.00	\$816,077	MSTIP2	construct 1995-1996
Baseline Rd: 158th-185th	2.90	\$504,378	MSTIP2	construct 1994-1995
Cornell Rd: Sunset Highway-Barnes Road	3.22	\$560,032	MSTIP2	construct 1994
Farmington Road: Murray Blvd.-209th Avenue	7.28	\$1,266,160	MSTIP1	unknown
<del>_____</del>	1.89	\$328,714	TIF	construct 1994
<del>_____</del>	.38	\$100,000	TIF	construct 1994
Cedar Hills: Berkshire-Parkway	.03	\$ 6,588	MSTIP2	construct 1996(?)
<b>TOTAL</b>	<b>24.92</b>	<b>\$4,550,795</b>		

\*Costs are based on estimated material and labor costs for bike lane portion.

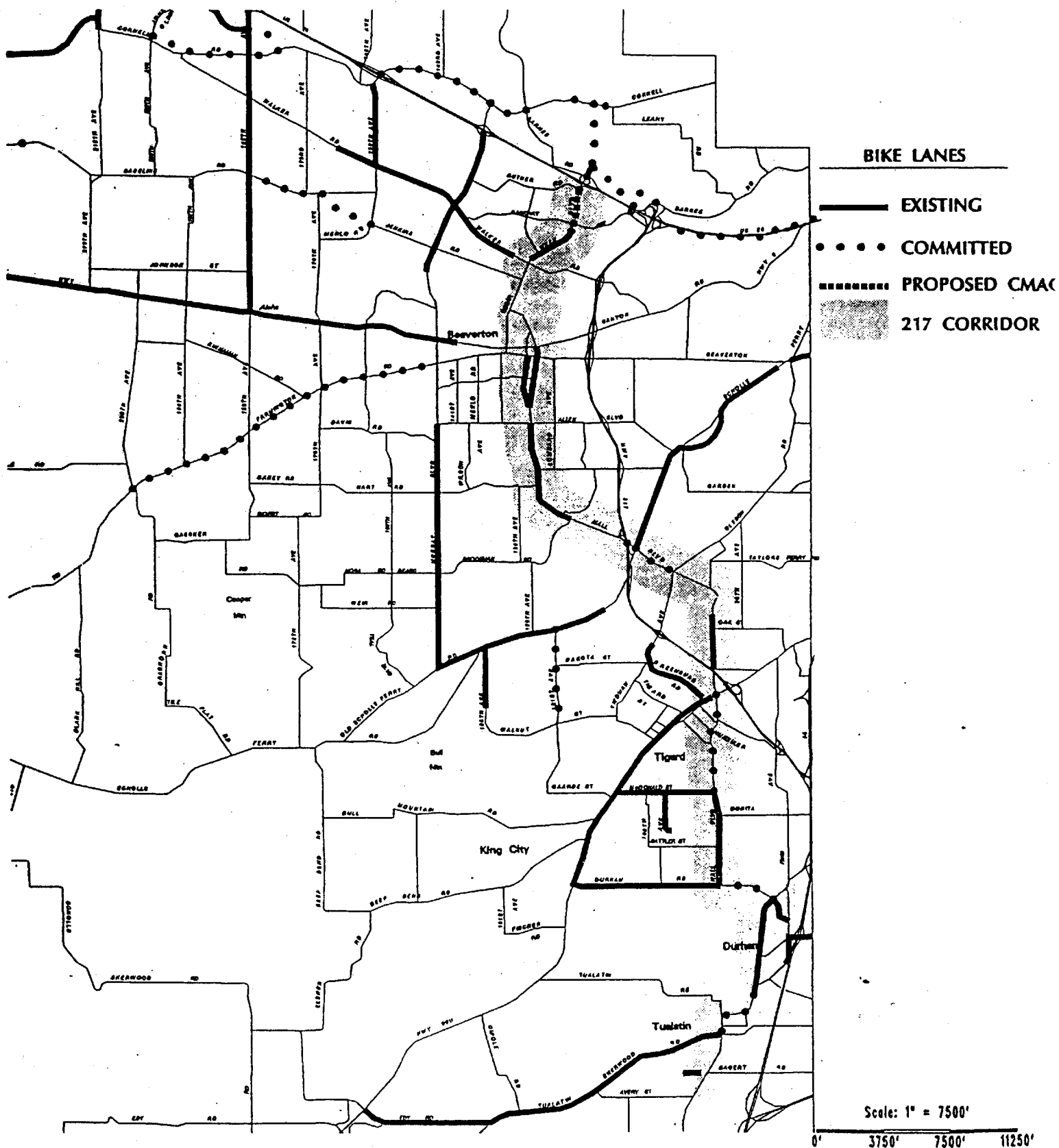
\*\*These schedules are subject to change

\*\*\*This project is currently under design. STP funds are being sought.

