

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

**Public involvement outreach summary and
attachments**

May 2009



Metro | *People places. Open spaces.*

Introduction

The High Capacity Transit System Plan is as a blueprint for high capacity transit (HCT) investments for the next 30 years in the Portland metro region. The plan will be adopted as part of the Regional Transportation Plan (RTP), identifying corridors for future investments in a tiered priority. A related system expansion policy will guide Metro and local jurisdictions in future assessment prioritization and project development by providing targets to improve priority standing. The HCT plan does not identify high capacity transit modes, specific facilities or funding sources for the corridors.

The preparation of the HCT plan included a robust public involvement program that sought to:

- provide an open and transparent decision-making process conducted through equitable and constructive public discussion and input.
- provide early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered by the project team.
- proactively inform and engage a wide range of stakeholders in the decision-making process.
- build widespread community understanding of findings and decisions.
- encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income or primary language.

Below is a summary of the outreach efforts that occurred at key decision points. Detailed summaries of the events and questionnaires are attached chronologically.

Identification of corridors

This decision point solicited ideas and feedback from the general public and targeted stakeholders around the region.

Stakeholder interviews: During July, August and September 2008, over 50 stakeholders were interviewed. To capture as many viewpoints as possible and accurately represent the divergent views found across the region, stakeholders included business and community leaders, transportation and transit providers, safety and security experts, developers, economic development professionals, social service and nonprofit organizations, environmental groups and elected officials.

Workshops: Held on Aug. 12, 13, 14, and 20, 2008 in Hillsboro, Oregon City, Portland and Tigard. Workshops were advertised through newspaper ads, in a Metro e-newsletter, in Metro Councilor newsletters and in community newsletters. The project received coverage by four local newspapers and the team posted announcements and discussion on BikePortland.org, Portland Transport Blog, and NeighborhoodNotes.com. A total of 104 attendees signed in at the four workshops.

Online questionnaire: From Aug. 12 to Sept. 30, 2008 an interactive questionnaire was hosted on Metro's web site. More than 200 people completed the questionnaire, which included questions about important centers and corridors to serve with high capacity transit, barriers to using transit, and goals for the system. It was advertised at regional workshops held in August 2008, community group meetings, farmers' markets, community events, and through blogs and electronic newsletters.

Development of evaluation criteria/framework

Values and evaluation criteria input questionnaire: From February through April 2009, community members, as well as staff and elected officials who are members of Metro's standing advisory committees on land use and transportation, were asked to complete an online questionnaire.

The questionnaire was distributed to the Transportation Policy Advisory Committee (TPAC), Metropolitan Technical Advisory Committee (MTAC), Joint Policy Advisory Committee on Transportation (JPACT), Metropolitan Policy Advisory Committee (MPAC), and HCT Think Tank. The questionnaire was completed by 115 people.

Community group briefings: Staff spoke to 31 existing groups and organizations to announce the project and the build-a-system tool. A hardcopy version of the questionnaire was distributed to these groups.

Prioritization

To understand community values related to prioritization of high capacity transit corridors, an online build-a-system tool allowed community members to explore trade-offs between corridors and build their own high capacity transit system. The tool allowed community members to learn about centers that could be served by high capacity transit, and compare corridors based on ridership, travel time, operations cost, capital cost, and environmental benefits. Participants were able to add corridors to their system until they reached a budget cap that approximated the funding that might be available for new high capacity transit in the next 25 to 30 years. Participants could see the total benefits and cost of their system and compare the benefits and costs between systems that they had created.

Build-a-system tool questionnaire: From March 23 and April 26, an interactive questionnaire was hosted on Metro's web site, directly related to the build-a-system tool.

The questionnaire was completed by 657 people, and the site was viewed by 4,256 people. The tool and questionnaire were featured in news articles in the:

- Portland Tribune
- Daily Journal of Commerce
- Hillsboro Argus
- Oregonian (front page)

Stories on blogs hosted by others, including Tigard Area 12 Blog, Portland Transport Blog, and the Neighborhood Notes Blog. An email to all Zip Car members included the project. Materials were posted at libraries, including information at computers at all Washington County Libraries and information in the public announcement areas of Multnomah County Libraries. E-mails were sent to Metro's planning e-news list and the High Capacity Transit System Plan stakeholder list.

Community events: The project team hosted tables at community events or public places in April 2009, where community members could talk with staff about the project, use a computer to complete the online questionnaire or take away information about the build a system tool. Tables were hosted in Tigard, Gresham, Clackamas Town Center, downtown Portland and downtown Hillsboro.

HCT Think Tank

The project team included a think tank composed of local experts and stakeholders that advocate for Portland area's transit system issues and the related community structure and economy. The group was not intended to embody a full representation of the community, but rather a cross section of specialized

knowledge and interests, mostly focusing on land use and transportation. This group provided a forum for exploring the options at each major milestone of the study. The deliberations of the group provided staff with guidance on the appropriateness and comprehensiveness of their work, as well as the range of issues and implications of options considered at each step of the study. The group's work supplemented the public discussion, and was not intended to serve as a replacement or the focal point for the broader community involvement and outreach efforts.

MPAC/TPAC HCT Subcommittee

The subcommittee was charged with reviewing public input and technical analysis to provide guidance and consensus-based recommendations that reflect the interests and priorities of local jurisdictions through the High Capacity Transit System Plan process. The subcommittee was comprised of 18 representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of the members. The subcommittee provided ongoing guidance to the project and formal consensus-based recommendations to MTAC and TPAC at key decision points such as the identification of alternatives, development of an evaluation framework and prioritization of alternatives.

Attachments: Identification of corridors

Attachment 1: Stakeholder interviews summary (67 pages)

Attachment 2: Workshops summaries (27 pages)

Attachment 3: Online questionnaire summary (6 pages)

High Capacity Transit System Plan

Stakeholder interview summary

Nov. 10, 2008

Overview

During July through November 2008, more than 50 stakeholders were interviewed for the Regional High Capacity Transit System Plan. The project team tried to capture as many viewpoints as possible to accurately represent the divergent views of the stakeholders throughout the region. To do this, stakeholders representing viewpoints related to eight of the 10 goals for the Regional Transportation Plan were identified for interviews. Complete notes from the interviews are available in the appendices (A-G).

A few themes recurred in many interviews, these included:

- Connect land use to public transportation to create compact commercial, residential and mixed-use development to support transit ridership.
- Improve safety on transit vehicles and at stations.
- Provide flexibility in service times and modes and improved access for transit-dependent groups (low income, elderly, etc.), particularly in the suburbs.
- Provide more suburban-to-suburban service and faster service through downtown Portland.
- Serve employment areas and major institutions (including colleges) in addition to regional and town centers.
- Create links between stations and neighborhoods by integrating stations into surrounding communities, considering pedestrian and bike facilities around stations, and providing good local transit service to get people to stations.

Goal 1: Foster vibrant communities and efficient urban form

Stakeholders: City of Damascus, City of Hillsboro, City of Tigard and Fregonese Associates

Some common themes heard from these organizations included:

- Improve transit infrastructure; for example, build shelters in safe locations.
- Improve coordination between jurisdictions to increase transit development and ridership throughout the region.
- Balance auto capacity with HCT service.

Goal 2: Sustain economic competitiveness and prosperity

Stakeholders: Oregon Health Sciences University, Gerding Edlen, North Clackamas Chamber of Commerce and Clackamas County Economic Development Department, Alliance Portland Neighborhood Business Associations (APNBA), Columbia Corridor Association, Intel, Nike, Tektronix, Freightliner, Integra Telecom, Travel Portland, Cascade Policy Institute, UPS Air

Some common themes heard from these organizations included:

- Involve employment centers to encourage employees to get off the road into alternative modes of transit. Some employers are willing to provide shuttles from nearby transit stations.
- Make it easy for residents and visitors to reach destinations and shopping centers on transit. Analysis should consider how many people travel to and from destinations, not just the number of employees.
- Explain the importance of transit in obvious and monetary terms. Explain the monetary benefits, true costs, federal funding strategies and relationship between transit and other transportation funding sources to stakeholders.
- Develop high capacity transit to activity centers that serve both residents and tourists. Accessing the daily needs of residents should be as easy as reaching regional destinations. Future development should be strongly encouraged around these centers and transit can assist in the promotion of dense, new development.
- Serve employment areas and major institutions, which are major employers, community resources and destinations. These places need transit service as much as regional and town centers do.
- Create a system that is flexible enough to change with the job market and serve communities of all sizes.
- Create transit environments that are safe, including in vehicles, at stations, and to nearby parks and facilities.
- Locate facilities serving low-income people near to transit.
- Design transit to provide connectivity, speed and frequency to increase ridership. A shift in mode choice, from light rail to heavy rail, reducing the number of stops, etc., might be a possibility. Encourage ridership through express service from multiple transit hubs to major employers and decrease travel times through downtown Portland.

Goal 3: Expand transportation choices

Stakeholders: Bicycle Transportation Alliance, Zipcar, Willamette Pedestrian Coalition, Ride Connection, Association of Oregon Rail and Transit Advocates (AORTA), Wilsonville SMART, C-TRAN, Southwest Washington Regional Transportation Council, transportation management associations (TMAs), Sandy Area Metro (SAM)

Some common themes heard from these organizations included:

- Provide adequate bike facilities at stations and more space for bikes on vehicles, for example, a separate MAX car for bikes. Reduce dependence on cars by providing bike rentals and lockers at transit stations.
- Create dense, mixed-use spaces that promote alternative transportation choices and high capacity transit. These areas should have destinations, such as medical centers, as well as employment to promote walking and biking by all members of the community, including the elderly and disabled.

- Create stations that connect seamlessly into the neighborhood as opposed to below-grade highway stations to encourage more transit ridership. Provide more room for mobility devices at stations and on vehicles.
- Use existing railroad lines for commuter-based services and long-range destinations within the state and to Washington.
- Provide public transportation options for school-aged children in all communities.
- Create transfer/commuter hubs in communities within the urban growth boundary, such as Wilsonville, and outside the urban growth boundary, such as Sandy.
- Ensure connections between nearby transit service providers, like C-TRAN, and the high capacity transit lines.
- Offer multiple options for commuting, at all hours and days, to major employment centers.

Goal 5: Enhance safety

Stakeholders: transit police and Rider Advocates

Some common themes heard from these organizations included:

- Provide more bike facilities at stations, especially secured parking, and increase bike spaces on vehicles, since they are often full.
- Plan for safety and security, especially at park and ride facilities.
- Create a one-zone fare system to reduce rider confusion, while still maintaining Fareless Square in downtown Portland.
- Reduce conflicts by offering greater frequency of service during peak hours.

Goal 6: Promote environmental stewardship

Stakeholders: Oregon Environmental Council, Friends of the Columbia Gorge

Some common themes heard from these organizations included:

- Integrate transportation and land use, since the cost of transportation will affect residential location decisions. Promote dense communities supported by transit. Elderly and low income populations are moving to suburban locations, which are underserved by transit.
- Reduce the number of MAX stops through downtown Portland to increase transit speeds and encourage a more regional approach to MAX. Perhaps transferring to local feeder buses for downtown travel.
- Provide high capacity transit routes into recreational areas of the region, especially in the Columbia Gorge, to reduce auto dependence. Using existing railroad lines would be difficult but may be easier than constructing a new line.
- Increase the number of transit vehicles during rush hour to address crowding. Ensure that vehicles and corridors are flexible enough to accommodate shifts in travel patterns.

Goal 8: Ensure equity

Stakeholders: Identity Clark County, Portland Community College, Mt. Hood Community College, North Clackamas Public Schools, Portland Public Schools, Pacific University, Oregon Association of

This group encompasses a wide range of viewpoints. Some key issues that were raised included:

- Provide safe, accessible bike and pedestrian facilities as well as local circulation buses (that are reliable and frequent) to connect neighborhoods to high capacity transit. Ensure that neighborhoods are walkable to increase the desire to get to and use transit.
- Plan for alternative, sustainable modes for moving children and the elderly safely (for example, Safe Routes to School), especially to medical and community centers.
- Build high capacity transit corridors where there is a current demand for commuter travel, but also provide more economic/employment opportunities throughout the region.
- Connect suburbs through high capacity transit, especially on the westside. Provide better bus connections at a local level to link riders to high capacity transit.
- Overcome the major barriers for nontraditional college students, those who work or raise families in addition to attending classes. These barriers include slow buses, multiple transfers needed to get to campus, perceptions of safety, time spent on transit, and complicated errands that are not served by transit.
- Attract local residents to transit by constructing park and ride facilities near high capacity transit routes that serve community colleges.
- Increase densities around high capacity transit to create compact urban environments that promote transit use.
- Create a low-cost and easy-to-use fare system or subsidize passes. Ensure that low-income areas are served by transit, since these vulnerable populations rely on transit.
- Supply flexible transit options for low-density areas. Rideshare is a good example of this system that could be incorporated with TriMet.
- Emphasize connections between land use and transit. Consider “Main Street” areas as important destinations, instead of just regional and town centers.
- Ensure that residents can reach health care and meal services, which are critical needs. For example, the Oregon Food Bank is inaccessible by transit. Social service providers are moving away from central Portland to suburban locations.

Goal 9: Ensure fiscal stewardship

Stakeholders: Elected officials from Washington, Multnomah, and Clackamas counties, Metro Councilors

Common themes from these elected officials included:

- Preserve or purchase rights of way now for the long term plan.
- Leverage the development potential of high capacity transit for land use changes; remain conscious of the development potential when analyzing alignment alternatives.
- Build a culture of transit, using capital investments wisely and expanding to meet demand; there may be capital investments to local bus service that may increase ridership.
- Create a user-friendly system, conscious of the rider experience.
- Address the question of speed versus access, especially speed through downtown Portland; there may be a way to meet both speed and access within one right of way, possibly by creating turnouts that allow express service.

Stakeholders

Organization	Name	Date
Alliance Portland Neighborhood Business Associations (APNBA)	Nancy Chapin	July 18, 2008
Association of Oregon Rail and Transit Advocates (AORTA)	Jim Howell	July 22, 2008
Bicycle Transportation Alliance	Michelle Poyourow	July 17, 2008
C-TRAN	Debbie Evelyn Snyder	Aug. 8, 2008
Cascade Policy Institute	John Charles and Sreya Surkar	Oct. 17, 2008
Centro Cultural	Sabino Sardineta	July 31, 2008
City of Damascus	Anita Yap	July 29, 2008
City of Hillsboro	Mayor Tom Hughes	Oct. 7, 2008
City of Tigard	Mayor Craig Dirksen	Oct. 9, 2008
Clackamas County	Commissioner Lynn Peterson	Set. 17, 2008
Columbia Corridor Association	Corky Collier	July 15, 2008
Elders in Action	Leslie Soren	July 18, 2008
Fregonese Associates	John Fregonese	Oct. 15, 2008
Freightliner	David Panchot	July 18, 2008
Friends of the Columbia Gorge	Kevin Gorman	July 29, 2008
Gerding Edlen	Dennis Wilde	July 25, 2008
Identity Clark County	Bob Byrd	July 24, 2008
Integra Telecom	Lisa Hillyer	July 31, 2008
Intel	Brett Davis, Jonathan Willams and Bill McKenzie	July 30, 2008
Metro Councilors	Council President David Bragdon and Councilors Rex Burkholder, Carlotta Colette, Kathryn Harrington, Carl Hosticka, Robert Liberty and Rod Park	Sept. 25, Oct. 8, 18, 22 and 29, and Nov. 4
Mt. Hood Community College	Diana Rosvall	July 30, 2008
Nike	Linda Bainbridge	July 24, 2008
North Clackamas Chamber of Commerce and Clackamas County Economic Development Department	Wilda Parks	July 21, 2008
North Clackamas Public Schools	Joe Krumm	July 23, 2008
Oregon Association of Minority Entrepreneurs (OAME)	Sam Brooks	July 24, 2008
Oregon Department of Human Services	Les Dixon-Gray	July 15, 2008
Oregon Environmental Council	Chris Hagerbaumer	July 18, 2008
Oregon Health Sciences University	Brian Newman	July 18, 2008
Pacific University	Darlene Morgan	July 24, 2008
Portland Community College	Randall J. McEwen, Wing-Kit D Chung, Linda Eden and John Garner	July 22, 2008
Portland Public Schools	Phil Weber	July 23, 2008
Travel Portland (Portland Oregon Visitors Association)	Jeff Miller	July 21, 2008
Rider Advocates	Mark Young	July 30, 2008
Ride Connection	Cora Potter	July 18, 2008
Sandy Area Metro (SAM)	Julie Stephens	Aug. 1, 2008
Southwest Washington Regional Transportation Council	Dale Robbins	Aug. 11, 2008
Tektronix	Pam Hayworth	July 24, 2008
transit dependent rider	Lynn Pemberton	July 24, 2008
transit police	Vince Jarmer and Shelly Lomax	July 21, 2008
transportation management associations (TMAs)	Lenny Anderson, John David and Karen Frost	Sept. 9, 2008
UPS Air	Leonard Shelley	Oct. 21, 2008
Washington County	Commissioner Tom Brian, Lawrence O'dell and Andy Back	Sept. 10, 2008
Willamette Pedestrian Coalition	April Bertelson, Todd Borkowitz and Caleb Winter	July 17, 2008
Wilsonville SMART	Steve Allen	July 25, 2008
Zipcar	Bill Scott	July 17, 2008

Appendix A

Goal 1: Foster vibrant communities and efficient urban form, interview notes

Anita Yap, City of Damascus community development director

On July 29, 2008, Anita Yap was interviewed for the Metro High Capacity Transit System Plan by Jeanne Lawson, JLA. The following is a summary of the conversation.

As community development director, Anita is currently overseeing development of the comprehensive plan and the transportation system. As part of this, the Damascus is currently looking at potential transit corridors that would connect to the existing system (the City Council is also exploring forming a local transit service). They are also looking at trails; Damascus lacks a pedestrian and bikeway system.

For transit, they are looking at Southeast 242nd Avenue to Gresham, Highway 212 to Interstate 205 in Clackamas, and Southeast Sunnyside and Foster roads. Sunnyside Road is problematic because of its current condition, so Highway 212 makes more sense. They need to think about interim needs. Also in Damascus, there is a higher average age (one in four is a single individual household), so they will look to develop more compact community areas with transit connection to the metro core. They want to attract more families.

She sees social equity as the major challenge for Metro's High Capacity Transit System Plan. Gentrification is pushing people out to the edges where transit is getting *cut*, rather than added. These are the people who need it most and are least able to advocate for themselves.

Regarding the existing system, Portland has a great system, but the infrastructure is weak; for example, on 82nd Avenue, people sit on curbs where there are no shelters. New shelters on the Interstate 205 line are going into isolated places. It looks like a security issue at a time when crime on the TriMet system is a focus.

A barrier to achieving their transit vision is TriMet's density boarding requirements (30 riders per hour) in order to support viable traditional transit routes, but without transit, it's hard to get the density. Financing is also a major impediment; for either TriMet or local transit service, they will have to sell it to their business community. Finally, capital investment in bus rapid transit or high occupancy vehicle lanes will have to compete with getting road corridors more functional.

They have a good City Council, but because Damascus is new and underdeveloped, it doesn't have the political clout and resources to make transit happen the way it should. Sam Adams has made it clear he will fight against investment on the fringe. The support in the community for concept of transit is good, but she doesn't know if they will support the cost and the densification necessary. When shown the map, she said Southeast 242nd Avenue would likely be first priority for their area, with Southeast Sunnyside Road or Highway 212 next. They could use some help (van pooling and/or dial-a-ride?) as an interim measure.

Regarding goals, fiscal stewardship needs to be more strategic; there needs to be equity for those who are transit dependent. We should also reevaluate transit priorities and get buy-off, so those that are not politically viable are taken out.

Regarding outreach, they have good turnout for face-to-face meetings. Direct mail is most effective rather than e-mail (many still have dialup internet); the Observer is well read.

She asked that Metro coordinate with their comprehensive planning effort. They could use technical assistance on how to get transit in the community.

Tom Hughes, City of Hillsboro Mayor

On Oct. 7, 2008, Mayor Tom Hughes was interviewed for the Metro High Capacity Transit System Plan by Ross Roberts, Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation.

Hillsboro has a 50-year planning horizon. Current Hillsboro-area employment is estimated at 70,000, with an additional 53,000 jobs by 2035 (per Hillsboro population consultant). Jobs that don't come to this area will go to Phoenix, Austin and upstate New York, rather than other places in Oregon.

When asked where to focus transit improvements, Mayor Hughes said to focus on the northwest quadrant of the region, an area where they envision urban growth boundary expansion. For corridors, the mayor sees a need for a westside north-south connector. In addition, a heavy rail line that loops back to Eugene could be expected to become a major carrier.

The latest corporate Request for Information about Hillsboro describes a business need for 50 trucks per day and asks for transit service. The additional truck traffic could be an issue, especially if they carry any hazardous materials. Hazardous material vehicles can't travel through the highway 26 tunnel, so they would use Cornelius Pass Road, which Multnomah County wants to close to truck traffic. An existing rail tunnel may be part of a solution.

In general, Washington County sees itself as underserved by all forms of transportation. This is especially true for transit, given the amount of payroll tax coming from area employees. In addition, a road connection west of Highway 217 would be good for the agricultural industry, other freight and people. In the long term, Hillsboro will need streetcar circulators in the town center.

The Portland and Western Railroad proposal for commuter rail from Beaverton to Forest Grove was discussed at a recent Washington County coordinating committee meeting, but Mayor Hughes pointed out that this is a heavy freight corridor, so it may be harder to use the corridor for both freight and commuters.

Mayor Hughes sees TriMet as not doing a good job at long range planning, saying that they are too opportunistic and focused on next source of revenue. He feels that TriMet "sort of forgot about buses" in favor of light rail. His personal example is that he and his wife went without a car for nine months, using the express bus to get to work. When MAX service began, express bus service ended and they had to purchase a vehicle.

He said that things have changed and that TriMet should run high capacity lines out of Beaverton Town Center or Sunset, making one or both into transit hubs. He also suggested looking at vehicles that would be alternatives to buses (smaller buses or shuttles), though he understands that this idea is related to TriMet's labor agreements and costs. In regards to the light rail system, he said that it is important to make it work better and faster, especially the connection to the airport. He suggested using third tracks to create an express system.

Mayor Hughes sees that linking employment centers and housing could act as a gateway to encourage more use of the system. He is generally supportive of light rail, but it is only a partial solution. As the urban growth boundary expands, new areas will still need roads and their own employment areas. He pointed to Forest Grove as an area being underserved by transit, roads and employment zoning, needing frequent bus service, an extension of Evergreen Parkway to Highway 47 and more land to create employment that is connected to the firms in Hillsboro. Additionally, there is the issue of local funding needs. He might provide some funding for light rail projects if it is reasonable and a positive cost/benefit.

Craig Dirksen, City of Tigard Mayor

On Oct. 9, 2008, Mayor Craig Dirksen was interviewed for the Metro High Capacity Transit System Plan by Ross Roberts, Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation.

Tigard is in the process of updating its comprehensive land use plan chapter by chapter. They are adopting the last few chapters in October 2008 after a three year process.

Last year, Tigard created an urban renewal district downtown. The Tigard Triangle is half the size of downtown and is currently zoned for commercial and office. Density is limited due to Oregon Department of Transportation mobility standards. They expect to create a master plan for this area next year.

The Tigard Central Business District wants much more mixed-use, high-density residential development (eight- to 10-story buildings), which would be perfect for transit oriented development projects.

Tigard is a regional center due to its proximity to Washington Square, which has more commercial and retail than almost any other area of the region. Washington Square is an asset to the area. The mall is zoned for up to 20 stories and can be redeveloped when the market is ready. It is part of the Beaverton, Tigard and Washington County master plans. Mayor Dirksen has talked with Washington Square owners about people-moving capacity in the Washington Square area. Currently, there is little interest in because it is a commuter-only area, though interest does increase with the idea of all-hours transit access, possible with future redevelopment ideas.

Tigard recognizes that infrastructure development is still needed in potential redevelopment areas, especially money for stormwater management. Such projects would likely require an urban renewal district, which would require a public vote in Tigard.

Tigard is considering changing commercial development along 99W, south of the Tigard city hall, to three- to five-story mixed-use residential, which would work great with a light rail line in that corridor. Serving Bridgeport Village with HCT is less important as people generally access the area via I-5. They agree there is a significant need for an east-west connection (e.g. Tigard to Milwaukie).

Mayor Dirksen feels that a downtown Portland to Tigard corridor connection to the area is very important as there is a big unserved HCT market in the southwest. However, the city does not want to see diminished capacity on Barbur Boulevard. HCT access is a major issue for the city. They want to be positioned for the priority list.

Fregonese Associates

On Oct. 15, 2008, John Fregonese, Fregonese Associates, was interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation.

HCT requires high speed between stops. This often means that the stops are pretty intense. The nodal system is not linear. John stressed the importance of designing around walk-on users, encouraging both express and local service, which would mean more track at stations [to allow for station bypass for express service], and the use of streetcar for downtown circulation.