# HIGHWAY 217 CORRIDOR BIKE LANES

THIS MAP IS COMPILED FROM ORIGINAL MATERIALS AT DIFFERENT SCALES. FOR MORE DETAIL PLEASE REFER TO THE SOURCE MATERIALS OR THE WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION.

PREPARED BY THE WASHINGTON COUNTY PLANNING DIVISION



Roger M. Ellingson  
8515 SW Barnes Road  
Portland, OR 97225

October 27, 1993

Mr. Mike Hoglund  
Metro Manager  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

Dear Mike:

I am writing in regard to the ISTEA project funding meeting to be held October 28, 1993. My comment is specific to Washington County's project submitted for the 112 Ave area. It is a request for funding for a greenway ROW acquisition in coordination with ROW acquisition for the development of 112 Ave between Cornell and Cedar Hills Blvd.

I object to using ISTEA or other alternative transportation funding sources for this project for the following reasons:

- The 112th bike/ped link provided by the greenway is on the books in Washington county as a major roadway improvement project that has specific funding available via the gas tax, TIF, and other sources.
- The proposed project costs too much for the linear footage of inter-connected bike/ped facility it contributes to the transportation system.
- The ROW in question does have significant natural resource character and it is wonderful Washington County is interested in its protection. However, the entire segment between Cornell and the Barnes Road Extension needs to be included in this protective status/greenway study. To save the resource area north of Johnson Creek, but develop the 112th area wetland area along and south of the creek does not demonstrate wise ecological planning. Washington County administration officials should reconsider their lackluster support of projects like the Metro Greenspaces project which hopes to save such natural treasures and provides funding for doing so.
- Several bike/ped linkage projects have been identified by community in the vicinity of the proposed Sunset Transit Center that have no funding sources available. Specifically the **SW 95th Transit Trail** link north from the transit center to the SW 95th Ave vicinity could provide much more direct, convenient access to the transit center. Also a state bike path is being planned along the south side of hiway 26 in the area east of the transit center which has *no* access provisions to the north side of hiway 26, where the majority of users reside. The Cedar Hills/Cedar Mill Citizen Participation Organization has issued a

Mr. Mike Hoglund

October 27, 1993

Page - 2

detailed report (dated April, 1993) on these and other projects in our community to Mr. Hoglund and Washington County.

- There has been no public involvement in Washington county for prioritizing needs and functionality of this 112th project with other potential projects such as those mentioned above. Washington County's standard reponse to requests by the community for bike/ped linkages has been a pat answer that "no-funding is available". I am very pleased that Washington County has found some alternative sources for bike/ped facilities but object to their non-public assignment of such limited funds on projects that have already been funded through other sources.
- I would rather see CMAQ/ISTEA funds spent elsewhere in the region on bike/ped projects that will never be built due to lack of funding than see these limited funds go to fund roadway ROW bike/ped projects that have substantial funding support.

Sincerely,

Roger M. Ellingson

Metro Council  
October 28, 1993  
Agenda Item No. 6.4

Oct. 27, 1993

To: Metro's Joint Policy Advisory Committee on Transportation  
Oregon Department of Transportation

Regarding: Project 37 of the Metro area Transportation  
Enhancement Project

Dear Members,

It has come to my attention that Washington County is currently seeking funds for financing a portion of this project. I believe this portion is the "linear park" and/or bicycle and pedestrian paths.

First let me say the County had an open house, displaying their latest proposed alignment. Since this project is still in planning stages, with LUBA appeals pending, allocating money for it is not in the public's best interests.

This project does not support pedestrian or mass transit.

1. It is over one mile to the transit station.
2. Its connection to NW 113th north of Cornell is fruitless, as 113th is too steep and dangerous to walk. Even with sidewalks, 113th is not pedestrian friendly.
3. If any one of you were to come up to our neighborhood and ask what route we would take to and from Cornell Rd. by bicycle or walking we would say NW 119th. Why is it no one has asked?
4. The development taking place on the Peterkort property can be well served by bus from Barnes Rd. Even if 112th were to be built, a two lane, 25mph residential road is all that is necessary to serve the proposed Peterkort development.

Having three children, the oldest of whom is five, we are very much in favor of parks and sidewalks. Its a shame our County staff does not rate these items at a higher priority. Just look at their record, it speaks for itself. A linear park along a road such as they are proposing is not what most of us would call a neighborhood park. I prefer to call it "a road in waiting". We are not as gullible as some would like to think.

I find it very unfortunate we cannot walk as a family to the stores at Cornell and Barnes because the roads are treacherous with no shoulders, especially when funds are available for useless projects such as Project 37.

To correct a statement by Brent Curtis of Oct. 6th, this project is not partially old and partially new road. I believe it is entirely new. As for "significant" citizen involvement, it might be better explained by "significant citizen objection". I'm afraid we may be seen, but our comments fall on deaf ears. Yes, the project has been on the map for 25 years. Who would have thought then we would be seeing something of the scope now being proposed?

If now is a time to set priorities then it must be a good opportunity to take a look at all of the projects set before you and choose those that will benefit the greatest number of people. Please look at those that will benefit our neighborhoods, not by allowing more and larger roads, but by allowing us the ability to walk, bike and use our mass transit system.

Thank you for the opportunity to express my views and making this part of the record.

Sincerely,

  
Jane Finnegan

October 27, 1993

To: Terry Moore  
Metro Council  
District 13

From: Carol Gearin  
2420 N.W. 119th Ave.  
Portland, Or. 97229

Dear Ms. Moore:

It is my understanding that the Metro Council will hear testimony and vote tomorrow concerning funding for a bicycle\pedestrian strip park for N.W. 112th Avenue.

Since it is my belief that the completion of this street between the Sunset Highway and Cornell Road will eventually come to fruition; and because I would like to see this street be pedestrian and bicycle friendly, I urge you to vote for funding.

I am aware that there is a citizen movement attempting to block the completion of 112th. However, should they fail, I would hate to see a repeat of Cornell Road where bicyclists risk death every day.