John stated that bus rapid transit on existing streets would mean less disruption of the existing community. Bus rapid transit fits better with in-town center areas and then is able to go fast between places. [Eugene spent \$5 million per mile.] John suggested bus rapid transit for Southwest Powell Boulevard or 82nd Avenue, Southwest Powell Boulevard or other place where there are grade issues, and

early service to Damascus. He said that bus rapid transit could serve an “in between” market, where the need is for more than local bus service but not enough for light rail. John suggests looking at Boulevards with unused capacity as places for bus rapid transit, or offering a different mix of people-moving options.

John encouraged modal equity, counting all people moving through corridors and balancing the transportation mix accordingly. For example, East Burnside Street is about fifty-fifty car users to transit riders, but cars take up more space so it seems that they are the dominant transportation mode.

When discussing safety and security, John emphasized the importance of active stations. He feels that it is necessary to have security on the system that is flexible enough to react to any situation and to have a long-term focus on engaging the community to address underlying problems rather than just the short-term solution of jailing offenders. Community engagement is especially needed when addressing gang problems.

In addressing system possibilities, John suggested consideration of a long-range, high-speed system from Salem into Clark County with access to the Portland airport, new capacity in places like Southeast McLoughlin Boulevard south of Milwaukie and on Southwest Barbur Boulevard to Sherwood, and transit that is competitive to driving. He suggested bus rapid transit or express service, for instance to Damascus, that would have queue jumps and or bypass lanes to increase speed. He supports a system-wide transition to a card system to replace the pass system.

John also suggested a tiered transit system that includes light rail and bus rapid transit, streetcar and frequent bus, and buses with queue jumps. Each tier would have a defined mission so that people can understand, remember and relate to the services.

John also said that employment centers must be served properly and designed for that service. The centers must be transit-friendly from the developer side, possibly providing work-force housing. He said that most employment centers will probably never have high enough density to serve with light rail, but maybe bus rapid transit or probably good local bus service.

Appendix B

Goal 2: Sustain economic competitiveness and prosperity, interview notes

Oregon Health and Science University (OHSU)

On Aug. 13, 2008, Kristin Hull, CH2M HILL attended an Institutional Facilities Coalition meeting to interview members for the Metro High Capacity Transit System Plan. The following is a summary of the conversation.

Attendees:

Scott Davis, Kaiser Permanente

Sharon Hayes, Lewis and Clark College

Stephen Sivage, Portland Community College

Michael Sestric, committee staff

Ty Wyman, Providence (outside land-use counsel)

Brian Newman, OHSU

Legacy representative (joined after introductions)

Kristin presented a brief overview of the High Capacity Transit System Plan and distributed the project's current fact sheet. Kristin encouraged the group to participate in the project's workshops or online comment opportunity.

The following is a list of concerns and suggestions offered in the meeting.

Institution-specific issues

- Institutions aren't captured in Metro's centers designations even though they are major employers, community resources and destinations. These places need transit service as much as regional and town centers do.
- Institutions are willing to provide shuttles from light rail stations if light rail is nearby.
- Analysis should consider how many people travel to and from destinations – not just number of employees.
- Facilities that serve low-income people need to be near transit.
- Most institutions would be supportive of transit near their facilities.

Corridors and other improvements

- The region needs better suburban-to-suburban connections (i.e. Clackamas to Beaverton).
- Remove stops and improve speeds in downtown Portland.
- Southwest Barbur Boulevard should be studied.
- Southeast Powell Boulevard/Foster Road corridor should be studied.
- Milwaukie to Oregon City extension should be studied.

Participation in project

Kristin asked the group how they would like to be involved in the project. They suggested holding a roundtable event in March (during prioritization) where Metro could give a 30-minute presentation and

institutional participants could provide input. This would be an opportunity to bring policy-level people from institutions throughout the region together to provide input.

Dennis Wilde, Gerding Edlen Development senior project manager

On July 25, 2008, Dennis Wilde was interviewed for the Metro High Capacity Transit System Plan by Jeanne Lawson, JLA. The following is a summary of the conversation.

Dennis leads the sustainability efforts for Gerding Edlen Development (South Waterfront, Brewery Blocks, etc.). Their interests are in creating great livable cities, designed for sustainability and a “20-minute lifestyle,” and with alternative forms of transportation.

Gerding Edlen Development believes the urban growth boundary is an appropriate planning tool. That, among other policies and infrastructure (small city blocks, light rail and streetcar instead of the Mount Hood freeway, parking lot policies, street friendly buildings, etc.), have created the back-to-the-city movement. Now we need to think of the future – global warming is real. According to Dennis, we have assumed growth, but given our natural resources, we could very well have massive growth in the next 20 years and need to prepare (Lake Meade Study indicates it could be unusable by 2021). Transit has been integral to Gerding Edlen Development projects. Brewery Blocks probably would have happened with or without the streetcar, but it has been a huge asset; South Waterfront could not have happened without it (note: he now lives in South Waterfront and takes the streetcar to his office in the Pearl District).

Dennis believes we need to think of the next form of transit – higher capacity, carbon neutral, all electric and high-speed, interurban rail. We need to designate and protect corridors. Light rail has been fine but if we grow we need to go to heavy rail and/or create a subway downtown.

Comments on our current system:

- MAX has not successfully worked with local suburban communities to develop high-density nodes.
- Light rail doesn’t work well downtown.
- Streetcar probably has too many stops.

The biggest impediment to getting the transit we need is funding for capital and operating costs. He feels we either need a transit tax increase or to find new sources. We need to recognize there are hidden incentives to the auto, but highway infrastructure is decaying. Once growth has occurred, revenue slows down, so there’s a benefit of more compact development (less infrastructure). In Portland, there’s a willingness to support transit. Dennis believes Europe has done better, but even Melbourne, of the same size [*interviewer note: Melbourne is physically the same size as Portland, but its population is almost eight times greater*] and age as Portland, has done better; they didn’t dismantle their streetcar system and interurban rail. What if TriMet owned some of the prime real estate around the nodes to help fund operations? If we have a carbon neutral system, consider carbon sequestration to help pay for the system.

When shown the map, Dennis said he didn’t have any special thoughts on routes. He said it was a shame we gave up the Multnomah corridor. Southwest Beaverton Hillsdale Highway would be worth considering. The Milwaukie light rail, with a bridge to OMSI, is important for reinforcing the South Waterfront development. Northeast Sandy and Southeast Hawthorne boulevards have the appropriate land uses to support future streetcar.

Comment on the goals: development of a carbon neutral system should be included.

Wilda Parks, North Clackamas Chamber of Commerce and Clackamas County economic development department

On July 21, 2008, Wilda Parks was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Wilda represents the North Clackamas Chamber of Commerce and Clackamas County economic development department, and shared her organizations' concerns about transit and the current situation. Wilda suggested that currently, the Milwaukie light rail terminus at Southeast Park Avenue isn't enough, and there are opportunities for better bus service, shuttle service, etc. Southeast Harmony Road could be a potential route for bus rapid transit, and Oregon City might be next for light rail. She noted that commuters, consumers, patients and students all would use light rail. Clackamas County is looking long range and is concerned about transit circulation once the Interstate 205 line opens. Clackamas should be a place where people come to instead of a place that people leave.

When asked about the greatest transit needs for the area, Wilda mentioned the need to continue the Interstate 205 and Milwaukie light rail loop. There is a need for transit service between West Linn and Wilsonville. She asked about infrastructure to support new communities and the need for a spider web-like transit system.

The community vision for the future of Clackamas includes the ability to take transit to regional centers throughout the region and the option to take local transit to wherever people need to go. She envisions a system where people can easily get around without a car. This, however, requires stakeholder buy-in and the provision of services, as well as accommodations, for transit to service all the places that people need to get to.

The goal of the Clackamas industrial transportation task force is to bring together industrial interests to get organized before the Sunrise corridor gets built. The group is interested in transit for employees and to take cars off the road to get trucks on the road. Wilda also mentioned possibly using rail in the Highway 224 corridor to reduce congestion in the area (particularly for contained cars).

Milwaukie and Clackamas/Southeast Sunnyside Road, Oregon City and Happy Valley are very supportive of transit, though Oak Lodge is skeptical due to safety and security concerns.

When shown a map of the high capacity transit concepts for the region, Wilda suggested that Lake Oswego and Wilsonville should be connected, a streetcar could better connect some cities in Clackamas County, service to Damascus could start with buses, and Happy Valley might also need more bus service before high capacity transit.

The best way to engage people would be to ask their opinions and about their needs. People want to participate, and if the forum is conducive to participation, people will get into it. When asked about any other issues, Wilda suggested that Clackamas County feels underserved by transit, and that the Green Line isn't enough to serve the area; the county feels that it is their turn for transit.

Nancy Chapin, Alliance Portland Neighborhood Business Associations (APNBA)

On July 18, 2008, Nancy Chapin was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Nancy works with business associations and mentioned that the main issues for Portland neighborhood businesses were parking shortages downtown and the need to expand the "Main Street" concept further out in East Portland. Many businesses question the streetcar system and whether it is worth the capital cost.

According to APNBA, the greatest transit needs for the area include higher density near light rail lines and greater north-south connectivity in the region. The vision for transit should include land-use needs, and improvement should increase the quality of life and allow for easily accessible spaces.

APNBA business members in successful business districts do not see the utility of additional high capacity transit lines. The businesses along Southeast Foster Road and Belmont Street, however, support high capacity transit, though Nancy thought that Southeast Division Street and Hawthorne Boulevard lines wouldn't work.

When presented with a map of potential high capacity transit corridors, Nancy pointed out an additional north-south route along Southeast 92nd Avenue, from Southeast Stark Street to Sunnyside Road. High capacity transit lines need good feeder bus service. She also suggested light rail to Southeast 39th Avenue to Foster Road, continuing out to Sunnyside Road, with accesses at Clackamas Town Center, Kaiser and Stark Street.

Nancy suggested that family wage employment should be added to the first and second Regional Transportation Plan goals and that better city services could provide the employment.

When asked how to engage people in her organization, Nancy suggested coming to the quarterly luncheons for the Foster Business Association. October is also the annual meeting, along with the Junior Achievement meeting. Sept. 13 is Fun on Foster. Nancy said that e-mail doesn't necessarily work, because not everyone can afford the Internet. She suggested ways to engage people, including videos on TV, public access announcements, television ads, public service announcements and other ways to catch people during their leisure time.

Nancy provided her e-mail address: nchapin@tsgpdx.com, and she distributes information to businesses, so she can forward on information. Jeanne Baker APNBA, 503-234-7642 is also another good contact for Metro.

Corky Collier, Columbia Corridor Association

On July 15, 2008, Corky Collier was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Corky represents the Columbia Corridor Association, and the topics important to the association include the Columbia River Crossing project, a connector on Northeast Martin Luther King Jr. Boulevard between Lombard Street and Columbia Boulevard as well as transit, commute and freight movement issues that are prevalent in the area.

The Columbia Corridor Association does not have a formal vision for transit. Corky needs help making the case for transit to his members. They would like to see better accounting for costs associated with transit and transportation, and they need help making the case for transit.

Transit, however, can help support the association's vision by serving employees and businesses located near each other. Corky emphasized the need to develop the Columbia Boulevard corridor as an industrial area with dense industry close to the urban core, which can support bus routes and protect freight transportation along the corridor.

One of the concerns that the association has about transit is that it takes money away from other transportation projects and is expensive to implement. They continue to support transit on a project-by-project basis and are concerned about changes in land use that can accompany transit improvements in industrial areas.

When shown concepts for possible high capacity transit lines in the metro region, Corky suggested that there should be high capacity transit along the Columbia Boulevard corridor, pointing out the possibility of sharing tracks with freight short haul and connecting port facilities from Troutdale to St. Johns.

In east Multnomah County there is a need for more north-south connections, along with light rail in Clark County along the SR 500 loop. Corky also suggested the possibility of intercity rail on rail tracks, though mentioned barriers including the already crowded corridor, strained capacity and the difficulty dealing with rail companies. He suggested the region should not count on it working and to build its own lines.

In discussing the goals of the High Capacity Transit System Plan, Corky disagreed with the goals and said that it would be hard to convince people to support transit. The goals need to be tied in with prosperity, not just the bottom line. Corky suggested measures with relative values and using money to measure projects.

The Columbia Corridor Association is somewhat interested in the project and would like to remain informed to share information.

Corky also mentioned that Metro should come to Portland Freight Committee meetings to talk about the project and asked if it was a reasonable goal to help employees get to work.

Brett Davis, Jonathan Williams, and Bill McKenzie, Intel

On July 30, 2008, Brett Davis, Jonathon Williams and Bill McKenzie were interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Brett Davis is the rideshare program manager for corporate services; Bill McKenzie is the communications manager for corporate affairs; Jonathan Williams is the government relations manager for corporate affairs.

Intel spends \$160,000 a year on a shuttle bus to and from the westside MAX and pays upwards of \$10,000,000 a year in payroll taxes to the transit agency. They also run a rideshare program, promote carpooling and vanpooling programs, and support bike commuters by providing showers and lockers. The company fully supports the use of any forms of alternative transportation, including Segways, and has been working with Governor Kulongoski on a pilot plug-in station for electric cars. The company also subsidizes employee transit passes and the vanpool and carpool program. Last year, the Environmental Protection Agency named Intel the best work place for commuters of any Fortune 500 company in the United States for their support of alternative modes of transportation.

When asked what the greatest transit needs in the region of the next 20 to 50 years, the group said that the region needs to rethink the traditional “one hub and many spokes” model of transportation planning. Numerous hubs with a focus on sub-regions with greater bus connectivity serving employment and housing centers are needed. These numerous smaller hubs all need to be served with a regional rail network that connects to all other hubs. When asked about adding to the existing system, the group mentioned that there should be more suburb-to-suburb connections by high capacity transit and that the existing and future system should be connected and served with a better bus system.

The group said that the barriers that keep Intel employees from using transit more are mainly time and convenience. The current system is not convenient or frequent enough when one or more transfers are required.

When shown the high capacity transit map, the group said that expansion on the west side should be the number one priority, specifically along the Highway 26 and Northwest Evergreen Road corridor. They

said that there are huge new employment centers going in along the corridor that need to be served by high capacity transit from the start. All future Washington County land-use industrial parks and urban growth boundary expansions should be coordinated with the expansion of any high capacity transit lines. They also said that lessons could be learned from new sub-regional transit authorities that have been adaptable in servicing employment centers (they cited the Wilsonville transit system as an example with free connecting bus service). They also said that the region needs to move beyond the light rail paradigm and develop a service that is adaptable and nimble to changing needs (like bus rapid transit).

The group said that the Regional Transportation Plan 10 key goals are all Oregon values and Intel is an Oregon employer, so they all resonate, but that the transit system could help smaller companies be more competitive by tailoring the service to their needs. Overall, the system must be flexible enough to evolve just as fast as the changing job market.

The best way to engage Intel employees is to use the existing transportation demand management channels that are in place through Brett. There are existing e-mail and newsletters that are a good way to contact all employees. They also suggested that setting up a work group with a Metro councilor would be very successful in engaging people at Intel.

The group's suggestions for others to talk to included:

- Solar World
- Genetec
- City of Hillsboro
- City of Hillsboro Chamber of Commerce
- Standard Insurance.

Linda Bainbridge, Nike Inc.

On July 24, 2008, Linda Bainbridge was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Linda talked about what is going on with Nike and its employees: They are also being affected by high gas prices, though employees complain about light rail and how there are too many stops. She suggested that an express service from Hillsboro to Portland would fix part of the problem. Another problem facing employees on transit is connectivity. There is no direct way to get to campus on transit, unless you live right on the light rail line, because there is a shuttle from the MAX station to campus every six minutes. Linda also mentioned that Nike is spreading out, which makes it harder to serve by transit.

The greatest transit needs for Nike include a light rail connection to Vancouver, along with more north-south service on the westside. There are also few connections between suburban locations like Lake Oswego and West Linn, though the WES commuter line will be good for Nike employees.

There is a high level of support for transit, and shuttle ridership is growing every year. Most of the people who take the shuttle are bound for the MAX.

In addition to the high capacity transit concepts on the map created by Metro, Linda suggested that a Sherwood/Newberg connection north to Sunset Highway. Vancouver light rail will help commuters, but currently there is a problem because C-TRAN doesn't honor TriMet passes. She also suggested that a high-speed passenger rail to Salem would be good. She supports a transit loop in Vancouver.

A good way to engage people is to contact Linda at linda.bainbridge@nike.com, because she can then send information to commuter program participants. She was confident that a group of employees will be interested in future transit in Portland.

Pam Hayworth, Tektronix

On July 24, 2008, Pam Hayworth was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Pam shared information about where employees come from and how high capacity transit affects them. Tektronix employees come from all over, particularly along Interstate 5, and all employees come to the campus. Employees are excited about the WES commuter rail and have a growing interest in transit options due to increasing gas prices. Tektronix has not done a survey of employee ridership.

Tektronix is pretty well served by transit; the opening of WES will help. Pam suggested that speeding up the light rail trip through the Lloyd District and downtown Portland would make the commute time more comparable to driving. Employees come from Milwaukie, Sherwood and Newberg. Pam asked about the transit corridor along Interstate 5 to Vancouver and how long it would take.

The level of support is mixed among Tektronix employees, and web-based participation is OK. Pam can pass along information to employees at the following e-mail address: pamela.haworth@tektronix.com.

David Panchot, Freightliner

On July 18, 2008, David Panchot was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

David works for Freightliner, a semi trailer manufacturer and one of the top 10 employers in the Portland region. Freightliner is interested in transit, not only to get employees to work but for easing congestion to allow freight to move more smoothly through the region. If more people use transit instead of private cars, freight can move easier throughout the region. It is currently difficult for Freightliner employees to reach work on the bus; the company wants to make it easier.

When asked about the transit needs in the metro region, David mentioned that high capacity transit needs to go to Vancouver and specifically mentioned the Columbia River Crossing project and the need for a wider bridge along with transit. He suggested looking at high capacity transit along with roadway improvements and looking at transit alongside the need to move goods and services.

In addition to the high capacity transit routes on the map shown to David, he suggested a circumferential rail loop between suburban areas – suburb-to-suburb trips without having to go through downtown are a good idea. He also stressed the need for the system to be flexible, which would require partnerships between government and developers. He suggested that downtown Portland will not be able to absorb the population growth and will need to develop radially, with satellite cities and mini-hubs.

The best way to engage Freightliner employees is through corporate communication with Amy Sills, along with UPS. Lenny Anderson at Swan Island Transportation Management Association is another good contact.

Lisa Hillyer, Integra Telecom

On July 31, 2008, Lisa Hillyer was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Lisa is the vice president of human resources of Integra Telecom. She said that the company recently moved from suburban Hillsboro to the Lloyd District to take advantage of a more central location for its employees. They have offices in three different buildings in the Lloyd District. Many of the employees are using light rail for the first time and some are using C-TRAN's express service from Vancouver. As a company, they provide \$40/month for each employee's transportation costs and provide a tax incentive for employees to either pay for transit or parking (in the Lloyd District, parking is significantly more expensive than transit).

When asked what the greatest transit needs of the region are over the next 20 to 50 years, Lisa said that, by far, the number one priority is connecting Vancouver with light rail. She said that both the near-future MAX Green Line and WES will close many gaps, but Vancouver remains the fastest growing area of the region and is not currently connected.

As a company, Integra launched incentives to increase carpooling, biking and transit use. The company continues to support all transportation demand management programs and has been working with the Lloyd Transit Management Association on many of the programs. There is much support both from the employees and the administration of Integra for transportation demand management programs. The biggest barriers for transit use by Integra employees are the gaps in connecting many of the suburbs to the Lloyd District by high capacity transit.

When shown the high capacity transit map, Lisa reiterated that connecting Vancouver is the number one priority. She said the connection should not just be one small extension but a loop from Interstate 5 to Interstate 205, because there are just as many people living in east Vancouver as in the west.

When shown the Regional Transportation Plan 10 key goals, Lisa said that goal 5, "Enhance safety," is the most important for Integra. She feels that there are many safety issues with the Fareless Square and in Holladay Park along the MAX line in the Lloyd District. She also said that, as a society, we are still auto-oriented and investing solely in transit will not solve anything. She suggested taking much of the money invested in transit and using it to build new bridges and repair existing bridges.

Lisa's suggestions for others to talk to included:

- Knowledge Learning
- Ashforth Pacific (property manager for most of the Lloyd District)

Jeff Miller, Travel Portland (Portland Oregon Visitors Association)

On July 21, 2008, Jeff Miller was interviewed for the Metro High Capacity Transit System Plan by Karen Withrow, Metro. The following is a summary of the conversation.

Jeff is the president and CEO of Travel Portland, an organization that supports tourism and travel in the Portland area. Jeff noted goal 2 of the Regional Transportation Plan list, "Sustain economic competitiveness and prosperity," and emphasized the importance of tourism to the regional economy and how transit should provide access to tourist destinations.

Jeff suggested that transit should serve Oregon City, as a place of cultural significance and one without a rental car company. He also focused on destinations in Lake Oswego, West Linn and Sherwood to be served by high capacity transit.

In Jeff's opinion, the biggest challenge for high capacity transit will be serving areas far from downtown Portland, and he suggested focusing on growing centers. Centers should be grown, Jeff thought, to serve local and visitors' needs, which should include visitor destinations, such as shopping, and connections,

such as trailheads. Jeff suggested a booklet similar to “Walk There!” to promote these destinations and transit options.

Over the long term, Jeff emphasized the need to focus on parks and greenspaces, incorporating biking and walking, and planning so that population centers are near activity centers.

Travel Portland is highly supportive of the High Capacity Transit System Plan, and Jeff recommended we work with them throughout the process. Jeff suggested we work through Veronica Rinard at Travel Portland, send her event information and perhaps coordinate a presentation for the organization. Jeff also recommended we work with their board committee and community action committee.

John Charles and Sreya Sarkar, Cascade Policy Institute

On Oct. 17, 2008, John Charles and Sreya Sarkar of Cascade Policy Institute were interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation.

John and Sreya felt that Metro’s congestion pricing study [Traffic Relief Options study] has never fully been embraced by the Metro Council. [Councilor Hosticka chaired the study committee prior to being elected to the Metro Council in 2000.]

They wondered if anyone has asked if there is a market for HCT, feeling that regional origins and destinations were too dispersed to capture demand using HCT connections. They also felt that the capital cost is too high to make it worth it: “Portland is not going to be New York City.” Their position is that other solutions could be implemented for less money – for instance, express buses. Non-capital, flexible service is worth the money.

Arguing that vehicle miles traveled is the wrong focus and that speed should be the focus, they stated that cars are more energy efficient than the New York subway. Their current issues are support for more efficient cars and congestion pricing to keep things moving. They feel that variable congestion pricing would allow busses to move at 50 mph, thereby making them effective HCT. Adding this pricing gave a 50 percent increase in throughput on SR91 in California, with motorists bearing the cost. Synergy starts with pricing and makes everything, including transit, work better. John mentioned that a Federal Register Notice published the day before asks for projects to test multi-highway congestion pricing. He planned to send the notice to Andy and other JPACT members.

They felt that the current light rail service, and certainly streetcar, is not really HCT as it is not fast enough. With an increase in speed and convenience, people could get somewhere fast using express buses, and it would not be such a sacrifice for someone to give up his or her personal car for transit. They also mentioned that personal safety on the current system, especially during non-commute hours, is a real issue.

They feel that the hub and spoke system of transit doesn’t work for many low-income residents. Metropolitan Family Services has grants for vehicles for low-income people for whom current transit options have don’t work. In their opinion, Sandy, Canby and Wilsonville are better off for having opted out of TriMet. A 2009 legislative bill they plan to propose would allow competition in transit, cabs, jitneys, etc. This would serve the lowest and highest ends of the market, especially if congestion pricing is in place. More choices would mean more customers. The Oregon Road User Fee Task Force (RUFTF) could recommend eliminating the gas tax and replace it with congestion level pricing.

They didn’t see a market for suburb-to-suburb HCT, questioning WES’s ability to succeed. Adding park and ride capacity (for instance, at Beaverton Town Center), and charging for it, might make light rail worth the cost.

John also submitted a letter to JPACT on May 8, 2008 arguing the cost/benefit downside to the current and potentially expanded light rail system when compared to other options (see appendix K).

Leonard Shelley, UPS Air

On Oct. 21, 2008, Leonard Shelley was interviewed for the Metro High Capacity Transit System Plan by Crista Gardner and Cliff Higgins, Metro. The following is a summary of the conversation.

UPS has facilities on Sawn Island, in Tualatin and at the Portland International Airport in Oregon and Vancouver, Wash. The Swan Island facility employs 200 management staff, 300 to 400 full-time drivers and about 100 part-time positions for each of the four daily package sort shifts. The Tualatin facility employs about 250 full-time drivers and about 100 part-time positions for each of its two daily sorts. At the airport, UPS employs about 50 part-time positions for each of its two daily loading shifts. Each driver has 30 to 50 pick-up spots, and their pinch point is 4 to 7 p.m. daily in moving freight to the airport to meet the 6:55 p.m. plane departure deadline. The Vancouver facility employs about 70 full-time drivers and about 50 part-time positions for each of its two daily sorts.