VIA FAX: SENDING STATION 643-4311

RECEIVING STATION 273-5589

*Carol Gearin*

150,000  
+ 400,000  
+ 240,000

# Average Scores 1993 Enhancement Program

total  
3,000  
all  
1  
6

7

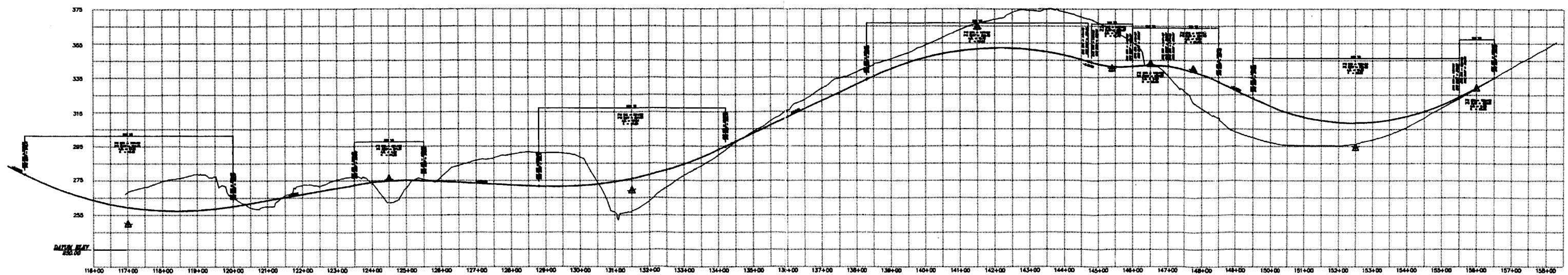
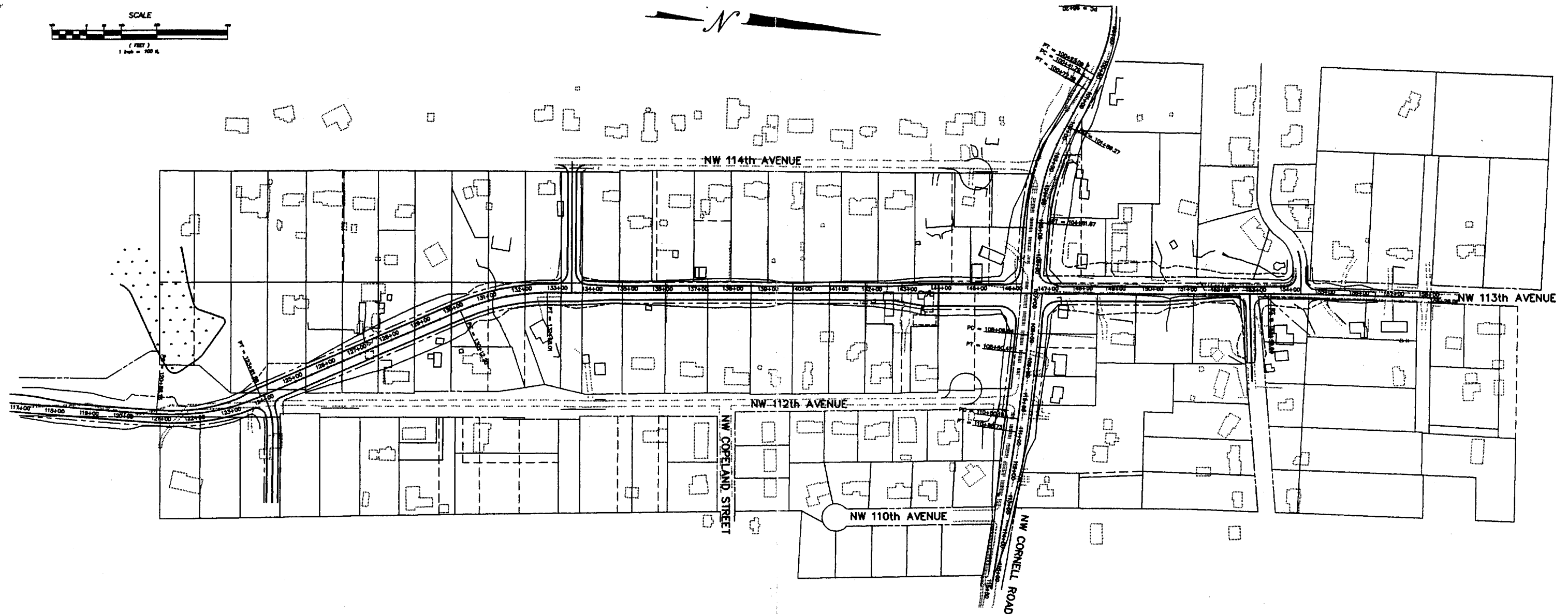
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Project	Maximum Points	Intermodal Relationship	Relationship to Other Plans and Programs	Benefits to Community/ Environment, and Statewide Significance	Match Level, Source Public and Private Commitment	Total	Total Cost Estimate (\$ thousands)	Federal Cost Estimate (\$ thousands)	Federal Fund Availability (\$ thousand)
	30	30	30	30	10	100			
24 B: Banks - Vernonia		19	21	21	10	70.86	250.0	200.0	\$4,345.0
37 112th Linear Park		21	22	19	8	69.71	883.6	308,765.3	4,145.0
17a Eastbank Bike/Ped Way A: Bridges		20	23	18	6	69.00	1,700.0	1,360.0	3,438.1
20 Estacada Trails		18	22	20	9	68.86	120.0	100.0	2,078.1
6 Complete Cedar Creek Trail		18	22	20	9	68.86	419.1	83-214.7	1,978.1
33 Springwater - Boring Connection		17	22	21	9	68.86	150.0	120.0	1,663.7
17b Eastbank Bike/Ped Way B: OMSI		19	23	18	8	68.57	286.0	228.9	1,543.7
1 Historic Highway: Moffet Creek - Tanner Creek		19	19	22	8	68.43	1,297.0	1,164.0	1,314.8
38 Rock Creek Bike/Ped Path (SEE REVISION IN FILE)		19	21	19	9	68.14	244.0	142.3	150.8
17c Eastbank Bike/Ped Way C: Eastbank		19	23	18	8	68.00	390.0		
29 Barlow Road Corridor/Moss Hill Preservation		17	20	21	9	66.14	340.0	190.0	
18 Union Station Passenger Shelter		16	20	20	9	66.00	457.0		
28 Intermodal Transfer Park		20	20	18	7	66.00	296.0	252.8	
39 Springwater - Intermodal Links & Restroom		15	23	19	9	65.86	877.0	701.6	
34 Molalla River Pathway		17	21	18	9	65.29	2,609.3	2,087.3	
11 Pedestrian Trail Expansion		18	17	22	8	65.14	150.7	113.1	
38 NW 185th Pedestrian Facility		16	22	19	8	65.00	30.9	24.8	
2 Historic Highway: McCord Creek - Moffet Creek		19	19	20	8	64.86	2,198.0	1,971.0	
7 Hollywood Pedestrian Path		19	20	16	9	64.43	77.0	61.6	
25a D: United Junction - Beaverton		17	20	18	9	64.00	250.0	200.0	
19 Union Station Facilities		17	19	19	8	63.86	980.0	879.2	
3 Historic Highway: Hood River - Mosier		18	18	20	8	63.71	984.0	883.0	
9 School Bike Path		16	20	17	8	63.43	246.5	197.2	
21 Barbur Blvd Bikelanes		16	21	17	8	63.29	565.2	367.0	
5 Fanno Creek Bikepath		18	20	18	7	62.43	105.8	84.8	
23 Historic Elevator Upgrade		17	18	20	8	61.71	120.0	96.0	
10 Vista House Restoration		15	18	23	8	60.71	31.5	26.4	
4 Milion Creek Bike & Pedestrian Bridge		19	18	16	8	60.64	60.0	48.0	
8 Depot Gutters & Insulation		17	15	21	8	60.43	6.4	5.8	
35 Laurel Wood Pedestrian Paths		14	20	18	7	59.43	36.2	28.9	
13 Barlow Road Corridor Phase One		14	15	21	8	58.43	466.0	419.4	
14 Barlow Road Corridor Full Project		14	15	22	7	58.29	1,410.0	1,180.0	
22 Clackamas/Willamette River Bikepath		15	20	17	6	58.29	523.2	470.9	
43 NE 201st Bike/Ped Connector		15	19	17	7	57.71	165.0	135.0	
42 Sauvie Island Road Shoulder Bikeway		15	20	15	7	57.29	517.0	415.0	
40 MAX Corridor Sidewalk Improvements		14	20	16	7	57.14	272.0	218.0	
12 Downtown Access Plan		14	17	18	7	57.00	324.8	259.8	
41 East Burnside Bike Lanes		14	20	16	7	56.71	440.0	344.0	
32 Government Camp Bike/Ped Crossing		15	19	15	7	56.43	366.4	294.8	
15 Highway 26 Ped/Bike Connection		14	19	15	7	55.57	37.4	30.0	
30 Storm Water Detention and Bio-Filtration		15	14	17	9	54.29	662.3	397.4	
44 Blue Lake Park Bike/Ped Path		14	19	14	6	54.14	56.0	44.8	
31 Historic Faubion Bridge		14	14	18	8	53.86	30.0	27.0	
16 Classic Light Poles		15	13	15	7	50.14	1,350.0	1,211.4	