Leonard said that for UPS employees, the most important goal for the High Capacity Transit System Plan would be to improve rail connections. The airport MAX is a 30 minute walk to the company's airport facilities; the Interstate MAX is one and a half to two miles away from the Swan Island facility. Because shifts don't match up to bus schedules and the difficulty reaching transit stations, employees are more auto dependant than many can afford. He emphasized that employees are necessary for businesses, so getting them to and from work with transit would be beneficial, especially for those employees with starting and part-time wages who cannot easily afford other options. He recognized the difficulties in meeting employee needs in industrial areas, but said that adding bus service down the hill to the Swan Island facility and expanded hours for non-day shifts would increase ridership and help UPS hire and retain employees.

Leonard said that rail is an ideal option for meeting the transit needs of the region in the next 20 to 50 years, but since UPS relies so heavily on regional freeways and roads for its business, they have a special interest. From their perspective, anything that relieves congestion and pulls autos off the road would be beneficial for their business and meeting its deadlines. He emphasized the importance and difficulty of freight movement from Tualatin to the Portland Airport. He also offered the UPS shipping context of Swan Island receiving freight from Seattle and Redmond, moving it to Roseburg and Sacramento and Oakland, Calif. (as well as the reverse).

When asked about the RTP goals and which would be important for the plan to prioritize, Leonard said that sustaining economic competitiveness, ensuring safety and security, and emphasizing the efficient management of the transportation system were important. He also mentioned that promoting environmental stewardship is a value of the region and that UPS has been becoming greener, saying that being a good corporate citizen means being green.

Leonard said that Metro can pass information about the transit plan through Jeff Grant in human resources, who can then pass it on to the UPS internal web site and newsletter. He also recommended contacting the Swan Island Business Association, which meets every month.

When referred to the map and asked about potential HCT connections, Leonard said that it was important to connect to the Tualatin facility and that a Tualatin-Sherwood line would work for that.

Appendix C

Goal 3: Expand transportation choices, interview notes

Michelle Poyourow, Bicycle Transportation Alliance

On July 17, 2008, Michelle Poyourow was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Michelle works for the Bicycle Transportation Alliance, a bicycle advocacy group, which is committed to increasing bicycle priority on transit, providing better links between bikes and transit, working on better accommodations for bikes on transit, providing adequate bike parking regionwide and changing the Regional Transportation Plan to make bike parking eligible for funding.

The Bicycle Transportation Alliance feels that bike facilities should be considered at an earlier phase in corridor planning, acquiring rights of way for trails as transit rights of way are acquired and thinking about bicycles when making a purchase for transit. They feel that city codes should be unified so that transit centers throughout the region can adopt them to accommodate bicycles.

The alliance's vision for transit is to allow high capacity transit to facilitate bicycle tourism, to have bike rentals at stations, to encourage bike sharing throughout and to create places where people drive less and bike more. Bicycle Transportation Alliance members have a high level of support for transit and are willing to pay for it, particularly if it has bike connections at both ends.

Important lines for high capacity transit that are not included on Metro's concept map are a north-south connection through the Willamette Valley (Portland to Eugene), a possible eastern extension to Hood River, a connection to the coast and suburban to suburban commutes, with improved connections to suburban transit centers and including bicycle parking. New lines should have adequate land for bicycle facilities, commuter lines should include a rail car dedicated to bicycles, and platforms should be long enough to accommodate the extra rail bicycle car.

The best way to engage the bicycle community with high capacity transit is to have local evening meetings, use online tools, connect through alliance newsletters and contact Michelle to pass on information to members. Bicycle Transportation Alliance members strongly support high capacity transit extension and development.

Michelle suggested also looking into a bike-sharing/locker system that is connected to the same card, possibly with a bike rental hub in downtown, and suggested looking at other systems, including Caltrans, which has a dedicated bike-car on commuter rail. Bogota also has a bike parking facility; there is a video on YouTube.

Michelle also suggested coordinating with the Connecting Green initiative to check into possible linkages with great trails. Mike Wetter would be the contact for the program.

Bill Scott, chaired City of Portland's Peak Oil Task Force, Zipcar general manager

On July 17, 2008, Bill Scott was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Bill Scott works for Zipcar, which is a car sharing company and, according to Bill, closes the gap for people who don't own cars between being carless and transit-dependant. Zipcar supports transit because it improves the car sharing market and allows people more options for transportation. The marketplace is changing – people are making different decisions on how they want to live their lives.

Zipcar is interested in creating neighborhoods where you can live without a car, which involves both land-use changes and a better transit-use habit. Transit needs better headways and more people to use transit tracker systems. Bill believes that there is a need for more high capacity transit on non-downtown-centric corridors. He mentioned that some cross-town lines could be replaced with high capacity transit and listed Northeast Lombard Street and 82nd, 52nd, and 39th avenues specifically. He believes that the most important trips are those that connect to places farther from home.

Zipcar is betting on the population continuing to move to denser areas in bigger cities, which will be accelerated by oil shortages. Bill would like to see more high density, mixed-use neighborhoods that are well served by transit. Frequent service bus lines are important, though generally, people don't take transit to use Zipcar, and station-located cars in the past have not worked.

Bill suggested additional high capacity transit lines serving Southwest Portland, or possibly Northeast Lombard Street from Martin Luther King Jr. Boulevard to St. Johns or on Northeast Sandy Boulevard. He noted that Zipcars near 82nd Avenue do well. He also suggested 42nd Avenue, and additional north-south connections along 39th, 52nd, 82nd avenues and further east. Additional high capacity transit lines could run from Northeast Killingsworth Street from Interstate 205 to North Greeley, Northwest Murray Boulevard or Northwest 185th Avenue to Northeast Martin Luther King Jr. Boulevard.

The best way to engage people involved with Zipcar is through the e-news; contact Caleb Miller at Zipcar (502-998-4313).

Bill also suggested that we need to dramatically change our transportation system. We are already making these choices by creating capacity and letting people know about existing capacity. Metro is heading in the right direction but too incrementally.

April Bertelson, Todd Borkowitz, and Caleb Winter, Willamette Pedestrian Coalition

On July 17, 2008, April Bertelson, Todd Borkowitz and Caleb Winter were interviewed for the Metro High Capacity Transit System Plan by Crista Gardner, Metro. The following is a summary of the conversation.

April, Todd, and Caleb represent the Willamette Pedestrian Coalition, an organization that advocates for walking in the Willamette Valley. Their current work focuses on securing investments in walkability, providing safe pedestrian access to various areas and activities throughout the region, and advocating for enforcement of pedestrian safety laws.

As the region's high capacity transit system expands, the Willamette Pedestrian Coalition seeks to ensure that transit is accessible and attractive to pedestrians. This means deemphasizing freeway stations and, instead, emphasizing walkable stations paired with walkable employment and population centers, where riders can walk between stations and neighborhood services. For this to work, transit lines will need to strike a balance between freeway stations and Interstate Avenue-type stations. Transit could also become more pedestrian-friendly by providing access to more walking destinations.

The Willamette Pedestrian Coalition sees transit expanding into outer southeast Portland and east Portland, providing more neighborhood-to-neighborhood circulation as well as cross-town links (such as Southeast 82nd Avenue). Transit will also allow residents greater mobility in accessing services (such as the Interstate 205 MAX line).

When shown concepts for possible high capacity transit lines in the metro region, the Willamette Pedestrian Coalition suggested the following corridors: Aloha via the Tualitin Valley Highway, Beaverton to Hillsdale, a north-south line in East Multnomah County between 140th and 180th avenues, Lake Oswego to Milwaukie, Rockwood to Troutdale and a connection to the Columbia River industrial area.

The Willamette Pedestrian Coalition wants the Regional Transportation Plan goals to place explicit emphasis on pedestrians and to mention “green streets” or “complete streets.” Members asked that concepts such as green, sustainability, peak oil, etc. be included as higher goals and that “promoting innovation in transportation choices” should be included in goal 4 but noted that “promoting” is not a strong enough word. The coalition wants the opening day of new transit lines to be approached from goal 7 (“Enhance human health”) by encouraging riders to walk to transit stations.

Willamette Pedestrian Coalition representatives suggested that the best way to reach their members is through their e-mail network and their quarterly newsletter, Footnote, as well as maintaining contact with the organization’s president and a staff person.

Cora Potter, Ride Connection

On July 18, 2008, Cora Potter was interviewed for the Metro High Capacity Transit System Plan by Brandy Steffen, CH2M HILL. The following is a summary of the conversation.

Cora works for Ride Connection, which provides education and services for older adults and people with disabilities. Since the organization works with people who have different needs, it is difficult to summarize the feelings of all users. Older adults have concerns with safety, specifically with light rail. People in mobility devices differ between preferred modes, some prefer buses, others light rail. Overall, the organization encourages more space and securing options for mobility devices, while providing the option for assistance.

There is concern about the numbers of people moving from private cars to transit as the population ages. It is critical to provide localized services, with a focus on commuting. Short service trips are the most common for older adults (to medical centers, grocery stores and other daily need providers). Transit should provide multiple options, and high capacity transit needs feeder service to link rural areas outside of the TriMet area to the system. Cora suggested that models for deviated fixed route might serve a smaller population better than regular bus lines.

Support is generally good for high capacity transit, though Ride Connection is focused on elder-friendly and disadvantaged services, and wheelchair space on vehicles is a big issue. Transit oriented development also needs to be close to employment areas and have connected paths to transit (continuous sidewalks and accessible transit stations).

When shown a map of potential high capacity transit routes, Cora liked the Southeast Sunnyside Road to Highway 217 connection because it provides service to hospitals; however, Meridian Park Hospital is still isolated. She also noted a lack of north-south service, missing access to Aloha, and the Troutdale corridor should swing to Fairview and on to Rockwood/Gresham. Fairview has a large population of low income, disadvantaged and elderly people. Tualatin Valley Highway needs more service, Alexander Road needs a supported employment center, and North Lake Oswego will have an increasingly aging population needing to access lines there.

Ride Connection would like to see more supported employment (for disadvantaged populations), access to hospitals, shopping center or discount centers and mid-county low income elder local service, and transit accessibility issues resolved.

Metro’s regional goals are appropriate. Goal 5 is good for elders (“Enhance safety and security”), and goals 1, 3, 5, and 7 are the main needs. She suggested that equity and accessibility should fit in with expanded transportation choices.

To engage the population, go to where people congregate. Computer communication is limited with older populations; traveling to meals on wheels or rider clubs is a good way to reach people. There are some English-limited populations, especially at the IRCO [Immigrant and Refugee Community Organization]

district center [east Portland] – most speak Spanish, Russian and Mandarin in addition to Vietnamese and Korean to a lesser extent.

Cora also suggested that regional mobility should maintain access to the system, especially regarding medical facilities. Improvements made for older adults will also benefit disabled riders.

Jim Howell, Association of Oregon Rail and Transit Advocates (AORTA)

On July 22, 2008, Jim Howell was interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation. Jim also provided written recommendations with diagrams, which are attached.

Jim works with the Association of Oregon Rail and Transit Advocates (AORTA), an organization that endorses the expansion of statewide rail infrastructure, from short lines that would serve the coast and southern Oregon to longer lines serving eastern Oregon, as well as inter-state rail such as Amtrak.

Locally, AORTA's goal is to establish a transit system that can allow a passenger to travel from any point A to any point B within a reasonable time, at any time. Jim sees this goal achieved through a grid system, frequent service and connectivity, all of which contribute to a true, multi-destination transit network.

AORTA wishes to build a transit system that people will use instead of driving. Jim believes that the high capacity transit expansion should be designed without park and ride facilities, which raise project costs, and encourage driving. Additionally, the transit system should become more energy efficient by using alternative energy sources (such as wind, water and solar) and by installing electric buses on heavily used routes. Jim wants TriMet to provide late-night "owl service."

Jim sees money as the biggest barrier to building a good transit system: More state funds need to be invested in heavy rail. The railroad bridge over the Columbia River is currently a system bottleneck, with freight traffic limiting its capacity for passenger service. Instead of making large highway improvements, Jim recommended a commuter rail connection with Vancouver, which would require a C-TRAN hub. While he is wary of C-TRAN, Jim emphasized the need for a railroad bridge, in addition to the Columbia River Crossing, that can address freight rail capacity issues as well as provide Amtrak service and a 15-minute commuter rail connection from downtown Portland to downtown Vancouver.

In terms of system design, Jim recommended that the City of Portland focus on streetcar connections to the South Waterfront – including an elevator-type vehicle connecting the South Waterfront to Southwest Barbur Boulevard – and suggested that the Lake Oswego streetcar could be a single track with strategic passing tracks. Jim also suggested an elevated or grade-separated alignment for the proposed Southwest Barbur Boulevard and Powell Boulevard lines.

Looking at Metro's potential high capacity transit map, Jim endorsed high capacity transit along the following: Northeast Columbia Boulevard corridor, a passenger rail to McMinnville and a corridor running north from Sherwood. Jim recognized that Damascus would need service but did not specify which potential corridor he preferred.

Jim found the Regional Transportation Plan goals to be fine – "motherhood and apple pie" – and asked that he and Fred Nussbaum be added to the e-mail list in order to keep their highly supportive constituents up to speed on the project.

Steve Allen, Wilsonville SMART

On July 25, 2008, Wilsonville SMART operations manager Steve Allen was interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza and Crista Gardner, Metro. The following is a summary of the conversation.

Steve reported that Wilsonville recently completed their transit master plan, which addresses how Wilsonville will respond to current growth, such as a new 3,000-home development, as well as future growth. As Wilsonville expands, the transit system must keep up, and Wilsonville aims to serve new areas while providing better access to regional centers, such as Portland and Salem.

The Wilsonville transit master plan envisions Wilsonville becoming a multi-modal transit hub, supporting a commuter rail and providing 10-minute service within the city.

Steve sees the need for transit improvements at all distance levels. More long-haul trips are needed, including a route from Portland to Salem. Local trips could also be improved, for instance, an east-west route in Wilsonville that serves schoolchildren. Steve hopes to improve mid-distance service to Hubbard, Aurora, Canby and Woodburn and to extend SMART to Southwest Barbur Boulevard within two years.

Steve mentioned that operating costs and community concerns are two barriers to Wilsonville's plans. The master plan calls for a payroll tax increase of 0.62 percent, but no funds are identified outside of this plan. Further, community members generally have negative perceptions of the traffic impacts of park and ride facilities. Steve noted that building regional facilities in Wilsonville would run into opposition because Wilsonville is concerned with its own fate, not the region's.

Reviewing the map of potential high capacity transit corridors, Steve suggested ignoring man-made boundaries such as county lines and recommended that service be extended from Oregon City to Aurora. He emphasized the importance of frequent bus service and asked that Wilsonville be allowed the capacity to provide 10-minute service.

Steve discussed a number of the Regional Transportation Plan goals in detail, focusing on goals 4, 8 and 10. Steve suggested that efficient transportation management should include special lanes for buses, such as a bus-only lane. Service along Highway 99, including Woodburn, Hubbard and Aurora, would need to be equitable in providing residents a range of options to access transit, such as local bus service. An umbrella organization, like BART or MTC in San Francisco, could be useful in coordinating regional service, consolidating transfers, passes and operations.

In Wilsonville, support for high capacity transit extension is not terribly high – people simply are not aware and do not discuss it. There is little talk of high capacity transit or extending commuter rail to Salem.

Regarding outreach, Steve noted that open houses are not successful, but that project staff have other options. He recommended placing announcements on the Wilsonville and SMART websites, contacting the Wilsonville Planning Commission and the Wilsonville Chamber of Commerce, and placing flyers on buses. SMART also has a list of mailing addresses they are willing to share.

Debbie Evelyn Snyder, C-TRAN

On Aug. 8, 2008, Debbie Snyder was interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza, Metro. The following is a summary of the conversation.

According to Debbie, C-TRAN is working to finalize its 20-year plan by the end of the year, while the board of C-TRAN has a 50-year vision for the organization.

Debbie sees C-TRAN focusing on “less glamorous” modes in the future, including carpools, high occupancy vehicle lanes and, especially, vanpools. C-TRAN is also spearheading a signal priority planning effort.

C-TRAN is looking at a route along Highway 99 that could utilize Small Starts.

While noting that C-TRAN strives to provide good transportation options that support land-use patterns, Debbie mentioned that land use is a big challenge to the organization.

Debbie suggested that the best way to engage C-TRAN is to coordinate planning efforts, so that transportation plans can be consistent across organizations. She also recommended open houses as a means to reach the public.

Dale Robbins, Southwest Washington Regional Transportation Council

On Aug. 11, 2008, Dale Robbins was interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza, Metro. The following is a summary of the conversation.

Dale is the director for the council’s High Capacity Transit Study, a plan for the next 20 years of transit investments in Southwest Washington.

The most important aspect of Metro’s high capacity transit efforts, Dale said, is to ensure that the council’s high capacity transit system is connected to Metro’s. He noted that one-third of Southwest Washington’s workforce commutes to Portland everyday, so that “pipeline” between the regions must have sufficient capacity. Regional Transportation Council is looking into new infrastructure beyond light rail to connect their system to the Metro high capacity transit system.

Dale identified a system constraint at the Interstate 205 connection to the Gateway Transit Center and one caused by the bottleneck between the Rose Quarter and downtown Portland. East-west connections in Clark County could be improved, especially the Interstate 205 corridor, as could the Interstate 84 corridor between Interstate 205 and Troutdale. Dale also emphasized again the interstates 5 and 205 commute corridor between Portland and Clark County.

Southwest Washington strongly supports high capacity transit, but, according to Dale, there is a small but vocal opposition to light rail. In addition, Dale noted that many people subscribe to a suburban attitude that frowns on multi-family development. Elected officials are still not quite sure about the connection, or solution, that links transit and land use, though the region has initiated a discussion about density.

Involving Regional Transportation Council on project subcommittees satisfies Dale, and he suggested that perhaps C-TRAN could be seen as “implementers.” He recommended we speak to Matt Ransom and/or Phil Wuest, both City of Vancouver staff.

Lenny Anderson, Karen Frost and John David, transportation management associations

Sixteen transportation management association (TMA) directors and representatives were invited to be interviewed by Metro staff. On Sept. 9, 2008, Swan Island Transportation Management Association director Lenny Anderson, Westside Transportation Alliance executive director Karen Frost and City of Gresham transportation planner John David, representing the Gresham Regional Center Transportation Management Association, were interviewed for the Metro High Capacity Transit System Plan by Tony Mendoza and Karen Withrow, Metro. The following is a summary of the conversation.

TMA’s enlist businesses and public agencies to advocate for and facilitate the use of alternative transportation by employees in their service areas. The TMA’s also work to foster policy decisions,

funding and transit operations that make the use of alternative transportation easier or possible for the employees.

Westside Transportation Alliance works to have constant employee contact and hosts car-free events and travel options training. They will be offering seven courses for transportation coordinators at PCC in the near future. They will send out a WES mail piece in October, Hillsboro and Dawson Creek area transit service to promote the #46 bus line.

Swan Island Transportation Management Association informs people about existing service connections and gaps in service, addresses parking versus transit (cost and political decisions), expands transit passes and maintains schedule racks at businesses.

The Gresham Regional Center TMA third annual outreach event will be held on Sept. 27, 2008.

The TMA directors identified Pleasant Valley, Springwater, the Columbia Cascade River District and northwest Washington County as the areas that will need significant transit service improvements in the long term, due to employment expansion. Four eastern cities in the Columbia Cascade River District are working jointly to attract industry but have the barrier of lacking transit.

Other long-term regional transit needs mentioned were: 24-hour service, a stabilization of bus travel times by converting general service lanes to high occupancy vehicle lanes, a fix for downtown travel time and a sense of place for high capacity transit (not placed right next to freeways).

The TMA coordinators stated that the Lloyd TMA model is a good long-term solution with free transit and paid parking. Transit travel times must be competitive and areas must meet employment density needs in order for transit to become the preferred alternative for regional employees.

While reviewing a map of the existing and potential corridors, the TMA directors encouraged a focus on intra-region connections, rather than connections made to areas outside of the region. Oregon City made sense to them as did a possible connection to Forest Grove and a Lents to Damascus connection to service Happy Valley and Pleasant Valley. They recommended against Rivergate due to its lack of employment density and the abundant parking for existing employment.

The TMA directors recommended getting WES (Westside Express Service) up to the same service levels as MAX and analyzing the numbers from that service level.

They expressed the importance of connecting to employment centers as well as the need to not create automobile dependency in new areas like Damascus by making transit (high capacity and local service) comprehensive.

When asked to judge which of the Regional Transportation Plan's goals should be seen as most important for the High Capacity Transit System Plan to address, they stressed the need to retain the urban growth boundary to keep density high enough to really support transit ("Foster vibrant communities and efficient urban form," "Emphasize effective and efficient management of the transportation system," "Expand transportation choices," and "Promote environmental stewardship"). They urged a consideration of current jobs in the region and employment and industry projections ("Sustain economic competitiveness and prosperity") and planning that encouraged living and working in close-by communities ("Foster vibrant communities and efficient urban form"), rather than allowing long-distance commuters to lead.

Julie Stephens, Sandy Area Metro (SAM)

On Aug. 1, 2008, Julie Stephens was interviewed for the Metro High Capacity Transit System Plan by Crista Gardner and Tony Mendoza, Metro. The following is a summary of the conversation.

Through SAM, the City of Sandy operates three fixed bus routes and provides demand-response transit service to the area. The city is currently updating its transit master plan, as well as its 10-year transit system plan. Julie noted a number of the issues Sandy hopes to address in its new plan, including congestion along Highway 26, access issues for residents of the surrounding area and increased transit ridership.

Congestion on Highway 26, especially on weekends, is a nuisance for Sandy area residents, but it also frustrates SAM's operation of scheduled bus lines. Julie mentioned some potential solutions but emphasized that whatever the solution, Highway 26 needs to have enough room for transit, whether that be bus rapid transit, light rail or a partially dedicated lane.

Julie hopes for a transit line from Welches and Rhododendron to Oregon City in order to provide service to Sandy area residents, especially those with low incomes, who need to travel to Oregon City for medical and mental health services. The current service Sandy provides for medical trips to Damascus operates at capacity, and some of its slack has been picked up by senior centers in Clackamas County. Julie also sees a need for transit service to Mount Hood, either from Gresham or Sandy, and a line to Damascus.

The new transportation system and master plans aim to reconcile growth, including dramatically increased transit ridership, with Sandy's adopted 2040 Village concept. Sandy envisions itself as a rural village surrounded by rural reserves and not directly connected to Portland by transit. Instead, Julie suggested, transit lines should connect Sandy to Gresham and Damascus, though with the greatest attention paid to maintaining the Highway 26 corridor between Sandy and Gresham. Recently, Sandy has focused on pedestrian infrastructure, investing in its town plaza and putting overhead wires underground. But Sandy's rural village idea is also a very practical step towards transit improvement, as Julie noted, for if Sandy is surrounded by rural reserves, it may be eligible for §5311 funding and will not be forced to rely on the "urban transit pot."

Julie found that the Regional Transportation Plan goals covered Sandy's most important goals and further emphasized the importance of rural reserves. She also asked that funds be earmarked for the rest of Oregon after regional high capacity transit projects, so they don't dry up funding for other projects.

Funding is important to SAM, currently a fareless system.

Julie recommended we speak with Christine Heycke of SMART and with Carol Landsman, a planner who worked on Wilsonville's transit plan.

Appendix D

Goal 5: Enhance safety, interview notes

Vince Jarmer and Shelly Lomax, transit police

On July 21, 2008, Vince Jarmer and Shelly Lomax were interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Both Vince and Shelly work for the transit police, and are concerned primarily with safety and security on any system that gets built. The police are not as concerned as to where the lines go, they are concerned only about whether safety and security were included at the planning stage and that safety and security operations are funded from the beginning.

Park and ride facilities near transit lines are important to consider – planning and density should include safety and security. Before things are built, a plan and funding should be available to provide for security services. Park and ride facilities need to be planned in a way that keeps people safe as well as maintaining the police/fire personnel per capita ratio.

They anecdotally mentioned that police agencies aren't thinking regionally about problems and policing, though the transit system is regional in nature.

Another issue is capacity – when there are more people at the peaks, it creates conflicts between users. They suggested considering high-speed bus to alleviate congestion. Another need for the transit system is planning for better bike parking.

Mark Young, TriMet Rider Advocates

On July 30, 2008, Mark Young was interviewed for the Metro High Capacity Transit System Plan by Brandy Steffen and Mariah VanZerr, CH2M HILL. The following is a summary of the conversation.

Mark works for TriMet Rider Advocates which is a group of eight employees who ride the transit system in North and Northeast Portland to give passengers a sense of safety and security on transit. They ride in pairs and carry radios so they can call for assistance and/or report disruptions. Currently, Rider Advocates is getting more funding to help give passengers a greater sense of security and provide more eyes on the transit system.

Mark suggested that the greatest transit needs for the area are within the Columbia River Crossing project; he feels that light rail and a 12-lane bridge to Vancouver are necessary to meet future travel demands. He supports a light rail loop through Clark County along the Interstate 205 bridge, making the bridges bike and pedestrian friendly and using tolls to pay for the project. Light rail cars can hold more people, and fixed right of ways are not subject to congestion. There is also a need for greater bike capacity on MAX trains and buses due to the recent increase in cyclists.

Over the next 20 to 50 years, Mark would like to see people walk out of their house and take transit anywhere they want to go. One of the barriers to achieving this is unpredictable fares – he felt that fares should be consistent so transit riders know what to expect (one zone). While he felt that fares help passengers feel safe, he thought that Fareless Square is a unique feature of downtown Portland that supports a vital and exciting downtown.