printed 30-Aug-93

152





HORIZONTAL 1" = 100'  
VERTICAL 1" = 20'

REFINED ALIGNMENT  
8/20/93



# **Willamette Pedestrian Coalition**

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

4 November 1993

Metro Planning Committee  
600 NE Grand Avenue  
Portland, Oregon 97232

**Regarding: TIP cuts and alternate mode additions**

Dear Metro Councilors of the Planning Committee:

It has been two years since the Federal Intermodal Surface Transportation Efficiency Act was enacted, and two years since the State Transportation Planning Rule was adopted. Yet, in looking at the projects listed on the TIP cut list, and the criteria used to rank them, it seems that little has changed. Highway projects continue to be ranked according to the movement of cars and the facilitation of traffic. No criteria are included for reduction in vehicle miles traveled or single-occupant-vehicle use. Nor, despite lip service paid to bike and pedestrian travel (highway projects get five points out of a hundred for including bike/ped facilities), is there any serious evaluation of how successful any of these projects will be at shifting travel to other modes.

The WPC supports cutting the entire \$126 million from highway projects. We also strongly support cutting the additional \$30 million from highway projects to add back to alternative mode projects, and at least one-third of this should go to pedestrian facilities. The unmet need for alternative facilities is much greater than for highways. In the City of Portland alone, only 53% of arterial streets have complete sidewalks. If the region hopes to comply with the Transportation Planning Rule and meet Federal Clean Air Act standards, we must have sidewalks on all arterials, so that people can walk to the bus or to their destination safely.

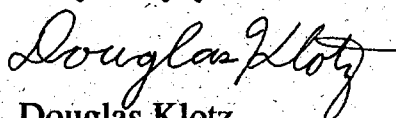
We question the use of the accident factor as a criterion. Projects which rate highly in this category should be carefully examined for their effect on pedestrians and cyclists, since "safety" is often used as an excuse to add traffic capacity. When a street has a high accident rate, two courses of action are open. The usual engineering solution is to widen the road, particularly at the intersections, to allow vehicles to go faster with less interference. This course makes the road more dangerous and difficult for pedestrians and cyclists, thus *decreasing* their safety. The other course is to rebuild the road so that vehicles are discouraged from speeding. "Traffic Calming" is the name often given to this approach, which improves safety for all modes without increading vehicular capacity.

There is no lack of pedestrian proposals to add to the TIP. We would like to add the enclosed list of projects developed by the City of Portland's Pedestrian Program for consideration, in addition to those Portland projects already on the list. All of these projects are on arterials and will encourage alternative mode travel, hence have regional significance.

We also urge you to fund the Metro-T.O.D. projects. Transportation changes alone cannot solve our transportation problems.

Thank you for the opportunity to comment on these issues. We hope Metro and ODOT will make good on the regional and state commitment to make the shift from a highway-based system to a truly multi-modal transportation environment.

Very truly yours,



Douglas Klotz  
President

DK:emv

cc: JPACT members



TRANSMITTED BY FAX  
Fax No.: 797-1794

No. of Pages: 3

October 21, 1993

Mike Hoglund  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Re: Transportation Improvement Program

Dear Mr. Hoglund:

I am writing on behalf of 1000 Friends of Oregon regarding the proposed cuts in the Transportation Improvement Program (TIP). Please include my letter in the record and please notify me of any action taken regarding the TIP.

To start, we strongly support the parameters set by the Oregon Transportation Commission dictating safety and preservation as the first priority. Allowing our past infrastructure investments to waste away in order to build new facilities would be the ultimate of folly.

Amongst the possible cuts from the construction portion of the TIP, we would recommend the elimination (or deferral) of the following projects:

- Water Avenue/E. Marquam Grand Ave/MLK Ramps: With the City of Portland in the midst of studying whether to continue the existence and/or location of the Eastbank Freeway, these ramps are an obvious choice. Until there is some sort of resolution on the Eastbank issue, it would be inappropriate to further lock in the status quo by moving forward with these ramp projects.
- US 26 (Sunset Highway) 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 programed 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.
- I-5 at Stafford and 217/Kruseway; I-205 at Sunnybrook: These three projects are primarily necessary because of auto-dependent development that has occurred in these areas. 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 practices and promote future ones.

Mike Hoglund  
October 21, 1993  
Page 2

From the Development Projects, we would recommend the deletion of the following projects:

- I-5 at 217/Kruse Way; 217 from Sunset to TV Hwy: Again, these projects are primarily "needed" because of past land use practices that allowed (or in some cases, required) near complete dependence on the automobile. Moving these projects forward, ultimately to the construction phase, further emphasizes the auto-dominance of the areas surrounding the projects.
- Sunrise Corridor (Rock Creek-US 26); Mt. Hood Parkway; Western Bypass: 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 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 reinstituted after the completion of the 2040/Future Vision process, if at all.

The above cuts would save \$242 million in construction costs and \$116 million in development costs. Although this approximately twice the amount needed, we encourage Metro to make all of these cuts and use the excess \$168 million to create badly need infrastructure for non-auto modes and to promote transit-oriented land use patterns. Specifically, we recommend that \$68 million be directed towards the proposed transit-oriented development programs for site improvements and a regional revolving fund; the remaining \$100 million should be used for a regional bicycle/pedestrian capital improvements program.