Transit ridership could be encouraged by ensuring safe, secure, clean, reliable and convenient transit service. Parking shortages and high gas prices would also help increase transit ridership.

When shown a map for Metro's future high capacity transit lines, Mark suggested a light rail line to serve Camas, another bridge to connect Troutdale and Camas, and light rail connections between Camas and the Vancouver Mall. Currently, there are underserved areas in Portland, including North Columbia Boulevard on the north side of the St. Johns area, Northeast Killingsworth between 30th Avenue and Martin Luther King Jr. Boulevard, and Northeast Ainsworth Street between 15th and 27th avenues.

Mark suggested that the best ways to engage people are with public announcements on the radio and TV, through the Oregonian, by holding open houses and by engaging neighborhood associations, since there is already an established social network.

When asked if he would like to add anything, Mark said that we all need to feel more safe and secure on transit and questioned how the transit plan could support the development of safe and secure transit facilities. He suggested that safety could be improved with more personnel and an increased security presence on transit, although funding would be an issue to overcome.

Appendix E

Goal 6: Promote environmental stewardship, interview notes

Chris Hagerbaumer, Oregon Environmental Council

On July 18, 2008, Chris Hagerbaumer was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Chris works for the Oregon Environmental Council, which is concerned about global warming. Currently, they are focused on statewide funding and want a positive outcome for the global warming issue.

Chris believes Portland's transit needs include incorporating infrastructure around the high capacity transit system. Chris also suggested removing some stations between the Lloyd Center and Goose Hollow, so that high capacity transit serves a more regional area rather than as local service within downtown Portland. Portland needs to provide alternatives as soon as possible, especially in low-income areas. Transportation is behavioral; we need to establish alternatives early. He says that 40 percent of emissions in Oregon are transportation related. He is more interested in light rail than streetcar, because it is good for development, but it may not be the least expensive way to achieve regional transportation goals.

Chris would like bus rapid transit to be considered as a high capacity transit option to get more projects done quickly and for less money. He is supportive of continuing to build out envisioned light rail lines and of commuter rail. He would like Metro to consider rush hour trains. He believes that other options such as carpool and rideshare programs are important in areas not well served by transit. We need to think differently and bigger about alternative modes, as well as think within our means.

The Oregon Environmental Council would like to see integration of transportation and land use, because as the cost of transportation rises, it will change people's location decisions. Chris would like to see denser communities that are supported by transit, emphasizing that people's choices are related to the options they have available to them.

The council supports transit, as long as the mode is appropriate to the context.

Chris emphasized that the Oregon Environmental Council is a statewide organization, so they don't really need local engagement for members. He believes that some online information and a few meetings would help spread information.

Kevin Gorman, Friends of the Columbia Gorge

On July 29, 2008, Kevin Gorman was interviewed for the Metro High Capacity Transit System Plan by Karen Withrow and Crista Gardner, Metro. The following is a summary of the conversation.

Kevin is the executive director of Friends of the Columbia Gorge, an organization committed to protecting the gorge's scenic, natural, recreational and cultural elements through education and collaboration and by promoting environmental stewardship through public ownership of land. The organization has recently focused on protesting a proposed casino as well as addressing access issues brought on by high gas prices.

Traffic is a major concern for Friends of the Columbia Gorge, especially the air pollution caused by the 20,000 cars that travel through on Interstate 84 every day. Over 3 million people visit Multnomah Falls every year, and that number is expected to rise along with the region's population growth.

Rising gas prices are having a large impact on the gorge, with some hikers and guides unable to access more distant areas. Troutdale and Washougal have become hubs for carpool meet-ups, as well independent destinations where visitors enjoy gateway activities rather than enter the gorge proper. Friends of the Columbia Gorge has considered running shuttles from these gateways to destinations within the gorge, but they would prefer a mass transit solution.

Kevin suggested rail lines on both the Washington and Oregon sides of the Columbia River. His plan includes many potential stops at popular destinations from Washougal and Troutdale to as far as the Dalles. As many as 40 trains use the existing rail lines, so squeezing in additional passenger service would be difficult. Building another track would invite a host of problems, including impacts to fish, parking, culture and recreation; legal hurdles with the National Scenic Area designation; and coordination problems across multiple jurisdictions, such as the Federal government, 13 cities, seven port authorities and others.

Beyond installing a rail line through the gorge, Kevin supported the high capacity transit expansion as a non-polluting mode of travel. He suggested a light rail extension to Troutdale and into Washington, and he supports an extension to the gorge. Friends of the Columbia Gorge is interested in providing access to the gorge from Portland and Vancouver, where its membership base is located.

Reviewing the Regional Transportation Plan goals, Kevin emphasized promoting environmental stewardship and highlighted that hiking and biking promote environmental stewardship through education and interaction with the natural environment. Kevin also noted that citizen support is critical for a government agency to do its job and puzzled over why the goals seemed agency-centric and less concerned with education.

Kevin offered the organization's e-alert service to distribute project updates and news. He suggested Metro speak with neighboring jurisdictions, such as Scappoose and Sandy, and especially Maui Meyer, the Chair of Hood River County. He also suggested contacting Kristin Stallman, the person in charge of the pedestrian bridge project at ODOT.

Appendix F

Goal 8: Ensure equity, interview notes

Bob Byrd, Identity Clark County board member

On July 24, 2008, Bob Byrd, Pacific Die Casting president, was interviewed for the Metro High Capacity Transit System Plan by Jeanne Lawson, JLA. The following is a summary of the conversation.

Bob sits on the board of directors of Identity Clark County, a group of corporate leaders committed to the economic vitality of the county. Transportation has been a major focus of the group, which was formed in the early 1990's when growth was at a record high. Bob also sat on the task force for the Clark County High Capacity Transit System study.

Bob sees the county's perception of itself transitioning over the past decade from rural to urban, with fewer "keep it rural" voices and more focus on solving the problems of mobility and congestion. The only real option is getting a job in Clark County and avoiding the commute across the river. There is tension on land-use planning with homebuilders, but it is moving forward, and land use is still broken for job generation. The commute problem is really a job generation problem. It's a bi-state economic development challenge. The market is regional.

Clark County's traditional desire for transit is the ability to go seamlessly for long distances. He sees a strong need to segregate commuter needs and freight needs and charge accordingly. Flow of freight is changing from fewer, larger distribution points to multiple local points ("buy local" impact).

Bob believes Clark County's recently developed high capacity transit vision is right for the county, and the Metro Regional High capacity Transit System Plan should incorporate that plan. There needs to be land-use planning to make the corridors work. Fuel cost is beginning to affect long commutes. The biggest barrier to achieving the county's high capacity transit plan is that Clark County has no good taxing options – just sales tax. He believes Portland needs to have a better working relationship with Clark County. There are reasonable working relationships between Portland and Vancouver and between Portland and the Southwest Washington Regional Transportation Council, but not between the Portland metropolitan region and Clark County. A more focused, smaller forum for working together is needed to build understanding.

There is an emerging awareness of the need and demand for transit in the county (along with the development transition from rural to urban).

When shown the map, he said that a focus on radial corridors is still the appropriate model – put the corridors where the numbers work. The long term will need circumferential routes, connecting the corridors (Gresham, Clackamas Milwaukie, Lake Oswego, Washington Square, etc.). The corridors as shown do support where people in Clark County are going.

On the goals, he stated that "Sustaining economic competitiveness and prosperity," and "Expanding transportation choices" were most important. If we meet these two, the rest will be addressed.

For outreach, he suggested that e-mail is most effective and that Metro should use the council's high capacity transit list. He said that it's essential that business and freight haulers are consulted. Metro needs to keep better balance.

As a final note, he said fuel costs will likely give some immediate reductions in travel, but the auto fleet on our roads will turn over within nine years; people will eventually move to more fuel efficient cars, which will give them the sense they can drive *more*, not less.

Randall J. McEwen, Wing-Kit D Chung, Linda Eden and John Garner, Portland Community College

On July 22, 2008, Randy McEwen, Wing-Kit D Chung, Linda Eden and John Garner were interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Randy and Wing-Kit are the vice presidents of administrative services, Linda is the director of auxiliary services and John is the parking and transportation manager. Combined, they were very knowledgeable about issues facing Portland Community College (PCC) in general and issues facing all PCC campuses.

Currently, PCC runs a free campus-to-campus shuttle to serve the diverse needs and class destinations of their students. Also, PCC just completed a transportation master plan that included an origin/destination survey of faculty and students. The Rock Creek Campus will grow in student population and the Southeast Center will grow to campus status. From a policy standpoint, PCC will do as much as possible to support staff and students to use area transit and to site future facilities that promote the use of biking, walking and transit over the use of the automobile. There is immense support from all levels of PCC for all forms of alternative transportation.

The group identified growth and underserved transit needs of most of the westside as a priority for the future. They also identified a need to connect suburbs to suburbs through high capacity transit. Also, better bus connections should be made to existing and new high capacity transit lines (Green Line and WES).

The main barrier to PCC students and staff currently, especially on the westside, is a transit system that is not convenient for a majority of students due to slow buses and too many transfers needed to get to some of their campuses. There are also perceptions of safety and time costs that deter many from taking transit.

When shown the high capacity transit map, the group agreed to look at their student population densities and provide feedback about the most needed lines from a PCC perspective. Beyond that, they said that the Highway 99W corridor should not be ignored as well as connections along Highway 30 to Columbia County. More importantly than identifying new high capacity transit lines, the group thought that how the system is fed with connecting and local serving buses is one of the most important aspects of the future of transit in the region. Also, the use of ample park and ride lots along high capacity transit lines will help people transition from exclusive auto use to transit use.

The group said that the Regional Transportation Plan goals should not try to be everything to everyone. They don't address the need to move people. PCC has mainly nontraditional students that go from home to school, to work, to day care, to shopping, back to school and then back to home, and the transit system needs to address the different needs of a population, not just commuting [to work and to home] needs. Also, goal 3 should be changed from "Expand transportation choices" to "Provide transportation choices."

The best ways to engage PCC students and staff is to work through existing communication channels. The Associated Students of Portland Community College has a way to distribute announcements and surveys to the PCC community.

The group was very appreciative of being included in the conversation and would like to be involved in the future. The conversation about high capacity transit is a valid one, and they think questions surrounding goals is important. They also felt that the region needs to move into a new paradigm beyond the use of light rail. Communities and populations are changing and our regional transportation choices should resemble that. There is, and should continue to be, a movement towards smaller (in land size) cities, denser development and faster transit. They feel that the region should adapt the European model to the Portland region.

Diana Rosvall, Mt. Hood Community College

On July 30, 2008, Diana Rosvall was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Diana is the event and transportation coordinator in the environmental health and safety and facilities management department at Mt. Hood Community College (MHCC). Diana mentioned that there are many significant changes underway at MHCC. They have new administration and a new president that has just finished a listening tour of the communities that MHCC serves. Ineffective transportation choices for east Multnomah County was the number one challenge and barrier faced in the communities visited. The most important role for MHCC to play is to assist in providing better transportation options, to extend the MAX line to at least the college and to connect the Springwater Trail through the area. Diana also said that the initial feedback was that there seems to be more support for the transportation demand management programs she runs from both the bottom up and the top down. In the past, there was little or no support for the employee and student carpool and transit support programs. One of the changes underway is the design of a “Main Street” style bus loop for two of the three TriMet routes that stop on campus. The redesign will eliminate the isolation of the bus stops.

When asked about the greatest transit needs for the region over the long term, Diana said better north-south connections on the eastside are needed. Specifically, she mentioned from Gresham to Damascus and then along the Sunrise corridor. She said that there are many MHCC feeder high schools in that area. She said that both the Fairview regional town center and the upcoming Fairview industrial area are not served by transit and need to be connected to the system. Overall, she said more suburb-to-suburb connections are needed.

Diana again reiterated that she felt change is coming to MHCC and that the new president will offer more support for high capacity transit and transportation demand management programs. There has been support from staff and students for alternative modes of transportation and with recent increases of gas prices, there is even more of a demand. She mentioned that the biggest barrier to transit use at MHCC is access. Three bus routes serve the campus, but two of them are infrequent and inconvenient. She feels that the extension of the MAX to MHCC or more frequent and direct bus connections to MAX will eliminate these barriers.

When shown the high capacity transit map, Diana said that the extension of the light rail line through MHCC and then on to Fairview regional town center and the Fairview industrial area should be a priority. Also, a line from Gresham to Damascus and the Sunrise corridor is very important. Regarding the current system, the proposed stop at The Crossings in Gresham is much needed and would provide safer connections for MHCC nursing school just south of the proposed stop.

In reference to the Regional Transportation Plan goals, Diana mentioned that they are all good but she feels that a better effort needs to be made to connect land use and transportation. As an example, she talked about the successful high-density town center of Fairview but that it is not connected to anything else by trails or transit. Specifically, she said that goal 3 was most important for MHCC. She thought that a cheaper transit passes for students and other transportation demand management programs would be beneficial as well as the completion of the 40-Mile Loop Trail would give people great alternative options for commuting.

The best way to engage people at MHCC is to go through the student government channels. The Associated Student Government has been engaged and proactive about alternative forms of transit. Diana said that if students get behind an idea, they are normally successful.

Diana’s suggestions for others to talk to included:

- Wolff Wall at Mt. Hood Community College Maywood Park facility
- City of Fairview

- Boeing, as a major employer in the Fairview Industrial Area
- the owner of Gresham Station development.

Joe Krumm, North Clackamas Public Schools

On July 23, 2008, Joe Krumm was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Joe is the director of community and government relations for the North Clackamas Public School District. The district's area has experienced growth that includes more diversity, more poverty and more wealth. A recent \$230 million bond was passed to improve schools which will cause a ripple effect of changing school boundaries and travel patterns for students. One of the most significant challenges facing the area is that the North Clackamas area has no defined community; this poses governance and engagement challenges.

Specifically related to transit, the area's population seems to be opposed to, and even afraid of, change. He said that we must realize this and start to ask, "How do we move people?" Also, in order to serve the North Clackamas area, better local serving transit (bus) circulator routes should be utilized on existing and future high capacity transit lines; Joe gave examples of bus circulator routes around CalTrans stations in the Bay area.

Joe suggested that the greatest transit needs of the region over the next 20 to 50 years is to focus on moving people and freight movement that will reinforce employment centers. As for specific needs, Joe suggested that the Sunrise corridor needs attention, a beltline of rail serving suburb-to-suburb commuter populations, and that circular bus feeder routes need to be in place from MAX stations in order to better serve businesses and commuters. The feeder routes need to be flexible and should engage with and adapt to changing employment centers.

The North Clackamas Public School District's vision for transportation involves moving children more economically and in a "green" way. He mentioned that there is more demand for safe buses, safe access and safe corridors to move children. A priority should be placed on a European model of bicycle only lanes and an increase of density of connections, i.e., community-to-community connections and neighborhood circulations by bus. Currently in North Clackamas, there is not enough local neighborhood access to transit.

The biggest challenge to the acceptance of high capacity transit in the area is with the large unincorporated areas that traditionally have felt they are left out of decision-making processes and with long established business owners of the area. The answer to the challenge is to engage established businesses and unincorporated area leaders early and often, with hands-on engagement.

When shown the map, Joe suggested a "beltline" is needed to connect the suburbs to other suburbs. He also suggested that the future Green and Milwaukie MAX lines need to be connected to Oregon City. There are significant low income and senior populations in high densities that live along McLoughlin Boulevard that should be served by a high capacity transit line. Also, he suggested that there is a need for better rail connections to outside of the region, specifically a bullet train to Salem, Eugene and Seattle. He reinforced that all existing and new lines should have circulator bus routes connecting the surrounding communities to high capacity transit lines.

When shown the high capacity transit Regional Transportation Plan goals, Joe said that the list is complete, but biking and walking connections should receive a priority. He also suggested that freight and housing currently deserve more attention and that community involvement is absolutely necessary for any meaningful and successful process. Public/private partnerships should be used whenever possible.

Joe said that community involvement should focus on how to help communities expand their thinking about transit. Engagement should be done early and often. It should be hands-on, interactive and insightful. Everyone should be brought to the table earlier in the processes, which should be family-friendly. Engagement should take place where people already congregate (churches, community centers, etc.).

Joe's suggestions for others to talk to included:

- Jerry Schmidt at New Hope Church
- Oaks Lodge Community Council
- area chambers of commerce, including the Hispanic Chamber of Commerce.
- Russian and Hispanic newcomer populations.

Phil Weber, Portland Public Schools

On July 23, 2008, Phil Weber was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Phil is the director of student transportation at Portland Public Schools. As background, Phil mentioned that there is a state mandate to provide “yellow bus” transportation to every student living further than one mile from a school, when it is unsafe for a student to walk because of no sidewalks, and where there is an unsafe intersection on the route. Portland Public Schools has a waiver and must provide “yellow bus” transportation for high school students that live further than one mile from a TriMet stop or if the walk would be unsafe. Due to this waiver, the areas on and around Skyline Boulevard are the only district bus routes for high school students. Portland Public Schools will be experimenting this fall with providing every student with a transit pass at one high school. Beyond that, most of the district’s elementary and middle schools are neighborhood schools within a safe walking or biking distance from home for the majority of students.

When asked about the greatest transit needs around the region in the long term, Phil said that transit could help make the region a better place to live but that an emphasis should be placed on walkable neighborhoods, with all neighborhood amenities within a 15-minute walk. Phil cited Multnomah Village and Hillsdale as examples.

Portland Public Schools might be changing the model of its high schools. Currently, Benson is the only magnet high school, while the rest are neighborhood oriented. It is possible that all high schools could become magnet schools, increasing the need for transit since most high school students would be moving throughout the city to attend. This potential increase in need of transit would be mostly in the form of local serving buses. Portland Public Schools is very supportive of public transit, although their needs are mostly with local serving buses. It was mentioned that the more transit options available, the less transportation they would need to provide, leaving more money for the classroom. More transit options also means fewer traffic issues around schools.

When shown the high capacity transit map, Phil suggested that connecting Milwaukie to Oregon City and Lake Oswego seems very important. Overall, he said that there should be more connections from suburb to suburb in the form of a loop around the region. Also, he said that the east-west movement is currently too slow and suggested eliminating some stops in downtown Portland. For Portland Public Schools purposes though, local-serving buses are more important than regional high capacity transit.

Phil thought that all of the high capacity transit Regional Transportation Plan goals were good but commented that to be fully multi-modal, a better effort needs to be placed on building sidewalks (especially in Southwest Portland) and ensuring that complete systems are in place (clear and safe bike/walking routes to transit stops).

Phil said that every school is like a community with the principal acting as a mayor of that community. Engagement should be in every school and should start with the principal and to utilize existing communication avenues unique to every school. Beyond that, engagement models like Safe Routes to Schools work wonderfully to provide the resources for students to navigate their communities, not just during school but all the time. The program teaches kids how to navigate safely without the use of a car and leads to more independence and life skills for the student. With that said, Phil said that perceptions of safety gaps are a huge barrier to overcome for most parents.

Phil's suggestions for others to talk to included:

- Multnomah County Youth Commission
- Portland mayor's youth engagement coordinator, Nate Waas-shull (503-823-4027).

Darlene Morgan, Pacific University

On July 24, 2008, Darlene Morgan was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Darlene is the vice president of finance and administration for Pacific University. For context, the university has a sustainability pledge; all new buildings are rated LEED silver or gold, and their new professional campus in Hillsboro was strategically located along the MAX Blue Line to reduce the auto trips of their students. This was done as an incentive to attract professional students to Pacific University because of the easy access to light rail. On their main campus in Forest Grove, they have a goal of expansion to 4,000 students and to house 80 percent of them on campus. The university also provides transit passes to every student and provides a free shuttle between their Hillsboro campus and their main campus in Forest Grove.

Darlene suggested that the biggest transit needs over the next 20 to 50 years are to make access to transit easier. Light rail should be extended from Hillsboro to Forest Grove and park and ride lots should be built to attract ridership from the surrounding communities (North Plains, Gaston, Yamhill, etc). In the short term, express buses should run from Forest Grove to light rail in Hillsboro.

The administration and students fully support the use of transit. The university subsidizes TriMet passes for every student, and they provide continuous programming to educate students on how to use the system. Currently, with the #57 TriMet bus as the only access to transit for their main campus, there is a significant barrier to the use of transit due to it being a slow bus route with too many stops. At their professional campus in Hillsboro, the use of light rail by the students is high, but the barriers include students' inability to use transit to get to clinics throughout the region.

When shown the regional high capacity transit map, Darlene said the number one priority should be to extend the MAX to Forest Grove. Beyond that, she said that better connectivity on the westside to PCC is very important (along Highway 26 and near Bethany town center and Streets of Tanasbourne).

Engagement should focus more on the transit management association model of using testimonials and outreach to get people to experience transit. Group rides should be organized in high capacity transit expansion areas to teach people to use the system. "Cheerleaders" should be found in every area to champion the promotion and use of transit and to get people over the perceptions of safety issues they might have in regards to the use of transit.

Darlene's suggestions for others to talk to included:

- Intel
- City of Hillsboro (must get public servants on transit to demonstrate to the public)
- Virginia Garcia Memorial Health Clinic, Gil Munoz (high ridership of Hispanic community to and from the clinic).

Sam Brooks, Oregon Association of Minority Entrepreneurs

On July 24, 2008, Sam Brooks was interviewed for the Metro High Capacity Transit System Plan Brandy Steffen, CH2M HILL. The following is a summary of the conversation.

Sam is the president of the Oregon Association of Minority Entrepreneurs, which promotes ethnic minorities and their businesses. They have members from 56 countries and are one of the more ethnically diverse groups in Oregon. Important aspects of small, local, minority owned businesses are jobs, wealth and ownership. In order to have those things, Sam mentioned that transportation to jobs and the ability to conduct business was very important. On average, small businesses employ seven people, but minority businesses typically employ four. Increased energy costs impact minority businesses more.

The greatest need for the future, according to Sam, is to provide buses in the short run, eventually returning to streetcar lines (similar to the 1930s). Transportation equity is a big issue, with women's and minorities' concerns sometimes being overlooked.

The association's vision is to have high capacity transit in places that need it. Businesses need access to transit to make commerce efficient and to be able to get employees to work at the best available price. Gentrification, especially along the Interstate light rail line, changed housing affordability and pushed many of the neediest further from reliable transit options.

The Oregon Association of Minority Entrepreneurs is very supportive of high capacity transit, especially as more people are taking transit or riding bikes.

When shown a map of future high capacity transit lines, Sam mentioned that the Forest Grove, Gresham, Rockwood, Tualatin and King City corridors were good.

The economic competitiveness and prosperity of the region needs to include jobs and wealth along with ownership. This can be achieved by reducing the overhead of small companies to allow them to develop. Equity needs to be included at the beginning and continue during the engineering and planning stages. This inclusion, along with early outreach with the public, would increase trust of the process and convince people that the project and Metro are concerned about their future and mobility. People will then be happy to be involved in a sincerely engaged project where their voices will be heard.

Sam suggested the best way to engage his group is to come to meetings and get to know people. Come multiple times to build trust, not just once to record comments. Small local papers and community-based churches are also good avenues that can reach a broad group.

Alliance of Portland and Oregon Neighborhood Business Associations (APNBA) is a good source to disseminate information; Sam suggested getting on their agendas to spread the word.

Sabino Sardineta, Centro Cultural

On July 31, 2008, Sabino Sardineta was interviewed for the Metro High Capacity Transit System Plan by Sam Beresky, JLA. The following is a summary of the conversation.

Sabino is the executive director of Centro Cultural of Washington County. Centro Cultural was founded in the early 1970's to provide services to the large population of migrant workers in the county. The organization has evolved over the past few decades and today primarily provides education, information and Spanish-language referral services to many newcomer groups in Washington County, primarily the Latino community.

Sabino said that transportation access for people working and living on farms in Washington County has been a problem for years. There is only one TriMet bus (#57) that runs from Hillsboro to Forest Grove, and there are no buses that serve the outlying areas both north and south of the #57 route. Sabino said that people have to walk 2 to 3 miles to the bus line. The problem of little access is also becoming more of a financial burden on families with the recent increase in gas prices. Farm camps in these areas have as many as 7,000 people living on them. For two years, Centro Cultural provided a circular bus route to help with access to services in the cities and the regional transit system, but the grant money for that service ended. He said the service was well used and appreciated.

When asked what the greatest transit needs of the region are over the next 20 to 50 years, Sabino said that Metro and TriMet are providing a much needed service and are doing a good job but are behind the times. He said that what we are building for tomorrow will only satisfy the needs of today. Overall though, Sabino said that there needs to be better connections on the far westside with the extension of light rail to Forest Grove and feeder bus routes to the surrounding communities (North Plains, Banks, Gaston, etc.). After looking at the Metro high capacity transit map, Sabino reiterated that light rail to Forest Grove should be the number one priority. This route would serve the growing populations of Cornelius and, with feeder buses, the outlying farm populations. He also suggested that a high capacity transit route that would connect to the PCC Rock Creek campus would be very beneficial for the community.

Sabino said that the region could learn from transportation systems in large cities in Mexico. He said that the transit systems there are supplemented with vans and taxis in an informal service that lead to a comprehensive transportation system. He cited the work of rideshare programs as a good example of this working in Portland region. Rideshare is flexible and provides better connections from suburbs to suburbs. Overall, Sabino said the system that Metro and TriMet provides is beneficial to the community, but they should not be afraid to act faster and respond better to changes in growth patterns.

Sabino's suggestions for further contacts included:

- Blooming Nursery (large nursery, employs as many as 1,000 people), Mike Wisshack 503-357-2904
- Grande Foods (only all-Latino serving supermarket), Tom Evans.

Lesa Dixon-Gray, Oregon Department of Human Services public health educator

On July 15, 2008, Lesa Dixon-Gray was interviewed for the Metro High Capacity Transit System Plan by Kristin Hull, CH2M HILL. The following is a summary of the conversation.

Lesa works with vulnerable and marginalized populations. She mentioned that many lower-income people have less efficient cars and can't afford other transportation options, while lacking reasonable, fast and frequent access to transit. Higher gas prices affect these populations more, but they are not served adequately by transit.

When asked about the greatest transit needs for the area over the next 20 years, Lesa suggested that the region needs a connection between Portland and Salem. The system within Portland will need to change from a spoke and hub system to providing suburban-suburban connections and serving outlying communities. It is difficult to create a system with high enough frequency and dense enough service to

support people's needs. There need to be better north-south connections, though the Interstate 205 MAX line currently under development will help.

The patterns of development within the region will change as gas becomes less available; transit's role will change to serving local trips and occasional regional trips, and attitudes about transit will change. Currently, the population is moving east, but disadvantaged people will move closer in, because they won't be able to afford gas for commuting.

To improve transit ridership for disadvantaged communities, Lesa suggested that Metro consider "Main Street" areas as important destinations themselves instead of just regional and town centers, while emphasizing the land use-transit connection. Metro should also consider income in corridor decisions and asked if higher-income neighborhoods have better access to transit. She noted that outer southeast areas of the region have holes in transit service past Interstate 205.

Support from transit will come from the peak oil crises, and a new partner is the public health sector, which historically has not been well connected to urban planning. The obesity epidemic is related to commute and transportation patterns. Opportunities for walking and biking are important and transit is part of the equation.

The best ways to engage people in vulnerable/marginalized populations is not to hold public meetings but to go where the people congregate, including attending multicultural health programs, churches (particularly with the African-American community), WalMart, other local grocery stores and McDonalds. To reach ethnic communities, Lesa noted that grocery stores often act as community centers.

When presented with the Regional Transportation Plan's goals, Lesa suggested adding accessibility to goal 8, "Ensure equity." She defined accessibility as the amount of time and frequency of the transit service.

Lesla mentioned that Mel Kohn, the state epidemiologist, should be included in future conversations, as public health should be connected to this effort.

Leslie Soren, Elders in Action

On July 18, 2008, Leslie Soren was interviewed for the Metro High Capacity Transit System Plan by Brandy Steffen, CH2M HILL. The following is a summary of the conversation.

Leslie works for Elders in Action, which advocates for senior citizens. One of the biggest things happening with the organization is the fact that social and health services are moving outside of the city, and it is getting harder for people to reach services. Downtown no longer has livable housing, so the changes to needs and services make it more difficult for elders. Elders are especially vulnerable because most don't drive due to income limitations, medical constraints and other issues, so they are reliant on public transit.

The biggest need for elders is reliability in transit, especially to meet medical and veteran appointments, which are especially hard to reschedule. The system needs to be accessible to elders and easy to navigate; beyond the layout of the bus stop, connectivity to the stop and signage are just as important.

Leslie mentioned that to increase elder transit usage, Metro should advocate walkability and pedestrian safety, especially at places where elders congregate, and address some of the connection issues. Leslie wonders if high density would be intimidating to elders – there may be some education needed.

Support for transit is dependant upon education, ride connection to fixed lines, empowerment and affordability. All of these require work with TriMet.

The high capacity transit lines indicated on the map by Leslie were heavily weighted on east Multnomah County, though she stated that there are needs everywhere. She noted that clients are primarily in Multnomah County.

Leslie is envisioning a huge change in demographics with the baby boomers, and though constant government services will be the same, service access will be different. People will need to access health and meal services, and currently, the Oregon food bank is inaccessible by transit.

To engage Elders in Action, Leslie suggested an easy-to-read font in a larger size, in a format that is not too overwhelming or busy. E-newsletters and websites are popular and connect a lot of volunteers. However, attending community events, advertising in newspapers and one-on-one meetings would build trust and inform elders about the issues.

Leslie indicated that she was happy to participate in outreach efforts and that she could arrange focus groups. There are nine district and senior centers in Multnomah County, one near the MAX Gresham station.

Lynn Pemberton, transit dependent rider

On July 24, 2008, Lynn Pemberton was interviewed for the Metro High Capacity Transit System Plan by Crista Gardner, Metro. The following is a summary of the conversation.

Lynn is 67, lives in Southeast Portland and relies exclusively on public transit for mobility after giving up driving years ago.

Impressed by its dependable service and courteous operators who lower buses to allow those less able to board, Lynn supports the current transit system. Still, Lynn believes that some improvements could be made, such as using alternative fuels and running buses and light rail on electric lines. Lynn was hopeful about TriMet's ability to counteract traffic and meet the needs of the increasing population.

While she looks forward to more mass transit, Lynn was cautious about safety, cost and the need to make transit appealing to a broader audience. Lynn believes that buses would be safer if TriMet operators had the authority to kick people off the bus. Lynn wishes that passes were subsidized, as their price currently makes them difficult to purchase.

Washington Square, Wilsonville and Lake Oswego all caught Lynn's eye as connections for future study, though she mentioned that any of them would be welcome alternatives to driving. She also indicated that King City is a great place for retired people.

After reviewing the Regional Transportation Plan goals, Lynn emphasized the importance of accessibility, affordability, reliability of schedule and security. Affordability is especially important for schoolchildren and for seniors on Social Security. In terms of security, Lynn was most concerned about property defacement and safety at waiting areas.

To publicize the system plan, Lynn suggested that we use: The Oregonian; local news on television; word of mouth; senior groups, retirement communities, and assisted living facilities; and flyers.

Appendix G

Goal 9: Ensure fiscal stewardship, interview notes

President David Bragdon, District 1 Councilor Rod Park, District 2 Councilor Carlotta Collette, District 3 Councilor Carl Hosticka, District 4 Councilor Kathryn Harrington, District 5 Councilor Rex Burkholder and District 6 Councilor Robert Liberty, Metro Council

During a series of interviews on Sept. 25, Oct. 8, 18, 22 and 29, and Nov. 4, 2008, the Metro Council spoke to project staff about the Metro High Capacity Transit System Plan. The following is a summary of the conversations.

The councilors addressed a wide range of issues in planning for expanding the region's high capacity transit system as well as the effects that such an expansion can have on our communities.

The high capacity transit system

The councilors are conscientious of the need for fiscal responsibility when planning for any expansion of the current system and balancing that with the benefits of good transit for the region.

Although the council sees the current high capacity transit system as being a good structure for the regional transit system, they would like to see a more complete structure. This is a special concern for Councilor Hosticka, whose district is the only one of the region without current or planned light rail, though the WES heavy rail will connect Beaverton to Wilsonville during heavy commute hours. The councilors also mentioned concern about capacity and the two-car train practice. Councilor Harrington stated that a more extensive bus service would take the pressure off of the high capacity transit system, pointing out the increased ridership in the summer with higher gas prices. Similarly, President Bragdon said to examine areas where operating cost increases (e.g. more frequent service) could address some of the same needs as new capital investments (i.e. high capacity transit service). This would insure that investment capital is most productively applied.

The councilors suggested that it may be beneficial to start small and build a culture of transit, adding capital improvements as demand increases. They stated that the tradeoffs between capital and operating costs are key, ensuring that analysis calculate whether it might be better to focus on expanding the local bus network instead of high capacity transit. They asked whether it would be possible to connect the outer areas of the region through that expanded bus network in an efficient and affordable way. They also asked for an analysis that considered a mix of options that might offer a big impact (e.g. combining transit with Intelligent Transportation Systems and demand management).

Also at issue for the councilors is the tension of transit investment versus road investment. The goal is to solve congestion while creating connectivity. The questions become: How do you build a system rather than simply a series of corridors? What is our least-cost planning approach? How do we get the most out of our existing system?

The councilors also stressed that the system must be user friendly, with easy solutions for residents and visitors to get to where they want to go. They see visual instructions that are visible and understandable to seniors, first time users and non-English speakers as important. They also suggested other ease-of-use ideas such as an internet prepay system that would work similarly to Fandango. They stated that safety is a key element, citing the Copenhagen system as a safe open system.

The councilors see that the public desires alternately high speed and access. They suggested that it may be possible to offer two solutions within one right of way, rather than one exclusive right of way – possibly by creating turn outs that allow an express service to pass.

Land use, placemaking and local jurisdictions

The councilors wanted to ensure that the High Capacity Transit System Plan is aligned with the 2040 Growth Concept. They stated the importance of creating complete communities and using high capacity transit to achieve that goal. The plan and consequent investments need to increase the value of every individual city and integrate with community aspirations. The system should not contribute to dispersed population and should have limited stops at edges of lines in order to encourage nodal development. Councilor Park raised a concern about a beltway system, thinking that this may diminish support for the central city. Similarly, Councilor Hosticka responded to the idea of extra-regional lines such as a Wilsonville-Woodburn-Salem connection by suggesting the use of high speed heavy rail to get people outside the region into regional jobs without encouraging development pressure outside of the urban growth boundary. Councilor Hosticka also mentioned that subregions, such as Tigard, Tualatin, Sherwood and Wilsonville in his district, will take more precedence in next 30 years and that they need to become more complete.

The councilors highlighted the importance of local jurisdiction participation in implementing the plan. They stated that there will be questions about how to make investments and that plan corridors would be contingent on local improvements that support high capacity transit. It will be a competitive process to be a priority area for high capacity transit. They emphasized the need for local commitments for development, with local and regional collaboration for a successful project. For each line, the market must be ready and have the urban renewal authority and a commitment to have the right zoning and/or infrastructure as a way to judge readiness. The councilors stated that it is very important to highlight what it actually takes to make a successful line and that cost should be broken down into three categories: to build, to make it work and to have – or develop – a great place, with the emphasis on the final category. Along those lines, President Bragdon asked if there was any difference in the land-use redevelopment value of light rail when compared to bus rapid transit.

Multimodal connectivity

Tied to the local infrastructure commitments is the need for pedestrian and bike access and connectivity. Councilor Burkholder is especially interested in increasing bike access with transit, stating that an increasing number of MAX riders get to their station by bike. He encourages less reliance on park and ride, suggesting that encouraging biking at both ends – either through more on-train bike slots or a bike-share-type service. This could increase the catchment along high capacity lines to 3 miles (an easy biking distance). He also pointed out that the models do not account for bike ridership and asked how we can or should make assumptions around that. He sees the importance of increased bike parking at the stations, stating that 10 bikes can fit into just one park and ride space.

Employment

The councilors see the need to service employment centers as well as to plan for areas that are ripe for redevelopment for employment. Councilor Harrington raised the issue of imbalance between the level of transit service and payroll tax in areas of Washington County. She stated that Washington County pays 33 percent of TriMet's payroll tax revenue while receiving about 20 percent of its service expenses. She counters TriMet's argument that Washington County employers have acres of parking by stating that these employers know that their employees come from disparate areas in and out of the region and would use well-planned and well-serviced transit.

Equity

Another concern of the councilors is service equity. The councilors want to make sure that low-income residents have access to transit across the whole system rather than seeing a system that encourages a

concentration of low-income housing. Along with the issue of income service equity is the region's aging population and how transit offers mobility to seniors. The plan not only needs to consider where the region invests, but also who benefits from that investment.

Process and messaging

The councilors recognize the regionwide demand for high capacity transit service as well as the limited resources to deliver it. They feel that new lines and improvements must be prioritized and that expectations need to be managed. Prioritization must be clear and easily explained, with a regional consensus on where to go next. They said that it must be based on cost effectiveness and deliverability, not on political expediency.

They said that ongoing communication with residents and local jurisdictions during planning is very important, with defined tradeoffs between operational options, changes in land use and capital expenditures. Communication is also needed to work against confusion, including with the difference between transit improvements, such as frequent bus, and high capacity transit.

Specific connections and corridors

During the conversations with the councilors, several specific connections and corridors were suggested.

President Bragdon asked if there were capital or service improvements along TriMet's #14 (Southeast Hawthorne Boulevard) that can raise ridership. He wondered how those improvements might compare to a new line or extension. He also feels that there are too many stops through downtown and recommended restoring the Southeast Foster Boulevard corridor.

Councilor Hosticka would like to see 99W/Southwest Barbur Boulevard as a high capacity transit corridor. He also suggested a connection between Beaverton and Forest Grove along Farmington Road due to the potential expansion of the urban growth boundary as well as a connection between Sherwood and Milwaukie.

Councilor Park and Councilor Burkholder see the need to address the speed through downtown Portland, saying that it needs a bypass or tunnel. They recommended looking at new technologies that would expand the options for travelers from one side of downtown Portland to the other.

Councilor Harrington recommends connections to the Tigard Triangle and looking at areas that are ripe for redevelopment in Washington County, such as the area around Southwest Allen Road. She also said that people in Washington County missed the express bus and wondered if that route might be a good candidate for bus rapid transit. Councilor Harrington pointed out that Forest Grove lacks a highway connection, unlike other cities in the Metro jurisdiction and would benefit from a high capacity transit connection.

Lynn Peterson, Clackamas County Board of Commissioner

On Sept. 17, 2008, Clackamas County Commissioner Lynn Peterson was interviewed for the Metro High Capacity Transit System Plan by Richard Brandman, Ross Roberts and Karen Withrow, Metro. The following is a summary of the conversation.

Commissioner Peterson sees the potential for central city population moving into north Clackamas County. Those residents expect good transit. Clackamas County is dependent on East Portland, the Columbia south shore and downtown Portland for employment connections, so transit connections in

those areas are important for the future. She said that it is critical to fix transit movement through downtown Portland.

West Clackamas County critically needs a connection north to downtown Portland. Commissioner Peterson offered Southeast McLoughlin Boulevard as a potential corridor to connect Oregon City, along with the Interstate 205 corridor option.

Commissioner Peterson said that the Fred Bruning lifestyle center at Clackamette Cove is now mostly retail, but the option for light rail is likely still open. Additionally, the application for a New Hope Associated lifestyle center development around the church and Eagle Landing is imminent. There is some desire for streetcar connection from this area to light rail and/or some other type of connection.

Commissioner Peterson pointed out that the Damascus concept plan has an HCT line down Sunnyside Road not Highway 212, and it goes all the way to 232nd Avenue. She suggested that the project team check the base map showing the town center for Damascus to be sure that it is in the right place.

Commissioner Peterson sees the need to buy rights of way now for the long term plan. She also said that high capacity lines should not be on highway corridors, because it doesn't help development. She suggested leaving highway corridors to industrial development and creating transit oriented development along independent HCT lines.

Tom Brian, Lawrence O'dell and Andy Back, Washington County

On Sept. 10, 2008, Washington County Commission Chair Tom Brian and staff Lawrence O'dell and Andy Back were interviewed for the Metro High Capacity Transit System Plan by Councilor Carlotta Collette and Karen Withrow, Metro. The following is a summary of the conversation.

The Washington County Board of Commissioners believes that there are feasible corridors to study, most importantly corridors that provide north-south connections.

Chair Brian pointed out that the timing of the urban and rural reserves work can affect the ability to preserve rights of way. He sees land use and transit fitting together like a hand in a glove. For example, Cornelius could transform one quarter mile around a future high capacity line in a way that would make it competitive in cost effectiveness.

Some of the connections and corridor ideas that the board has heard are:

- St. Mary's to the north (possibly as a soft-wheeled streetcar)
- Southwest Barbur Boulevard
- Tualatin to Milwaukie
- Wilsonville to Salem
- Forest Grove connection
- Tualatin to Sherwood
- TV Highway.

Chair Brian said that a Forest Grove connection could be commuter rail and/or light rail, the mode options possibly offering different negotiating positions. He was concerned that a Barbur Boulevard line might not be able to meet the Transportation System User Benefit (TSUB) requirement due to its proximity to Interstate 5 and the steep slopes alongside the boulevard. The TSUB requirement was also his concern with a Wilsonville-Salem connection.

However, Chair Brian thinks that a Tualatin to Milwaukie connection is a great idea, citing the potential travel time savings, beautiful ride and the condition of existing tracks that might be available. He also pointed out the redevelopment potential along TV Highway and added that a Tualatin to Sherwood line could use the existing Portland and Western Railroad tracks and that Sherwood is already planning a station.

Andy emphasized the need for north-south connections. He also said that it is important to study things now, because it is the time to think big and see what we can learn.

Appendix H

Public involvement opportunities

Stakeholder interview follow-up ideas

- Alliance of Portland Neighborhood Business Associations (APNBA) quarterly luncheons (Foster Business Association)
- APNBA annual meeting (October)
- Portland Freight Committee
- Columbia Corridor Association
- Intel workgroup with Metro Councilor
- Ashforth Pacific or the Portland Streetcar Loop PAC
- Immigrant and Refugee Community Organization (IRCO) distribution center
- Oregon Association of Minority Entrepreneurs (OAME) meetings
- equity outreach: churches, WalMart, grocery stores, McDonald's
- senior centers (Multnomah County)
- an institutional facilities roundtable for prioritization (March 2009)

Stakeholder e-mail network

- Wilda Parks, North Clackamas Chamber of Commerce
- Nancy Chapin and Jeanne Baker, APNBA
- Brett Davis, Intel
- Cora Potter, Ridershare
- Linda Bainbridge, Nike
- Pam Haworth, Tektronix
- Amy Sills, Freightliner
- UPS
- Transportation Management Association Coordinators
- Veronica Rinard, Travel Portland
- Michelle Poyourow, Bicycle Transportation Alliance
- Caleb Miller, Zipcar e-news
- Willamette Pedestrian Coalition
- SMART – mailing list, website and bus ads
- Wilsonville – city web site, planning commission
- chambers of commerce contacts
- Association of Students at Portland Community College (ASPCC)
- Associated Student Government (ASG) at Mt. Hood Community College
- Leslie Soren, Elders in Action

- Kevin Gorman, Friends of the Columbia Gorge

Talk to others/public outreach

- family-friendly locations where people congregate (churches, community centers, etc.)
- Walk There!-type book for transit
- Connecting Green program, Mike Wetter
- Solar World
- Genetec
- City of Hillsboro
- City of Hillsboro Chamber of Commerce, Deana Palm (503-726-2146)
- Standard Insurance
- Knowledge Learning
- Meals on Wheels/rider clubs
- Christine Heycke, SMART
- Carol Landsman, Wilsonville transit planner
- Portland Community College completed transportation master plan with origin/destination survey of faculty and students
- Wolff Wall at Mt. Hood Community College Maywood Park Facility
- City of Fairview
- Boeing , a major employer in the Fairview industrial area
- the owner of Gresham Station Development
- North Clackamas County business owners (Large unincorporated areas feel left out; involve early and often.)
- Jerry Schmidt at New Hope Church
- Oaks Lodge Community Council
- area chambers of commerce, including the Hispanic Chamber of Commerce.
- Russian and Hispanic newcomer populations
- all regional schools
- Multnomah County Youth Commission
- mayor's youth coordinator, Nate Waas-shull
- TMA outreach model (Use testimonials, group rides and "cheerleaders.")
- City of Hillsboro (Get public servants on transit to demonstrate to the public.)
- Virginia Garcia Memorial Health Clinic, Gil Munoz (high ridership of Hispanic community to and from the clinic)
- small local papers and community based churches
- Blooming Nursery (large nursery that employ as many as 1,000 people), Mike Wisshack
- Grande Foods (only all-Latino serving supermarket), Tom Evans

Appendix I

Opportunities and challenges

Hopes

- Improve congestion on highways/roads for freight.
- Provide transit access to tourist destinations.
- Focus on growing centers.
- Acquire right of way for trails and transit at the same time.
- Promote bike tourism, rentals, sharing and bike connections at both ends of high capacity transit.
- Emphasize pedestrian access and green streets or complete streets.
- Encourage more supported employment, access to hospitals, shopping centers/discount centers.
- Create the opportunity to travel within reasonable time, at any time (late-night "owl buses").
- Use alternative energy sources at stations and use electric buses on heavily used routes.
- Provide pedestrian infrastructure.
- Provide for security services (funding and plan) before building, especially important for park and ride facilities.
- Create consistent fares.
- Ensure safe, secure, clean, reliable and convenient transit service - more personnel and increased security presence on transit will help with safety.
- Provide ample park and ride lots.
- Provide better transportation options; extend MAX to at least Mt. Hood Community College; connect to Springwater Trail.
- Develop The Crossing stop in Gresham (near MHCC Nursing School).
- Move children economically and in a "green" way.
- Implement European bike model with dense connections.
- Create walkable neighborhoods with neighborhood amenities within a 15-minute walk.
- Provide park and ride lots would attract from North Plains, Gaston, Yamhill.
- Create accessible, easy to navigate, connectivity to stop and signage to transit.

Goals

- Include references to green, sustainability, peak oil, etc.
- Goal 7, "Enhance human health" is highly supported.
- Provide multiple options for transit, including deviated fixed routes and short service trips (for seniors).
- Goal 5, "Enhance safety and security," is good for elders.
- Add equity and accessibility to goal 3, "Expand transportation choices."
- Note the importance of rural reserves.
- Earmark funds after the high capacity transit to distribute transit project throughout Oregon.

- The goals don't address the need to move people, especially nontraditional students (home to work, to day care to shopping to school to home).
- Goal 3, "Expand transportation choices," is the most important for Mt. Hood Community College.
- Include transportation equity.
- View goal 8, "Ensure equity," in terms of accessibility and the amount of time and frequency of transit service; consider income in corridor decisions (to serve the disadvantaged).
- Address walkability and pedestrian safety.
- Include environmental stewardship.

Barriers or issues

- time and convenience of transit, low buses and too many transfers, access to buses and infrequent routes
- slow movement in Lloyd district and downtown Portland.
- the need for better headways (transit tracker)
- a too incremental expansion of high capacity transit (Metro is heading in the right direction, though.)
- safety, especially on light rail
- not enough room for mobility devices and securing options
- non-continuous sidewalks and accessibility issues at transit stations
- the isolation of Meridan Park Hospital
- aging suburban communities
- park and ride facilities that encourage driving
- Interstate 205 connection to Gateway Transit Center
- bottlenecks through Rose Quarter and downtown (Possibly remove some stations between Lloyd Center and Goose Hollow.)
- congestion on Highway 26
- full capacity operation of the current service from Sandy to Damascus (for medical trips)
- the increase in conflicts between users when capacity of transit is reached
- underserved areas in Portland include North Columbia Boulevard on the north side of the St. Johns area, Northeast Killingsworth Street between 30th Avenue and Martin Luther King Jr. Boulevard, and Northeast Ainsworth Street between 15th and 27th avenues
- transit system that addresses only the commuting needs of the population, ignoring other needs
- a lack of a defined community in North Clackamas County (The area recently passed a \$230 million bond to improve schools.)
- safety for students – a concern for parents
- reliability – critical for elders and disabled to reach medical and veteran appointments
- safety, cost and need for transit appealing to broader audience

Additional Information

- The state mandates that “yellow bus” transportation be provided to every student living further than one mile from a school or if it is unsafe for a student to walk because of no sidewalks, or there is an unsafe intersection on the route. Portland Public Schools has a waiver and must provide “yellow bus” transportation for high school students that live further than one mile from a TriMet stop, or if the walk would be unsafe.
- Pacific University has a sustainability pledge and a professional campus in Hillsboro strategically located on MAX. The university provides free shuttle between Hillsboro and Forest Grove campuses
- Jobs, wealth and ownership are important for minority businesses, as are transportation to jobs and ability to conduct business
- Businesses need access to transit to make commerce efficient and to be able to get employees to work at the best available price.
- Population and social services are moving east and outside of Portland (including the disadvantaged, which are often dependant on transit).
- Support for transit is dependant upon education, ride connection to fixed lines, empowerment and affordability.
- The Oregon Food Bank inaccessible by transit.
- One-third of Southwest Washington’s workforce commutes to Portland everyday
- Migrant workers in Washington County don't have access to transit and walk 2 to 3 miles to bus line. Farm camps have as many as 7,000 people living in them.