In May 1995, Metro will have to adopt amendments to the Regional Transportation Plan (RTP) to comply with the LCDC Transportation Planning Rule (TPR). Chief among the TPR requirements is a mandate that the RTP, as amended, achieve a 20% reduction in vehicle miles traveled (VMT)/capita over a thirty year period. Our research on the LUTRAQ project shows that neighborhoods that are mixed-use, designed for pedestrians and bicyclists, and provided with regular transit service are far less reliant on the automobile than those neighborhoods without those attributes. A draft report soon to be released from the LUTRAQ project shows that VMT/household can be substantially reduced by an improvement in pedestrian/bicycle environment, by an increase in density, and by an increase in the amount that land uses are mixed. We are also finding that VMT increases as highway capacity increases.

The funding short fall provides a golden opportunity to forego highway projects that will increase VMT and to reprogram remaining funds towards projects that provide for complete

Mike Hoglund  
October 21, 1993  
Page 3

*pedestrian, bicycle, and transit systems for the entire Metro area. In addition to solving our current fiscal dilemma, reprogramming the funds as suggested above will give the region a jump start towards meeting the 1995 TPR deadline.*

Very truly yours,

  
Keith A. Bartholomew,  
LUTRAQ Project Director



METRO

Plan Mgr \_\_\_\_\_  
 Instr. Eng \_\_\_\_\_  
 Public Aff \_\_\_\_\_  
 Persn Off \_\_\_\_\_  
 Adm Serv Mgr \_\_\_\_\_  
 Traf Op Mgr \_\_\_\_\_  
 Tr Plan/Dev Mgr \_\_\_\_\_

ODOT, REGION 1

Engineering Mgr \_\_\_\_\_

Land Use Mgr \_\_\_\_\_

SEP 15 1993

Env/Maj Proj Mgr \_\_\_\_\_

Fed Aid Mgr \_\_\_\_\_

Geology Mgr \_\_\_\_\_

Transp Anlys \_\_\_\_\_

Safety Off \_\_\_\_\_

Const Sif Asst \_\_\_\_\_

Maint Sif Asst \_\_\_\_\_

Assur Spec \_\_\_\_\_

Date: September 14, 1993

To: Oregon Transportation Commission

From: *X* Andrew C. Cotugno, Metro Planning Director

Re: Regional Recommendation to the Oregon Transportation Commission Regarding the Update of the State Transportation Improvement Program

The Portland region has reviewed with interest the current effort to revise the six-year Transportation Improvement Program update process. We offer the following comments:

1. We strongly concur with the need to adopt a "four-year" Construction program balanced to realistic estimates of revenue sources. Leaving the last two years of the Construction program uncommitted will allow ODOT to develop the modal plans needed to implement the OTP and ensure these funds are available for future decision-making on priorities.
2. We feel that the update process should be completed no later than October 1, 1994. This timing is important to coincide with the start of the new federal fiscal year and should not extend into the '95 legislative session.
3. We concur with having a more realistic "Development" program but have some concerns regarding strict adherence to "four years" worth of projects. Project development through the point of having an approved preferred alternative under the federal NEPA process and the state land use process is critical. Unless this is completed, too many businesses and residents are left in an uncertain status which will lead to personal hardship and/or lost right-of-way due to lack of a decision. There needs to be sufficient flexibility in the desire to have a four-year program to complete this process with more strict adherence to limiting right-of-way acquisition to a four-year list and hardship situations and phasing of project implementation.
4. The Commission should reaffirm its support for the OTP and its intent to begin implementation of the OTP, including

alternative mode projects. Toward this objective, a state-wide alternative mode program should be established by the Commission in the amount of \$50 million. Of this, we would concur with \$20 million being provided through opening up the Immediate Opportunity Fund but an additional \$30 million should be programmed within the four-year Construction program. In addition, we recommend allowing regions to increase the size of their transfer program if they choose to program funds for alternative mode projects rather than road projects.