Lessons learned

- Wilsonville Transit System (serve employment centers)
- Bogata, Columbia’s bike parking facility
- CalTrans (circulator routes)
- Southeast Sunnyside Road and Highway 217 connection
- BART or MTC in San Francisco's umbrella organizations for coordinating regional services
- jump lanes or right-lane bus through
- dense communities (connect land use and transportation)
- ask, "How do we move people?"
- transportation systems in large cites in Mexico, supplemented with vans and taxis (like rideshare) to create flexible system to respond to change in growth patterns quickly

Appendix J

Transportation priorities and considerations

Priority corridors and connections

- Highway 26 and Northwest Evergreen Road
- Vancouver, Wash. to Portland
- north-south service on the west side
- Sherwood to Newberg
- rail to Salem
- circumferential rail loop – suburb to suburb
- Oregon City connection
- Lake Oswego and West Linn to Sherwood
- Portland to Eugene
- Portland to Hood River
- Portland to the Oregon Coast
- North Lombard Street from Northeast Martin Luther King Jr. Boulevard to St. Johns
- Northeast Sandy Boulevard
- 82nd Avenue
- 52nd Avenue
- 39th Avenue
- Northeast Killingsworth Street from Interstate 205 to North Greeley Avenue, Southwest Murray Boulevard, or Northwest 185th Avenue to Northeast Martin Luther King Jr. Boulevard
- outer southeast to east Portland
- cross-town links
- Aloha connection via the Tualatin Valley Highway
- Beaverton to Hillsdale
- north-south line in east Multnomah County between 140th and 180th avenues
- Lake Oswego to Milwaukie
- Rockwood to Troutdale
- connection to the Columbia River Industrial area
- Fairview (large population of low income, disadvantaged and elderly people)
- Tualatin Valley Highway
- Southwest Alexander Road
- grid-system of frequent service and connections
- grade-separated lines on Barbur and Powell boulevards
- Northeast Columbia Boulevard
- connection to McMinnville

- north from Sherwood
- Gresham to Damascus (high schools from here feed into Mt. Hood Community College)
- Portland to Salem
- connection to Hubbard, Aurora, Canby, and Woodburn
- Highway 99
- interstates 5 and 205 commute corridors
- Interstate 84 between Interstate 205 and Troutdale
- east-west connections in Clark County
- Welches and Rhododendron to Oregon City
- Mount Hood from Gresham or Sandy
- Vancouver Mall to Camas to Troutdale
- Highway 30 to Columbia County
- along Hwy 26 near Bethany town center and Streets of Tanasbourne
- PCC Rock Creek campus connections
- Washougal and Troutdale (currently hubs for carpools)
- along the Columbia River
- Washington Square
- Wilsonville

Other transportation priorities

- express service from Hillsboro to Portland
- SMART extension to Southwest Barbur Boulevard
- feeder buses to North Plains, Banks, Gaston
- 40-mile loop (complete as trail)
- biking and walking connections

Mode considerations

- flexible – bus rapid transit, cheaper and quicker than light rail
- carpools, high occupancy vehicle lanes, vanpool, signal priority planning
- rush hour trains
- circulator routes
- bullet train Eugene to Seattle
- non-polluting mode of travel
- express buses from Forest Grove to light rail in Hillsboro
- a return to streetcar lines, providing buses in the short term
- transportation-related pollution – 40 percent of emissions in Oregon

Appendix K

Handouts and additional information from stakeholder

July 22, 2008

The following are lists of capital projects and some route improvements needed to expand TriMet over the next 30 years into an efficient, high capacity, multi-destinational transit system. The capital project lists are individually arranged in order of priority.

CAPITAL PROJECTS

Light Rail

1. Eastside Connection - (yellow)
2. Hayden Island Extension - (Yellow)
3. Oregon City Extension - (Yellow)
4. Clark County Extension - (Yellow)
5. Barbur Line
6. MHCC Extension - (Blue) *on Troutdale ok*
7. Forest Grove Extension - (Blue)
8. Clark County Extension - (Green Line)
9. Lloyd Center to Goose Hollow Subway (lengthen surface platforms between Gateway and Hillsboro to accommodate Blue and Red coupled trains).
10. Powell/Foster Line
Red line to Hillsboro to meet demand

Regional (Commuter) Rail

1. WES - 7 day, all day service
2. Vancouver Shuttle - (U. S. - Vancouver)
3. Milwaukie - Beaverton via WES and Lake Oswego
4. WES Extension to Salem
5. Oregon City via UPRR to U.S.
- *6. Spirit Mt./McMinnville - U. S.
7. St. Helens - U. S.

Streetcar

1. Pearl District - N. Mall Connection
2. Lake Oswego Extension
3. SE Water - SW Harrison Connection
4. NW River District Extension
5. Coliseum - Lloyd Center - OMSI via Halsey/Seventh Ave.
6. Convert original CBD/Lloyd LRT routes to streetcars
7. NW 23rd Ave. Extension from Civic Stadium

Trolleybus

1. #72 - Killingsworth/82nd
2. #14 - Hawthorne
3. #8 - Jackson Park
4. #6 - MLK (interline with #8 J.P.)
5. #12 - Sandy (interline with #14 Hawthorne)
6. #75 - 39th Ave./Lombard
7. #20 - Burnside/Stark
8. #4 - Fessenden/Division

interline #70 w/ 15th Ave

Miscellaneous People Mover

1. Hamilton Street Incline

ROUTE IMPROVEMENTS - 2040 (peak/base)

All grid routes operate on a maximum 15-minute headway 7 days a week.

Light Rail

- Blue Line - MHCC to Forest Grove (6/10)
- Red Line - PDX to Hillsboro (6/10 coupled to Blue Line)
- Yellow Line - Oregon City to Salmon Creek (6/10)
- Green Line - CTC to Vancouver Mall (6/10)
- Purple Line - Tigard to Rose Quarter (6/10)
- Orange Line - Damascus to CBD (6/10)

Regional (Commuter) Rail

- WES - Salem to Beaverton (20/30)
- Vancouver Shuttle - New Vancouver Station to Union Station (20/30)
- E/WES - Milwaukie to Beaverton (20/30)
- OCE - Oregon City to Union Station (30 peak/peak direction)
- YCE - Spirit Mt. to Union Station (1 train - 2 round trips)
- SHE - St. Helens to Union Station (30/60)

Streetcars

- "A" Line - Existing line extended on the south to Hamilton St. Terminal and on the north via NW 23rd, Burnside, 18th and the existing MAX Line to Lloyd Center (10/10)
- "B" Line - Transit Mall, Steel Bridge, Interstate, Larrabee, Winning Way, new bridge over I-5, Clackamas, 7th, new bridge over I-84, 7th, Grant, new bridge over UPRR, OMSI, Water Ave., Hawthorne Bridge, 1st/Naito couplet to Harrison then via exiting streetcar line to Hamilton St. Terminal. (10/10)
- "C" Line - North of Lovejoy Development to south end of Transit Mall via Lovejoy, Marshall and Station Way. (10/10)
- "D" Line - Exiting MAX Line from Goose Hollow to Lloyd Center (10/10)
- Lake Oswego Line - Extension of every other "B" Line cars from Hamilton Terminal (20/20)

Trolleybuses

- All trolleybus routes operated with 60-foot buses at 10-minute base headways with more frequent service as required during peaks.

Miscellaneous People Mover

- Hamilton Street Incline between Barbur Blvd. Light Rail Station (or bus stop) and Hamilton Street Terminal, operated on demand from each end like an elevator.

New cross-town bus routes *(real important, ties system together)*

- Columbia Blvd. Route - St. Johns to Parkrose TC (10/12)

- South Metro Cross-town - CTC to WES via Johnson Creek Blvd., Tacoma St. Sellwood Bridge, Taylors Ferry Rd. and Washington Square (12/15)
- Westside Cross-town - Tualatin to PCC Rock Creek via Tualatin Sherwood Rd., Sherwood, Roy Rogers Rd. 175th and 185th. (12/15)
- Eastside Cross-town - Parkrose TC to Damascus via Airport Way, 181st and 190th (12/15) *Gresham connection on our map not a bad idea*

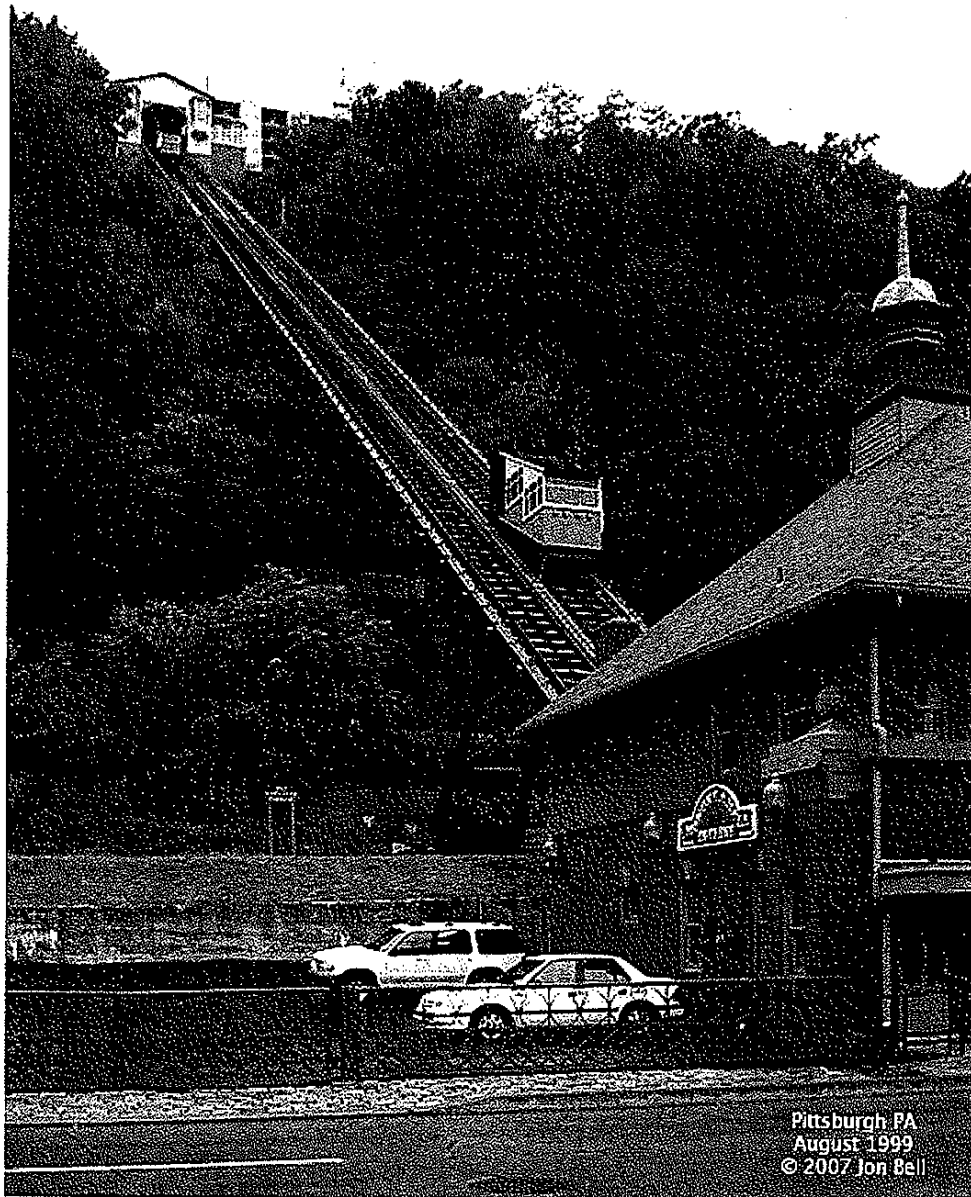
Express Buses

- CTC - Oregon City - West Linn - Tualatin via I-205 (20/30)
- Tualatin - CBD via I-5 (20/30)
- Hillsboro -CBD via Evergreen Rd. and US 26 (20/30) *could be peak hour*

Owl Routes (Midnight to 5:00AM)

- All Light Rail Lines (30)
- Streetcar Lines [some lines foreshortened] (60) *only in key locations like downtown*
- Trolleybus Lines [some lines foreshortened] (60) *+ G.W.*
- Special late night bus routes (60)

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Pittsburgh PA
August 1999
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A Critique of the North Macadam Transportation Development Strategy

By Jim Howell March 19, 2008

The transit modal split goal should be at least 60%, not 30%.

If the region and the state are going to fulfill their greenhouse gas and oil dependency reduction goals, transit must have a much higher priority than it now has in the **North Macadam Transportation Development Strategy**.

This means a plan that includes "Smart Transit", less parking and no major highway or street projects to attract more traffic.

"Smart Transit" is a process to achieve a transit system that allows someone from any origin to access any destination within the metropolitan region in a reasonable period of time (total regional access), without relying on the automobile for any part of the trip.

"Smart Transit" achieves this goal by setting priorities for building an interconnected system of frequent bus and rail service with each mode used to its best advantage to attract the most riders at the least cost.

The "system" - not just a single bus, streetcar or train - carries people to their destinations. People will have to transfer but they should be able to transfer quickly in safe and comfortable surroundings.

High cost capital projects will have to be built but they should be developed as needed, as components of the total system, and not as independent stand-alone projects.

"Smart Transit" principles applied to South Waterfront /North Macadam

Take advantage of the system that exists, wherever possible, instead of adding new routes. New routes that duplicate existing routes, or do not provide frequent all-day service, are expensive to run and carry few riders.

Examples of taking advantage of existing service:

- Reroute the **#35 Macadam bus** through the area **NOW**, not at some future undetermined time. This simple change would provide this area with immediate direct transit access from Clackamas County as far south as Oregon City, including West Linn and Lake Oswego.
- Build a transfer facility to provide a connection between the buses that travel over the Ross Island Bridge and the buses and streetcars on Moody Avenue. Preferential bus bypass treatment around ramp congestion at the west end of the bridge should also be considered. This would be an expensive capital

project but the cost would be insignificant compared to that of a new bridge. Currently, 338 buses on four routes cross the Ross Island Bridge every weekday. These routes carry approximately 17,000 passengers each day. With a South Waterfront connection they would carry even more passengers with little or no increase in operating cost.

Examples of needed non-duplicative new bus service:

- After the Sellwood Bridge is able to carry buses again, the **#40 Tacoma bus** should be reinstated as a frequent-service line routed through South Waterfront. This route provides direct service from Sellwood, Westmoreland and Milwaukie. After the Milwaukie Light Rail is in operation, the #40 could be interlined with the **#33 McLoughlin** bus south of Milwaukie. This would allow direct no-transfer service between South Waterfront and Oregon City on the eastside, with service to Oak Grove and Gladstone.
- South Waterfront would gain additional regional access if a much needed **east-west bus route** were established between Clackamas County and Washington County in the Johnson Creek/Tacoma/Taylor's Ferry Road corridor. This line could terminate at the Clackamas Town Center MAX Station and the Washington Square Commuter Rail Station. It would have transfer connections with 3 or 4 rail lines and about 30 bus routes. A transfer stop on Macadam, just north of the Sellwood Bridge, could allow passengers on the **#35** and **#40** buses and the **Lake Oswego Streetcar** to transfer to this cross-town line.

Examples of practical use of the streetcar system:

- The extension of the **Portland Streetcar** to the eastside, over the Hawthorne Bridge and then south via First/Naito to a junction with the existing line on Harrison Street instead of over a new bridge, would provide the infrastructure for an eastside to South Waterfront streetcar route. This route could serve the entire South Waterfront Area as well as southwest downtown, eliminating the need for the suggested bus route between South Waterfront and the Lloyd District. South Waterfront would enjoy five-minute streetcar service if this line and the existing line both ran on ten-minute headways.
- Incremental extensions of the streetcar south to Hamilton, or even to the Sellwood Bridge, would provide the opportunity for further connections to the greater transit system.

The missing link:

The poorest transit connection to South Waterfront is to the entire southwest metro area. Ironically, the 600 buses a day that run on Barbur Boulevard serving this travel shed come within a few blocks of South Waterfront, but with no way to

get to them. The combined ridership on these lines is over 17,000, about 27% more than on the **Interstate (Yellow) MAX** line making this corridor an obvious candidate for light rail. An early proposal to build an underground tram connection between OHSU and South Waterfront instead of an aerial one would have provided this critical link, but was rejected as being too costly at \$50 million. That's history. Nevertheless, this connection is still needed if South Waterfront is to have good transit access to all parts of the metro area.

One option would be to build a **Hamilton Street Incline** connecting Barbur Boulevard to the streetcar line. It would have about a 15% slope. The distance is about ¼ mile and the grade difference is about 210 feet. Inclines are a proven technology going back to the 19th century. Portland used to have one that ran between Goose Hollow and Council Crest. Pittsburgh still has two that were built in the middle of the 19th century, one of which interfaces with their light rail system. Two cars can be linked together with a cable, much like the aerial tram, but they would run on rails. In this corridor it would be below grade between Barbur and Kelly and on structure over the freeway and Macadam Avenue. (See map.) It could probably be run without an operator, much like an elevator.

Providing this critical link between existing service and South Waterfront eliminates the need to establish additional southwest bus routes, which would probably duplicate existing service and be very costly to operate.

Unneeded Capital Projects

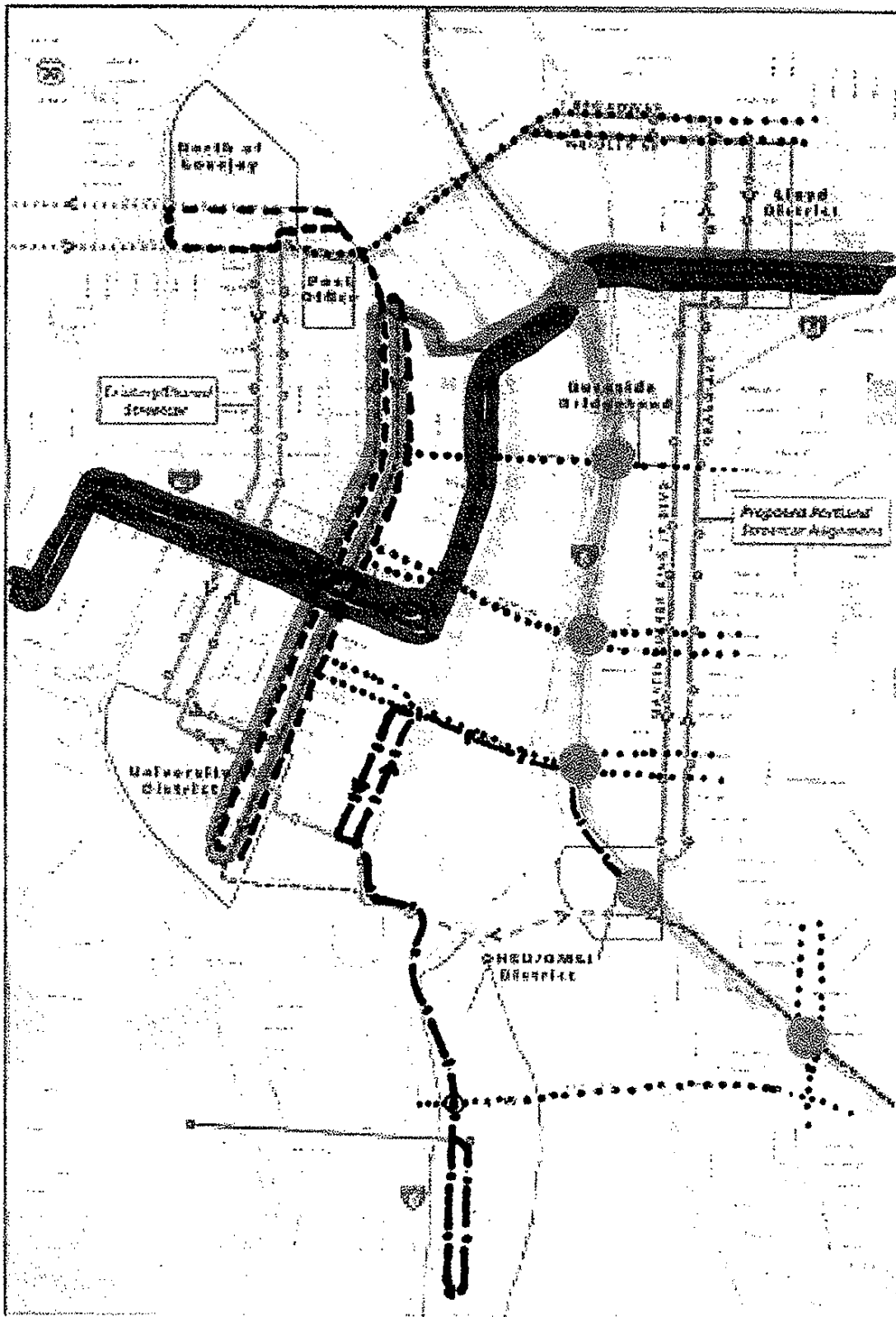
A Transit Hub:

Transit hubs, sometimes called exchanges or transfer stations are needed where buses "lay over" at the end of their lines and where passenger can make "timed transfers" between less frequently run bus routes. These are located in the suburbs, usually at shopping malls. Frequent through bus service and streetcars running at all times would preclude the need for such a hub in South Waterfront.









A new light rail bridge over the Willamette River:

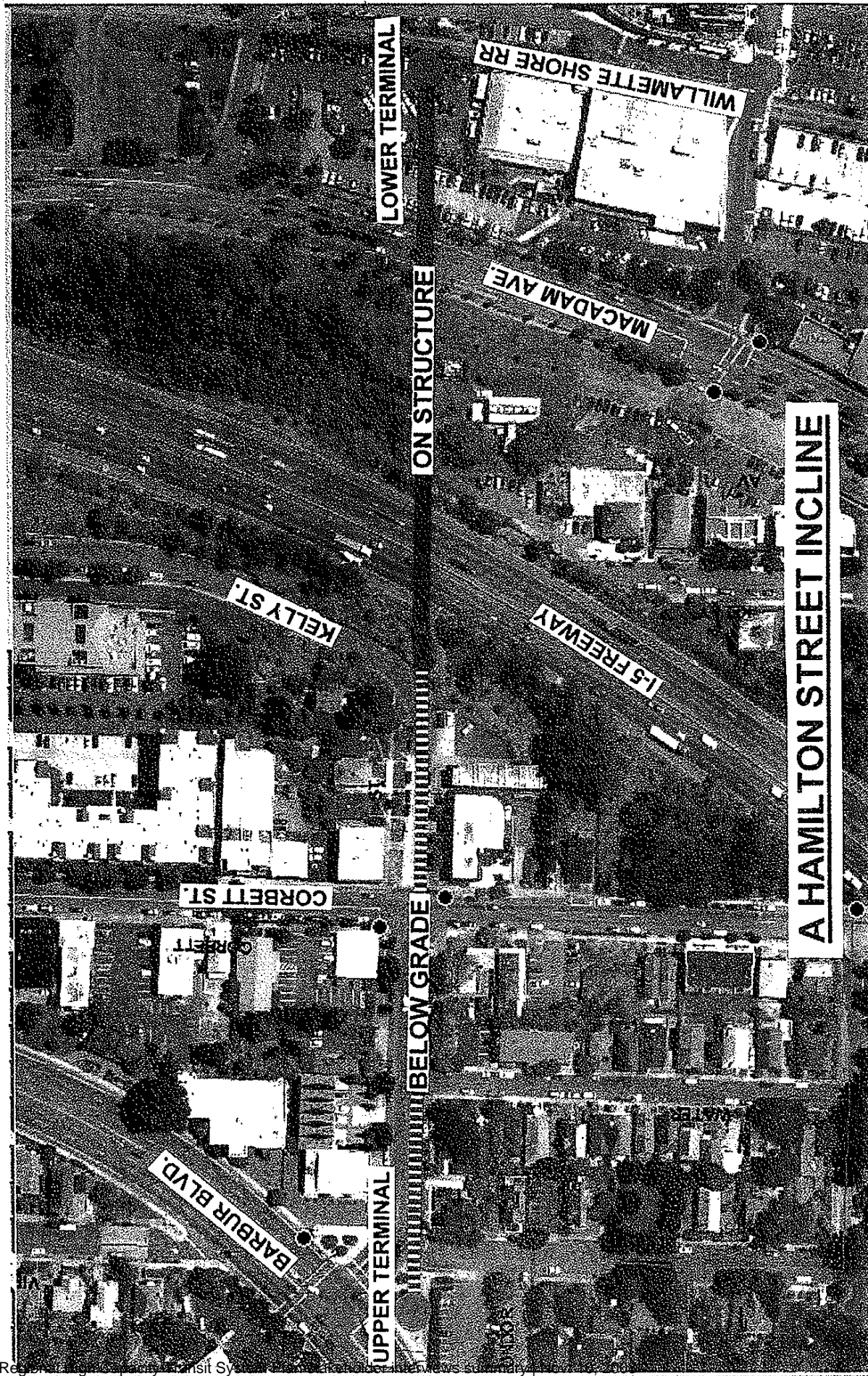
From a system-wide perspective, there is no compelling reason to bring the Milwaukie Light Rail Line into downtown. There is, however, a need to establish a rapid, high capacity north-south transit line as a viable alternative for inter-regional automobile commuting. This is especially true as fuel prices and global climate change become more serious issues.

Linking the Milwaukie Line to the Interstate Line on the inner eastside with transfer stations at the bridgeheads would be fast and direct and attract more riders than a downtown diversion.

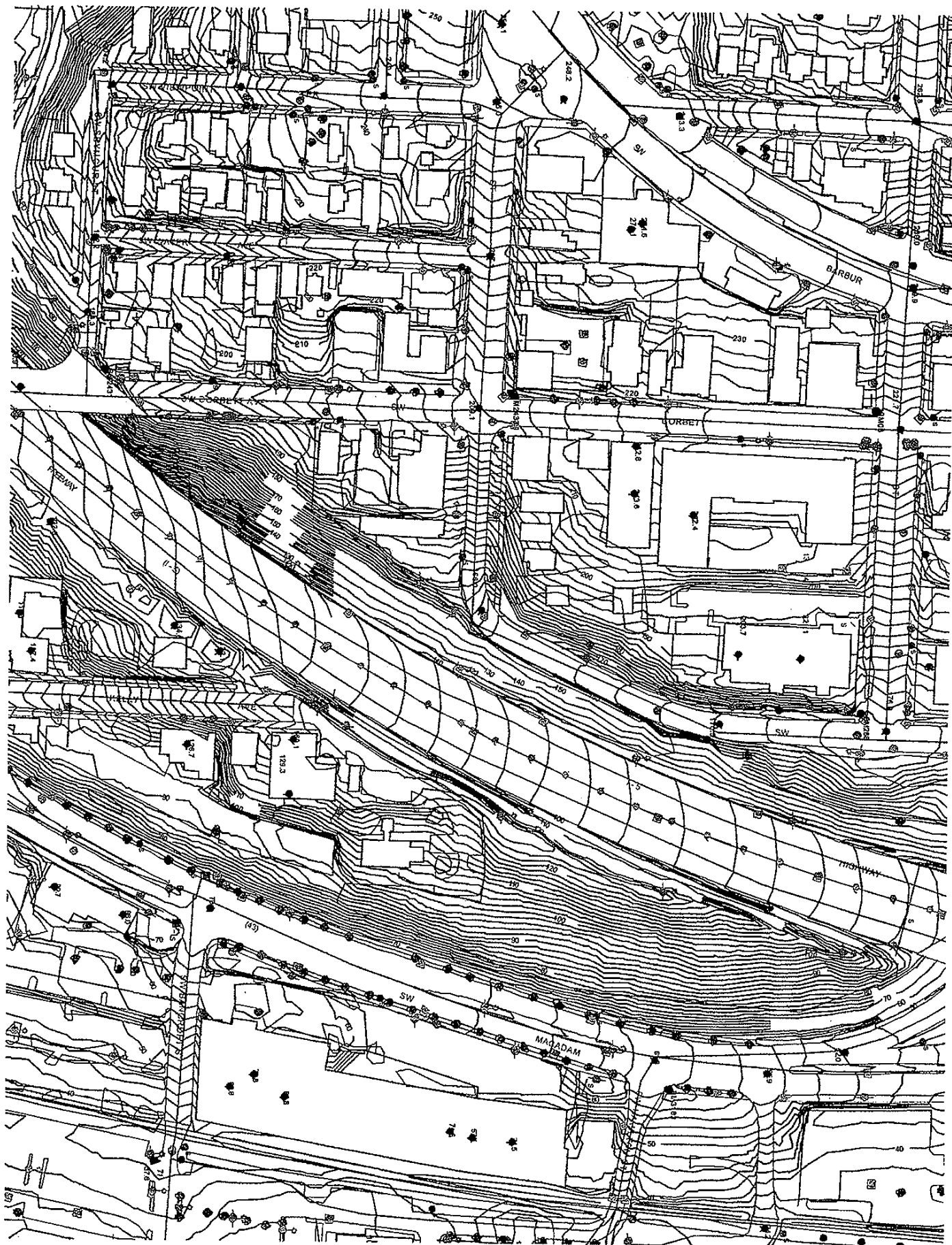


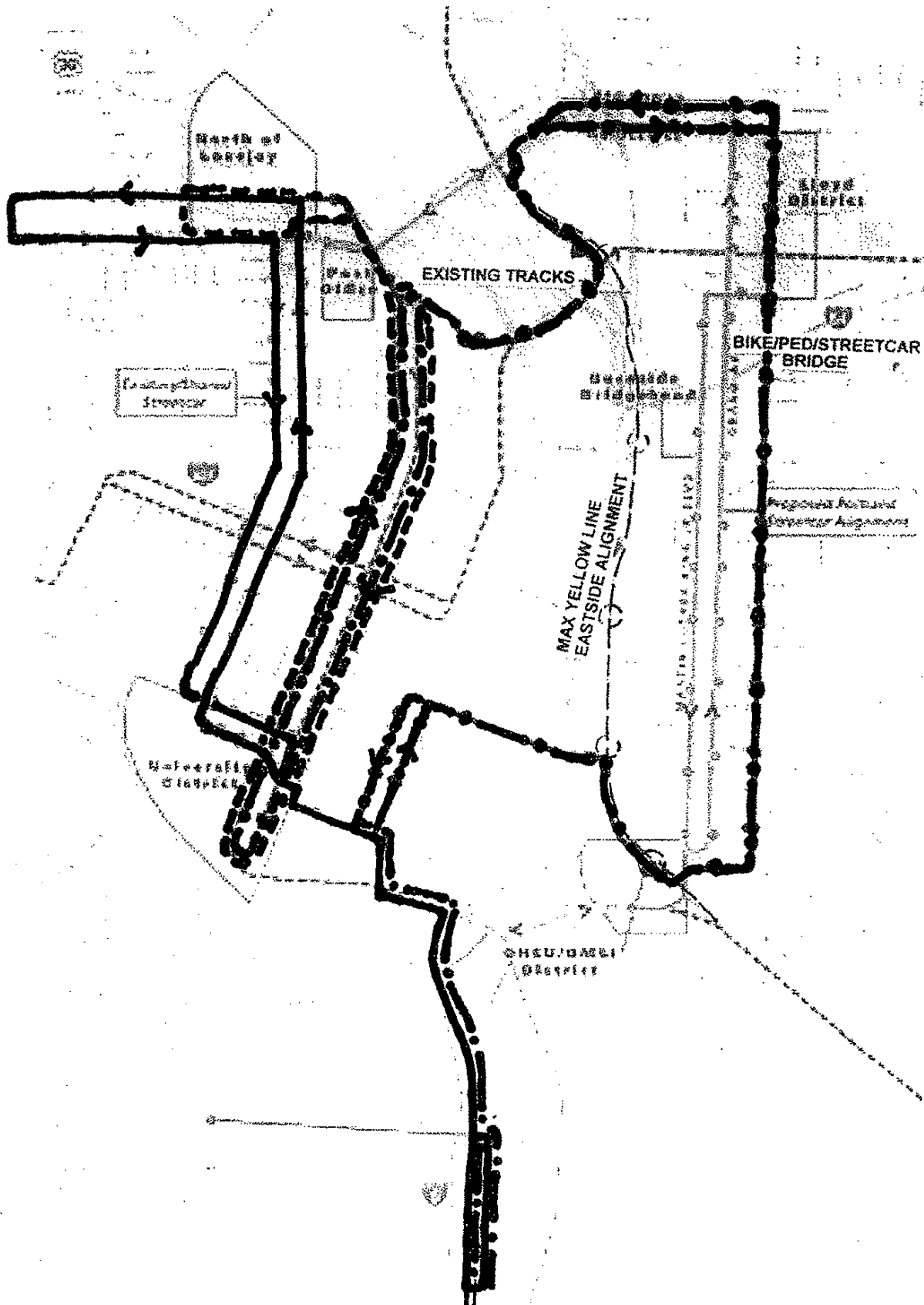
EASTSIDE LIGHT RAIL SUPPLEMENTED WITH STREETCAR **LEGEND**

-  YELLOW MAX LINE
-  GREEN MAX LINE
-  BLUE MAX LINE
-  RED MAXLINE
-  (EXISTING) "A" STREETCAR LINE (NW 23RD – SOUTH WATERFRONT)
-  "B" STREETCAR LINE (OMSI – SOUTH WATERFRONT)
-  "C" STREETCAR LINE (PEARL – MALL – PSU)
-  BUS LINES



JIM HOWELL 3-19-08 jimhowell89@hotmail.com





PROPOSED ROUTING

LEGEND

LINE "A" EXISTING

LINE "B" EASTSIDE LOOP

LINE "C" PEARL - MALL

SEVENTH AVENUE ALIGNMENT
STEEL AND HAWTHORNE BRIDGE CROSSINGS

HAMILTON STREET INCLINE
TO BARBARA BLVD.

May 8, 2008

To: JPACT

FM: John A. Charles, Jr.

RE: *Misuse of the term "High Capacity Transit"*

Since this morning's agenda includes a discussion about funding allocations for various rail transit projects, I would like to address the consistent misuse of the term "high capacity transit" by most members of JPACT.

The term itself is relative; one has to ask, "High capacity compared to what?" When assessed against other viable options, it's clear that projects such as the Lake Oswego trolley, the Washington County commuter rail line, or any of the light rail lines have very modest capacity.

For instance, the most productive busway in the US is the 2.5 mile long eastbound contra-flow Exclusive Bus Lane (XBL) along westbound route 495 to Lincoln Tunnel from the NJ Turnpike, operated during the weekday morning peak hours of 6:00 a.m. – 10:00 a.m. The XBL carries 1,700 buses and roughly 62,000 passengers each morning. This means the facility accommodates an average of 1 bus every 8 seconds over the 4-hour period, with roughly 37 seated passengers per bus.

According to the MTA, the XBL serves more trans-Hudson commuters to midtown Manhattan than the PATH train system, the ferry operations, or even the commuter rail lines to New York's Penn Station.

There is no part of the Portland rail system that comes close to the XBL for passenger throughput, nor is it even theoretically possible. Probably the highest-throughput part of the MAX system is at the Chinatown Station in Portland where we have three light rail lines all offering service. Currently there are 61 in-bound trains running past Chinatown between 6:00 a.m. – 10:00 a.m., or one train every 3.93 minutes. If every train was a two-car train (which is usually not the case), the theoretical maximum number of seated customers would be approximately 7,808 (depending on the model of the car). The XBL's throughput is 8 times higher.

Even if every LRT car was operating at crush-load capacity of 166 passengers for all four hours (which has never happened), the maximum throughput would be 20,252, or less than one-third of what is routinely observed on the XBL every single weekday.

The capacity of the Portland streetcar is so low as to be irrelevant. Running a 30-seat streetcar 4-5 times per hour does not even qualify as mass transit.

The Achilles Heel of the Portland strategy is that all rail systems require minimum headways for safety reasons. The shortest headways among US rail systems are found in the San Francisco BART system at 2 minutes, 40 seconds. TriMet would be lucky to ever get headways consistently down to 3 minutes. In contrast, buses can operate safely with as little as 5-second headways. That creates the high capacity.

Moreover, if a busway has excess road space, it can be auctioned off to SOVs through tolling, something that is happening frequently now in other regions with under-utilized HOV lanes. A rail system is always going to have excess capacity, but it can't be used by any other mode. The tracks just sit unused for large portions of the day, generating costs but no benefits.

I understand that JPACT is irrevocably committed to the expansion of rail transit in the Metro region, as a matter of theology. However, you owe it to the public to at least label it properly. The abbreviation HCT as used by JPACT should be defined as "High *Cost* Transit". The low cost alternative that would actually be in the public interest will always be on a road.

JPACT will have an excellent opportunity to consider this option during its review of the CRC proposals. If all through lanes on the new bridge utilize congestion pricing, with dynamic pricing set to maintain constant traffic speeds of 50 MPH or better, the region would have the functional equivalent of three express bus lanes in each direction. There is no rail scenario that can match this option for high benefits and low costs.

High Capacity Transit System Plan

Workshops summary

Sept. 10, 2008

Overview

Metro held four High Capacity Transit System Plan public workshops from 5 to 8 p.m. on Aug. 12, 13, 14 and 20, 2008. The workshops were held at, respectively: the Walters Cultural Arts Center in Hillsboro, the Oregon City Pioneer Center in Oregon City, the East Portland Community Center in Portland and the Tigard City Library in Tigard. All open house materials, presentations and the comment form were also made available on the Metro web site. A Metro Councilor was present at each workshop.

The purpose of these workshops engage participants in a of goals for the High Capacity System Plan and identify high capacity transit (HCT) The project team provided information about the plan's and schedule, regional land use transportation planning, and of a good high capacity transit



was to discussion Transit potential corridors.

purpose and elements corridor.

through

Workshop structure

The workshops were advertised newspaper ads, in a Metro e-newsletter, in Metro Councilor newsletters, in community

newsletters and through partner organizations. All members of JPACT, MTAC and MPAC were notified of the workshops. The project received coverage by four local newspapers, and the team posted announcements and discussion on BikePortland.org, Portland Transport Blog, Portland Tribune Blog, and NeighborhoodNotes.com. A total of 104 attendees signed in at the four workshops: 26 in Hillsboro, 16 in Oregon City, eight in East Portland and 54 in Tigard.

All workshops used the same format. After a large group opening presentation, participants were divided into groups to review presentations in three topic areas: land use planning around the region, long term transportation planning and the definition of HCT. Each presentation was five to eight minutes long and was supported with presentation slides, display maps and informational boards. A brief question and answer session was held with each group.

Following the presentations, workshop participants gathered around tables in groups ranging from three to eight people. A table facilitator led each group in a discussion about goals for the high capacity transit system and potential high capacity transit corridors. The discussion had three main parts:

- 1) Participants were asked to review the list of goals from the Regional Transportation Plan (figure 1) and to identify which goals were most important in planning for and prioritizing future high capacity transit investments.

Figure 1. Regional Transportation Plan goals

GOALS FOR REGIONAL TRANSPORTATION SYSTEM INVESTMENTS

The vision for the system

Foster vibrant communities and efficient urban design

- Support housing close to transit, jobs, schools and shops
- Encourage compact design to preserve farm and forestland

Sustain economic competitiveness

- Promote reliable, efficient movement of freight, goods and services
- Promote systems that support tourism and other commercial activity

Expand transportation choices

- Connect the entire region with multimodal facilities
- Ensure access for people of all ages, incomes and abilities

Emphasize efficient management of the transportation system

- Promote demand management programs
- Apply technologies that improve traffic flow
- Prioritize system maintenance



Enhance safety and security

- Reduce crashes
- Support strategies for natural disasters and other emergencies

Promote environmental stewardship

- Reduce pollution
- Restore and protect the natural environment and habitat for fish and wildlife

Enhance human health

- Provide facilities that encourage biking and walking
- Improve air quality

How we get there

Ensure equity

- Distribute burdens and benefits equitably
- Provide equitable access to transportation choices

Ensure fiscal stewardship

- Prioritize investments that achieve multiple goals
- Seek sustainable funding strategies

Deliver accountability

- Promote public and private collaborations
- Promote meaningful community involvement

- 2) Participants were shown a regional map highlighting activity centers and existing or planned high capacity transit (figure 2). Participants were asked to list places that they would like to see connected with high capacity transit.
- 3) Participants were shown a discussion draft map with ideas for potential high capacity transit investments (figure 3). Participants were asked to tape or draw in corridors that they thought were missing from this set of corridors. Facilitators captured ideas about why these additional corridors were important.

Figure 2. Regional activities centers map



Figure 3. Discussion High Capacity Transit System Plan map



Comments on Regional Transportation Plan goals

In facilitated discussion and returned comment forms, all of the goals from the Regional Transportation Plan were repeatedly deemed important. “Foster vibrant communities and efficient urban design” and “Expand transportation choices” were repeatedly identified as the most important.

A few participants felt that the goal “Foster vibrant communities and efficient urban design” should promote a better nexus between land use and transportation. Others said that transit expansion should serve existing populations and not be expanded into outlying areas of the region that currently have very little population.

“Expanding transportation choices, connections and access” was the most frequently referred to goal in the workshop discussions and feedback forms. Many respondents wanted the goal expanded to include providing better connections with the regional trail system and improving integration of HCT with bike facilities. Discussions surrounding this goal often led to participants stating that there needs to be improved local bus connections to HCT stops, and higher frequency and expanded hours of the entire system.

In general, criticisms of the goals were that they were too general, that there were too many goals, that the goals needed to be focused on public transit specifically, and that these were objectives, not goals. Suggestions for additional goals included:

- Move more people and move them faster.
- Address community involvement.
- Keep congestion low.
- Be flexible and responsive to changing conditions.
- Create better coordination between levels of government and agencies beyond the region.
- Provide more local control in the decision making process.

There were many vibrant discussions around existing and newly suggested goals. Participants mentioned that there needs to be a better balance between freight and transit (“Sustain economic competitiveness”), economic diversity as well as economic competitiveness should be promoted (“Sustain economic competitiveness”), and that personal safety throughout the entire system should be ensured (“Enhance safety and security”).

Individual workshop summaries

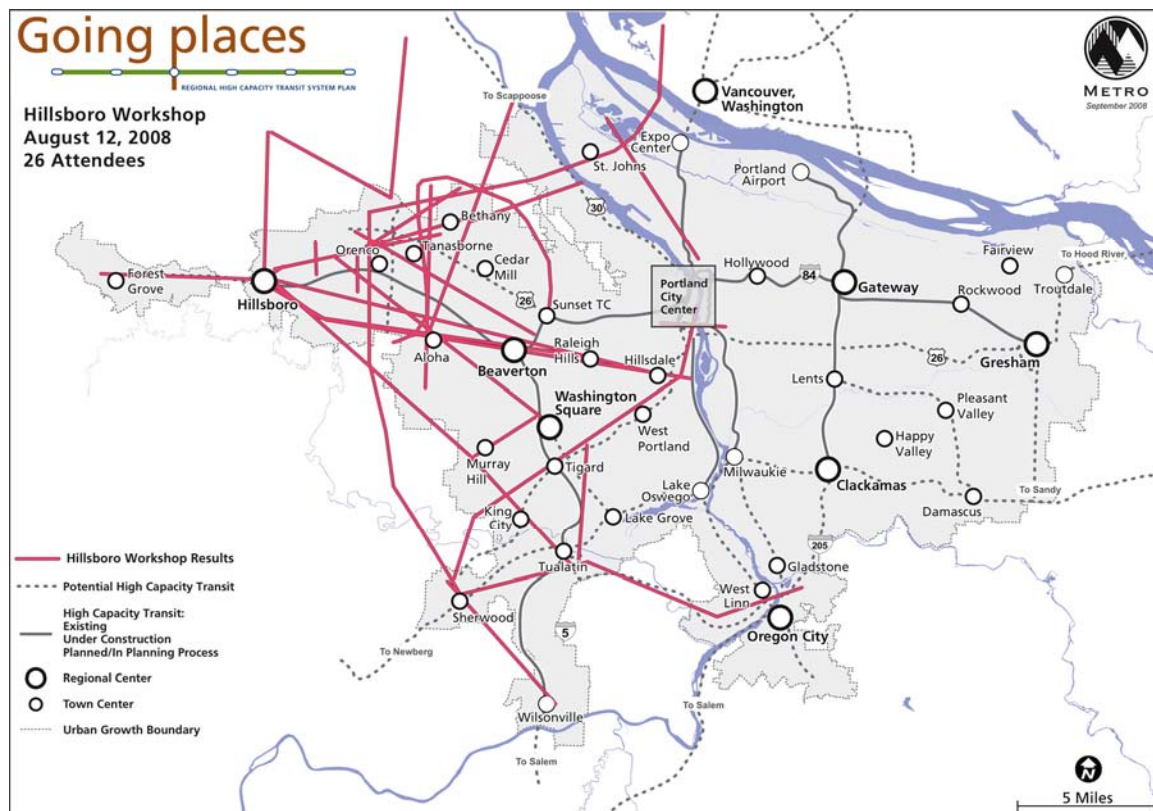
Feedback during facilitated discussion and on feedback forms generally reflected the geographic location of the workshop (e.g. participants at the Hillsboro workshop focused mainly on potential westside corridors, participants at the Oregon City workshop focused mainly on Clackamas County and eastside corridors). In general, participants at all workshops identified the need for more suburb-to-suburb connections and a regional loop or circumferential HCT route. Many people felt that it should not be necessary to go through downtown Portland in order to get across the region on HCT. Respondents at all workshops highlighted the need for frequent local bus circulator routes on all HCT routes and for faster service through downtown Portland.

What follows are a few of the most often mentioned potential HCT corridors at each workshop in order of frequency, the mapped corridors suggested by the participants in each workshop (figures 4 through 7) and the combined map of corridors suggested at these workshops (figure 8).

Hillsboro workshop

- north/south connections in Washington County (Bethany, PCC Rock Creek, Tanasbourne, Aloha)
- extension of Blue Line from Hillsboro to Forest Grove
- along the TV Highway
- along Highway 99W connecting Portland to Sherwood and beyond
- along Highway 26
- connecting Washington County with Vancouver via St. Johns

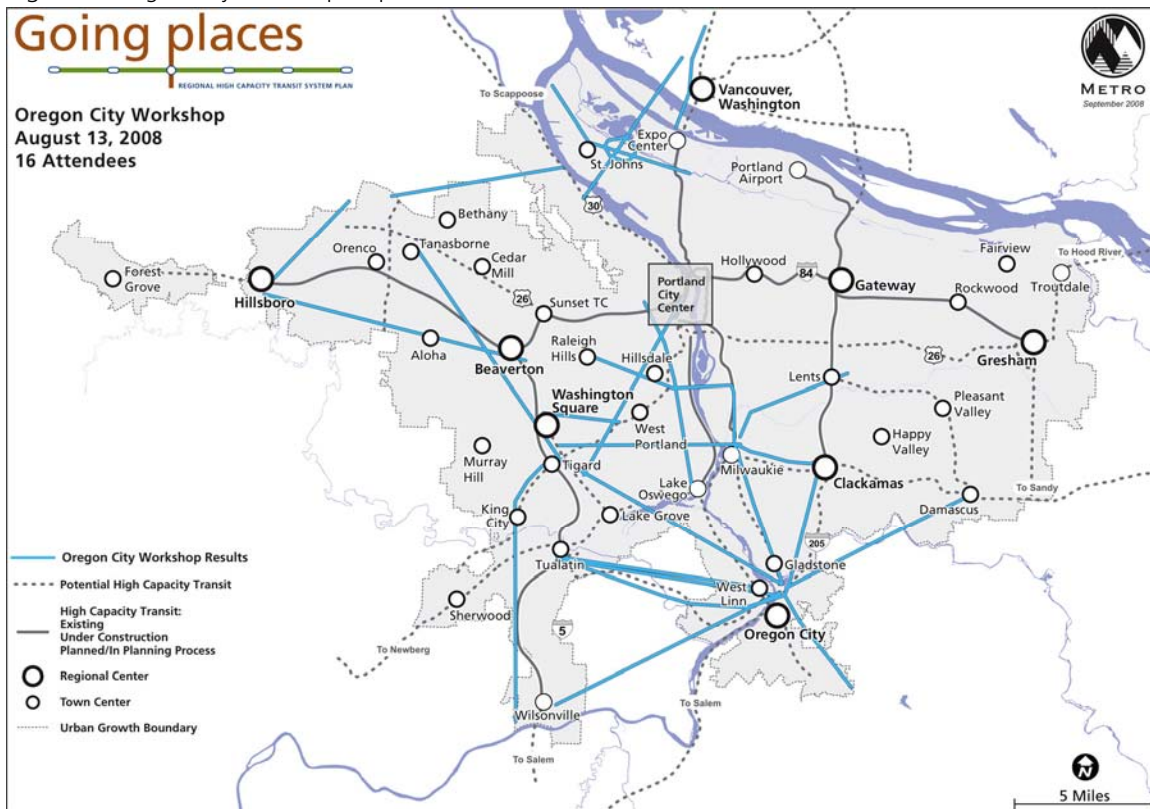
Figure 4. Hillsboro workshop map



Oregon City workshop

- Clackamas Town Center to Oregon City
- Oregon City to Milwaukie and downtown Portland
- Oregon City to Washington County (Tualatin/Tigard)
- Oregon City to Damascus
- along Highway 99W
- Clackamas Town Center to Washington Square

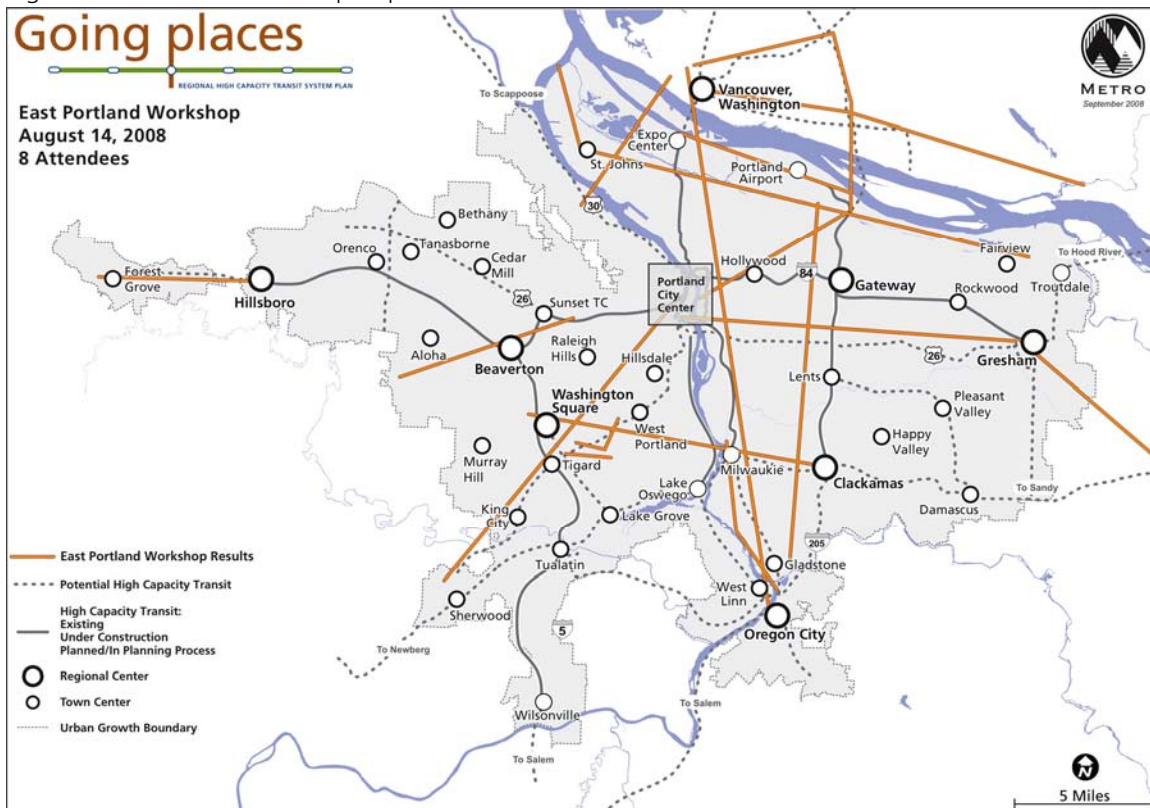
Figure 5. Oregon City workshop map



East Portland Workshop

- extension of Blue line to Mt. Hood Community College
- Gresham to Sandy
- east/west connections in the southern area of the region (e.g. Clackamas Town Center to Washington Square)
- along Highway 99W
- Oregon City to East Portland and to Vancouver