5. The overall program should be balanced to maintain equity between regions for those funds to be programmed by the OTC. As such, if the Portland region receives funding for a high proportion of alternative mode projects, the amount for road projects would be counterbalanced accordingly. We concur with the proposed approach to cut from each region in proportion to their share of the current program.
6. This process requires difficult decisions regarding past commitments of the OTC and changes to those commitments should not be taken lightly. The following is a possible approach to articulating the changes to these commitments that this six-year program update will represent:
  - a. Projects retained in the four-year "Construction" program represent a continued commitment to build the specified project.
  - b. Projects retained in the four-year "Development" program represent a continued commitment to someday build those specified projects. Some of these will have been cut from the current "Construction" program and are therefore being deferred, but not eliminated, due to lack of funds.
  - c. In accordance with comment No. 3, some projects should be allowed to complete Preliminary Engineering. This aspect of the "Development" program represents a commitment to these projects but the timeframe for implementation is very uncertain and phasing over an extended period is likely.
  - d. Projects cut from the "Construction" and "Development" programs are no longer OTC commitments. They are being dropped or deferred indefinitely due to lack of funds. We strongly believe that there should be no priority commitment by the OTC to fund these projects first when funds become available or in the next update. They should be considered on their merits at some future date



using the criteria established by the Commission at that time.

- e. Separate from the six-year program, there needs to be a new effort to develop a legislative proposal for consideration by the '95 Legislature. That proposal can be more specific regarding what deferred or deleted projects will be funded with successful passage of that package.
7. The criteria and process to be used for the update should include the following:
- a. We concur with the first priority given to "Preservation." For transit, this means vehicle and equipment replacement for existing service, meeting ADA requirements and vehicles required to maintain existing headways.
  - b. Second priority consideration should be given to retaining projects that have a past significant funding commitment leveraging federal, local or private funds.
  - c. All other projects should be prioritized taking into consideration criteria relating to air quality, safety, severe congestion, economic development or opportunities to leverage new discretionary funds.
8. The process should rely on each region working with their local jurisdictions and MPOs to establish specific criteria and recommend specific priorities. Specific criteria now under discussion may not be suitable in some regions and very appropriate in others.
9. The Commission needs to allow sufficient time between the OTC decision on the process and local and MPO recommendations. With a decision on September 15 by the OTC on the process, the deadline for a draft document should be December 1 to allow adoption of recommendations during November (in our case, this will involve consideration by TPAC on October 29, JPACT on November 10 and Metro Council on November 25).

November 9, 1993

JPAC Members

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

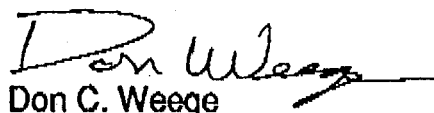
I am writing to support construction of the I-5, Stafford Road interchange. The current interchange is congested and unsafe. People's lives are in danger because of the traffic load and design of the existing interchange. Accident statistics confirm this.

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

COMMITTEE MEETING TITLE NPACT

DATE 11-10-93

NAME

AFFILIATION

✓ Earl Blumenauer	City of Portland
✓ Gerry Smith	WSDOT
✓ Craig J. Lammick	city of Clackamas Co.
✓ <del>George W.B.</del>	<del>Metro</del>
✓ Jon Kristad	Metro
✓ Les White	C-Tran
✓ <del>Ed Hirsig</del>	<del>Clackamas Co.</del>
✓ Dave Lohman	Port of Portland
✓ BRUCE WARNER	ODOT
✓ Roy Rogers	WASHINGTON CTY.
✓ Gary Hansen	Mult Co.
Rad Monroe	Metro Council
✓ Roger Buchanan	Metro Council
✓ ROB DRAKE	CITIES OF WASHINGTON CO.
✓ JOHN KOWALCZYK	ODEQ
Jerry Baker	city of Lapwai
GB BARRINGTON	TRI-MET
STEVE DOTTERER	CITY OF PORTLAND
MIKE COOK	MAJOR GRAPHICS
RICHARD ROSS	CITY OF GRESHAM
Daniel Knowles	" " "
Richard Frankman	Metro
Pat Allen	Cong. Mike Kopetski

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

### AFFILIATION

BEN ALTMAN

## URBAN SOLUTIONS

Dave Williams

85

Susan McLain

Metro

Chris Fyler

Metro

Susie Labrene

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Gordon Oliver

Oregonian

Gerry Krummel

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Washington Co

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Multnomah County

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wsDOT

POD SAMPOR

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Molly O. Rexler

Citizen

ERIC Z. HERST

C C