Figure 6. East Portland workshop map



Tigard workshop

- along Barbur Boulevard/Highway 99W from downtown Portland to Sherwood and beyond
- east/west connections in the south of the region (e.g. Clackamas Town Center to Washington Square)
- connecting Washington County with Vancouver via St. Johns
- Clackamas Town Center to Oregon City
- north/south connection in Washington County (Bethany, PCC Rock Creek, Tanasbourne, Aloha)
- along I-5 South
- Portland to Salem
- along Southeast Foster/Powell

Figure 7. Tigard workshop map

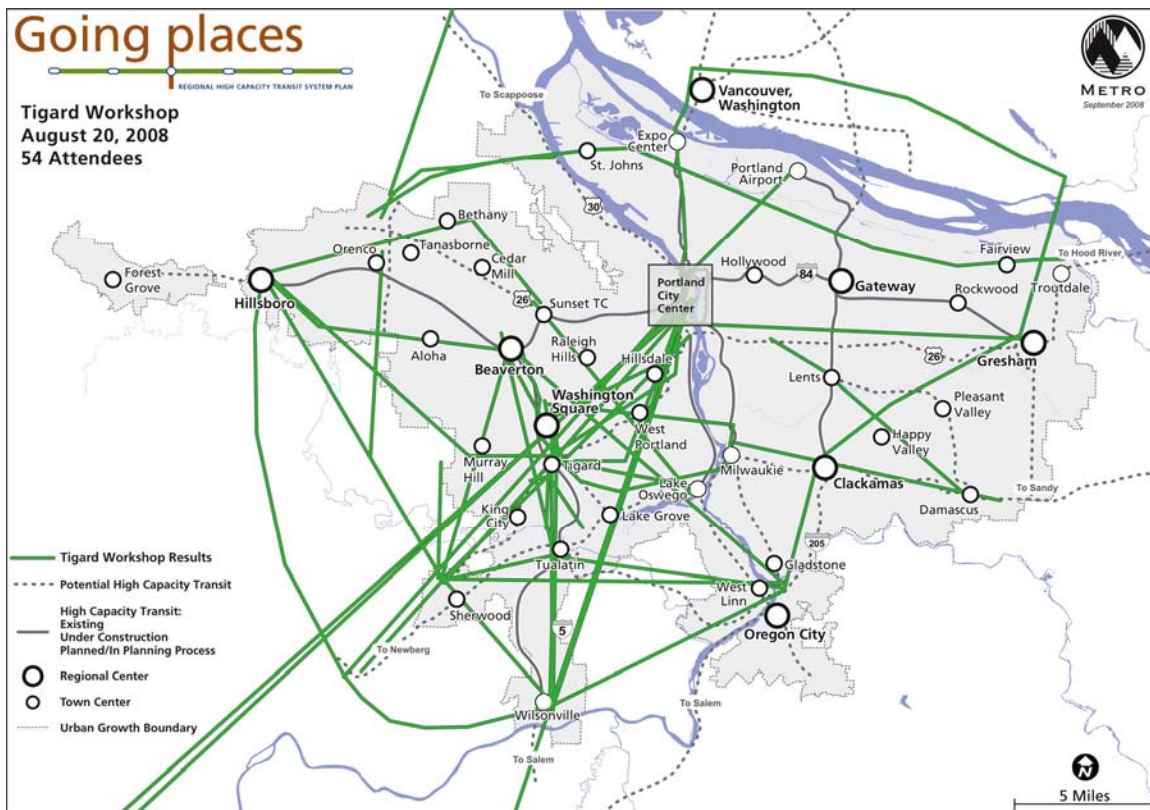
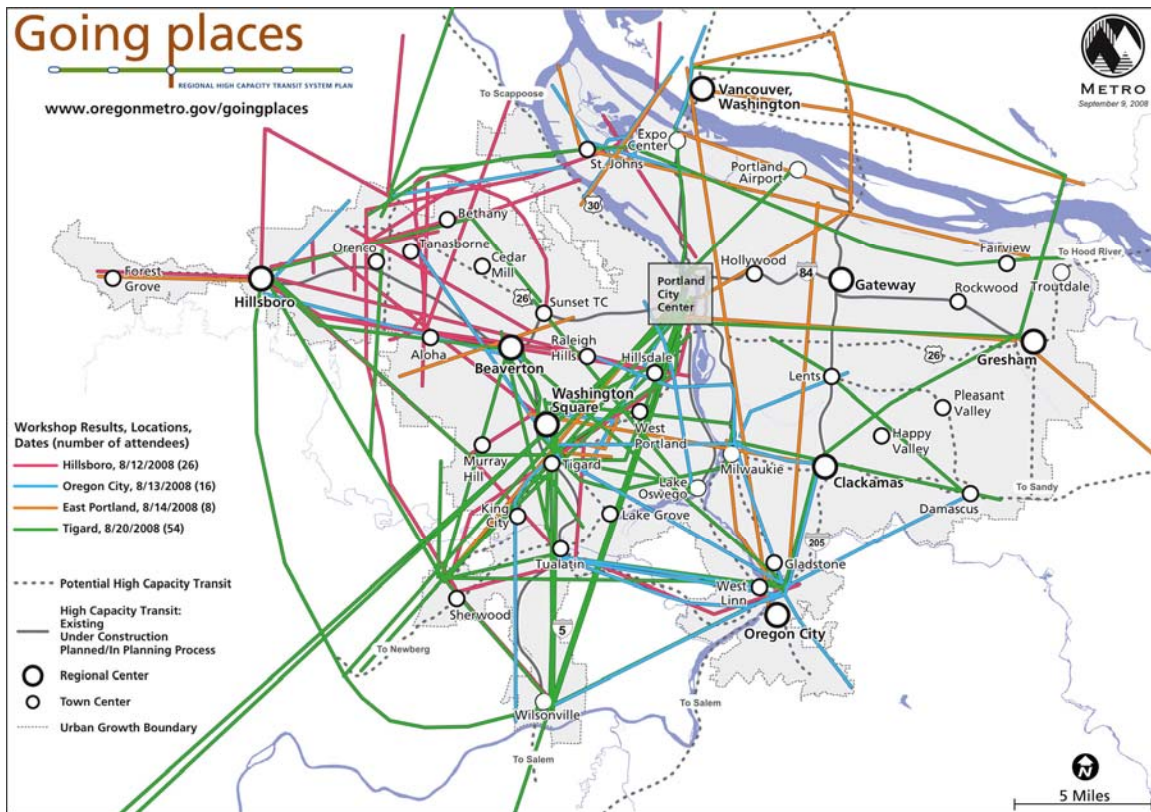


Figure 8. Combined workshops map



Changes to the existing system

There were many suggestions at all four workshops for changes to the existing HCT system. Many participants suggested changes to improve the speed of the current system. Many people suggested that there should be more frequent trains, express trains, fewer stops or an underground subway through downtown Portland and the Lloyd District.

A significant number of people suggested complete integration between the HCT system and the regional trails network and the addition of more and better bike facilities at HCT stations (a small group suggested that when a subway is built through downtown Portland, it should include extra space for underground bike lanes). Other repeated suggestions included:

- restrooms at stations
- luggage racks on trains
- lower fares
- local feeder bus routes for all high capacity transit lines.

General comments

People were pleased with the opportunity to provide input into the HCT plan. There were suggestions to hold workshops with some of the region's major employers and in collaboration with neighboring agencies, such as C-Tran in Clark County, SMART in Wilsonville and SAM in Sandy. Many people also emphasized a few other points:

- Provide express bus routes between centers now.
- Do not rule out BRT on freeways.
- Include local feeder bus routes to support HCT service.
- Make more connections to bike routes.

Workshop notes

Hillsboro workshop, 5 to 8 p.m. Aug. 12, 2008 Walters Cultural Arts Center (four groups)

Group 1 | Table facilitator: Kristin Hull

RTP goals:

- Foster vibrant communities and efficient urban design.
 - self sufficiency of communities (meet basic needs with walk or transit trips)
 - ridership
 - people on the street, pedestrian activity
 - see people using light rail stops
 - infrastructure to support transit-sidewalks
- Promote environmental stewardship.
 - sustainability (esp. for facilities)
- Enhance human health.
 - transit contributes

Improvements to existing system:

- improve bike facilities on MAX
- frequency – more trains
- safe storage for bikes at stations (lockers or attended parking with full suite of services)
- restrooms at stops – coin op
- operating speed – more efficient
 - faster speed and fewer stations
- above ground system for streetcar, underground for subway
- luggage racks
- cost – the system is too expensive for riders

Important connections:

- Hillsboro-Forest Grove extension
- north-south in Washington County
- expansion of light rail to where growth will occur
- north of 26 (Bethany) to Hillsboro
- TV Highway – Portland to Hillsboro
- central city circulation and connections to all regional centers
- areas inside the urban growth boundary should have service

Environmental stewardship:

- wise use and reuse of water
- parking structures with green roofs or solar panels
- green stormwater management
- more electric – could it be exclusively wind or solar?

- other opportunities to use renewables, biofuels, etc.
- more bike spots on MAX

Group 2 | table facilitator: Brandy Steffen

RTP goals:

- First three goals are important.
- Maybe too many goals; with such a big variety, it is hard to measure.
- Ensure equity important because all pay for it and should use it.
- Like maintenance is included and want done.
- List pros and cons of each goal – example: Pollution of modes should be most important consideration.
- Sustaining economic competitiveness should be an objective, not a goal.
- Promote environmental stewardship: Leave out “restore and protect the natural environment.” (It is a good planning goal but not for transportation plans.)
- Sustain economic competitiveness: The movement of freight is important for vibrant communities; include accessible businesses (vs. the need for shuttles).
- Expand transportation choices is an objective not goal.
- Reduce crashes doesn’t make sense for transit or natural disasters.
- Consider how quick the travel time from home to destination is (bus vs. MAX and number of stops).
- Service transit-dependent populations (keep low income housing around transit) instead of displacing them – measure by census data of low income populations
- Assess potential ridership (extension to Forest Grove).
- Explore how to get all classes to use mass transit.
 - middle and high income riders
- Frequent service (five, not 15 minutes)
- Foster new communities vs. connecting already vibrant community, which have the potential for accomplished vibrancy.
- System should not be Portland-centric.

Important connections:

- Hillsboro-Forest Grove
- Washington Square connection
- Southwest Portland (Tigard/King City)
- Tanasborne-OHSU Amber Glenn Center
- Intel Campus–regional employment (spur)
- T.V. Highway
- PCC Rock Creek campus-Sylvania
- Sherwood/Aloha (Survey to see where going to determine corridors.)
- Express trains and alternate train routes (in the event of breakdowns)
- Portland bypass (because at grade is slow)
 - Circle around Portland with spurs going in different directions.

Group 3 | table facilitator: Mark Turpel; table participants: John Southgate, Deanna Palm, Rick Van Buren, Don Odermott, Steve Perone, Tom Terry

RTP goals:

- The region needs a better balance with freight rail lines, but we should be careful not to use limited capacity for commuter rail.
 - concerns that the double track promised on WES line hasn't been built so freight might be moved by trucks on the congested railroad
- Could we share MAX tracks with freight (Intel shipments to PDX)?
 - There is a bottle neck on LRT tracks in downtown Portland.
- More land use connections are needed. (Jobs are in Washington County and the residents are in Damascus.)
- Employment centers outside of the central business districts do not lend themselves to more traditional transit.
- Employment in Washington County needs to be served, but we need a new model of where jobs are located.
- HCT has potential but won't be efficient serving current employment center model.
- HCT is the backbone of the system, but what is currently missing are the system linkages (local bus connections from the MAX stations).
- Strategic investment should also improve vehicular corridor capacity.
- More local control should be implemented.

Changes to the existing system:

- Portland Airport to downtown should have fewer stops to increase the speed from end to end.
- System should include some local trains and some expresses.
- Bus Rapid Transit seems more cost effective than light rail.
- There is a need for express trains. (Could we create sidings to allow express trains to go by?)

Important connections:

- North-south connections in Washington County.
- employment centers
- high frequency and local service circulators for all HCT (Currently, there are many employee-driven shuttle services, not TriMet, complementing HCT)
- only corridors inside the urban growth boundary and along higher density areas

Other feedback:

- Workshops should happen with major employers.
- Maps should also include employment centers.
- Outreach should be better.

Table 4 | table facilitator: Sid Rothstein

RTP goals:

- Enhance safety and security.
 - personal security

- neighborhood security
- Expand transportation choices.
 - for all ages and abilities
- Promote community involvement.
- Promote regional centers model.
 - Land use can create vibrant communities.
 - Identify center's opportunities.
- Equity should be articulated (Regional? Individual? Geographic?).

Important connections:

- west of Tualatin to Milwaukie
- McMinnville-Milwaukie
- Barbur/99W to Sherwood
- Beaverton-Forest Grove along TV highway
- MAX extension to Forest Grove
- north-south connections (Bethany/Tannasbourne/Aloha/Sunset TC)
- Bethany-St. Johns
- westside to Vancouver
- large regional loop
- Beaverton-Tigard-Wilsonville
- Oregon City (extend light rail)
- Red Line extension to East Vancouver

Other feedback

- local bus feeder circulators for HCT
- complete multi-modal system

Oregon City workshop, 5 to 8 p.m. Aug. 13, 2008

Oregon City Pioneer Center (three groups)

Group 1 | table facilitator: Dana Lucero

RTP goals

- Saving time and money important
- More direct routes needed (to downtown and from suburb to suburb)
- Transportation choices beyond the personal car
 - Other options other than car
 - More attractive options than car
 - Must be flexible
 - Need a system like Paris, can get anywhere, dependable, cost effective, safe efficient
- needs to be responsive to changing public sentiment and situations (gas prices)
- reflect the true cost of personal vehicle (gas, maintenance, insurance, environmental impact)
- the south (Oregon City area) feels outside the region because don't have access to adequate service
- when expanding UGB, transit service needs to compliment the growth and must be proactive

Important connections

- Clackamas Town Center-Oregon City
- Oregon City-Tualatin
- Damascus-MAX Green Line
- Oregon City-Portland through Milwaukie
- Oregon City-Lake Oswego-Portland
- Clackamas Town Center- Milwaukie
 - Downtown Oregon City should be a terminus at Clackamas Community College.
 - Oregon City is a region center and should be connected to the rest of the region.
 - Build HCT in already dense areas.
 - Establish a plan for new developments to be built around transit.

Highest priorities:

- Connect Oregon City to Clackamas Town Center.
- Connect Oregon City to Lake Oswego/ Milwaukie to get to downtown Portland.

Overall

- need better feeder bus routes and supportive infrastructure (sidewalks/bike paths)
- Integrate transit planning with bike and pedestrian improvements
- should begin to purchase ROW in South Corridors to lessen costs in future
- bring back street car to areas that were originally built around the streetcar and higher capacity in areas that are newer

Group 2 | table facilitator: Kristin Hull

RTP goals

- Create a vibrant community in Oregon City so they are not a burden on the region.
- Provide choices and a fully multi-modal system.
- Add new goal: Keep congestion low.
- Safety and security is a priority.
- Make good connections in order for people to ditch their cars.
- Support and promote economic diversity.
- Improve passenger and freight rail (remember freight mobility).
- Plan for bikeways, too (another alternative to paving all over the place).
- Create a successful transit system.
- Achieve goals.
- For HCT, be financially viable over other modes.
- Improve bus connections (large majority should be within a ¼ mile of a stop on a line that comes at reasonable times).

Improvement to the existing system

- Offer express light rail (fewer stops).
 - new express light rail lines along Highway 26 from Forest Grove to downtown Portland averaging 60mph
- Improve bus system over light rail.
 - Increase frequency on all routes.
 - Decrease fare to increase ridership.
 - Add better bus connection from Oregon City to Washington County
 - Offer better coverage of region.
- Create an overall faster system (should not take more than twice the time to take transit v. driving).

Group 3 | table facilitator: Sid Rothstein

RTP goals

- Foster vibrant communities.
- Expand transportation choices.
- Promote environmental stewardship.
- Connect the entire region with multi-modal facilities.
 - will result in vibrant communities that will have positive impacts in other areas such as public health
- New technologies should be applied to all aspects of the system
- Housing and jobs should be supported near transit (like Orenco and Interstate)
- Provide access for all incomes.
- Plan for Bike and pedestrian facilities.
- Provide efficient connections and management of the system (lines should serve density).
- Rapid, clean, frequent and secure service will reduce pollution and improve air quality.
- Farm and forest land should be preserved.

- Land use that is only housing is bad (no bedroom communities).
- Compact design should be encouraged.
- Encourage communities that meet a range of needs.
- Connect regional centers.
- Prioritize where needs currently exist by focusing on densities and land uses – makes choices logical and easy.
- Access to HCT is important; park and ride is important.

Important connections

- along I- 5
- extension of MAX Green Line to Oregon City
- Oregon City-Tualatin
- Portland-Milwaukie-Oregon City
 - Pedestrian/ residential densities will need more of a local serving line than along I-205 where there is a need for park and ride facilities.
- along 99W
- to Washington Square
- extension to Forest Grove

Other thoughts

- Serve different incomes and cultures not just the transit dependent.
- Close-in areas should be prioritized to benefit maximum populations.
- Do not promote growth in outer areas with HCT.

Changes to the existing system

- fewer stops on the MAX Green Line

East Portland workshop, 5 to 8 p.m. Aug. 14, 2008

East Portland Community Center (two groups)

Group 1 | table facilitator: Sam Beresky

RTP goals:

- Take a complete, integrated approach (all transportation needs: freight, bikes, etc.).
- Share facilities (like WES, shared tracks with freight).
- Use MAX tracks for local freight movement in off hours.
- Better incorporate bike on light rail (bike-only car on MAX).
- Create better connections to HCT from the regional trails network.
- Offer HCT beyond the region (Portland–Salem–Eugene).
- Urban growth boundary expansion should not happen because of the environmental stewardship goal (sprawl is not good on the environment).
- Clark County is not being looked at; they are part of our region and should be incorporated accordingly.

Changes to the existing system

- bypass downtown or express service through

Important connections

- WES to Salem
- regional feeder traffic on Class 2 rail (Use existing lines and right of way.)
- Milwaukie line along eastside to Vancouver (bypassing downtown)
- Oregon City-Vancouver
- rural centers to the central city
- from I-205 to Boring
- Washington Square-Clackamas Town Center
- Red and Yellow lines along Columbia Boulevard
- Red and Yellow lines into Vancouver and connected
- grid lines feeding the faster, main lines
- additional east-west lines to avoid downtown
- local circulator routes around Gateway Transit Center and on the eastside
- concentric circle rings (many of them) around the region
- Tualatin-Milwaukie

Other thoughts

- underground bike routes through downtown when a subway is built
- local circulators bus routes around HCT stops
- more MAX compatibility with bikes
- express bus lines to build ridership first

Group 2 | table facilitator: Kristin Hull

RTP goals:

- How do we prioritize when we can't always fund everything (choices of improvements)?
- Ensure equity: Provide to underserved areas.
 - getting to and from
- People who use system need to pay cost per passenger mile.
- Sustain economic competitiveness is important, especially in a recession.
- Assess ability to meet projected peak capacity.
- Riders are not able to connect to important destinations/origins currently.
- People want high capacity to be fast and frequent.
- Separate right of way is needed, and there is not a lot of room on city streets.
 - Create corridors that don't "take away" vehicle lanes.
- Consider trolley buses (electric).
 - They can be cheaper and less invasive, allowing the funds to be spread out.
- Assess problems with air quality of transit vehicles and the impacts of other vehicles (idling cars).
- It is hard to use transit with poor connection and facilities with infrequent bus service (no sidewalks, pavement, etc.).
- East Portland is unique: Create relationship of transit (streetcar) to take pressure off other areas (growth) and connect to high capacity transit system.
- Mother, kids and elders have to walk in bike lanes because of no sidewalks.
- Build sidewalks where they don't exist rather than alter existing sidewalks.
- Not all high capacity needs to serve Portland; many people going to regional centers.
- At activity centers, also look at connections at a local level (house to high capacity station).
- Have a system that supports Gateway as a regional center.
 - attractive
 - availability of work, restaurants, range of services
- Gateway is stalling because the process of urban renewal means land acquisition.
- Airport Way is an employment area only served by auto.
- Sandy Boulevard is also an important corridor.
- Recognize the difference between streetcar and HCT (streetcar is for neighborhood service).
- Create enhanced bus/local feeder service to HCT.
- Use trolley trail because private right of way can be developed easily.
- Create HCT loop on eastside to increase speed and connections.
 - Milwaukie/Gladstone-Oregon City-Clackamas
 - non-auto oriented road for speed
 - Gladstone for development options
- There is concern about HCT on narrow roads: crowded with HCT, bikes, pedestrians, autos (Powell Boulevard is zoned for multifamily).
- Ask if zoning matches with goal of neighborhood and HCT.
- Think carefully about community around the HCT corridor and the type of development that should be created.
- Would growth occur without financial incentives?

Important connections

- Johnson Creek area flood plain
- MAX Blue Line: Mt. Hood Community College
- Damascus and future development
- 82nd Avenue bus line as electric trolley/bus (also Sandy Boulevard)
- Canyon Road-Beaverton-past Aloha
- Bethany and PCC Rock Creek
- all community colleges
- 122nd Avenue, Division Street, Powell Boulevard feeding to Gateway
- Clackamas Town Center-Gresham
- Sandy (city)-Gresham
- St. Johns via Lombard or Columbia boulevards (possibly commuter rail because little/few stops)
- another north Willamette crossing (touching Swan Island)
- Hayden Island-St. Johns-West Hills (on existing rail bridge to Highway 30)
- Highway 217/I-5 development in this “triangle” (Lowe’s) needs access, if developed.
- Damascus when roadway project is started (to share expenses)
- Milwaukie to across the river to relieve pressure off the Sellwood Bridge versus “forgotten bridge.”

Other thoughts

- There is concern about taking lanes from Barbur Boulevard’s existing capacity (since backup for Interstate 5) and decreasing vehicle capacity.
- There needs to be better connections around Washington Square from MAX.
- There is an equity issue with lower income populations in suburbs; connect eastside to more modes (Lents) – maybe street car/trolley bus.

Tigard workshop, 5 to 8 p.m. Aug. 20, 2008

Tigard City Library (six groups)

Group 1 | table facilitator: Sid Rothstein

RTP goals

- We need to consider how people will get to transit (example: no connections from Bull Mountain).
- Goals don't acknowledge the need to be consistent with state plans (ex: centrality of Barbur Transit Center).
- Do the goals address \$10 per gallon gas?
- How will we know when we've achieved goals?
- Use active words in goals.
- Compare to other cities.
- Offer statistics: crashes, incidents, ridership, hours in traffic, cars on road, pollution, faster transit travel, better connectivity, more choices, etc.
- Get where you want on bike.
- Encourage better use of assets (ex: sharing a car).
- Reduce the amount of total land area devoted to transportation.
- Split up goals by mode.
- Consider parking.
- Make transportation (transit) affordable.
- Preserve historic places.
- Measure transportation relative to growth.
- Report on subregional level (example: westside transit is not keeping up with growth).

Important connections

- Sherwood-downtown Portland
- extension to Forest Grove
- Tigard as a transit hub
- along Barbur
- Sherwood-Hillsboro
- Tigard (clogged by pass through traffic, possibility of redevelopment of Tigard triangle stunted by lack of transportation capacity)

Other thoughts

- There is concern about limited service allowed when sharing freight track.
- Improve existing Tigard Transit Center (more weather protection).
- How to prioritize?
 - regional equity
 - ridership
- Offer more capacity for bikes.

Group 2

RTP goals

- Focus on where people want to go.

- Add connection to where people congregate and where people want to go.
- Relieve congestion through transit connections.
- Focus on Highway 99; give relief to Highway 99.
- Coordinate with 1-5/99W connections.
- Connect to transit centers.
- Look at Washington Square, employment centers, Hillsdale, Bridgeport Village, Tualatin – where people want to go.
- Offer a complete bus system.
- Focus on Tigard, intra-Tigard and King City.
- Balance transit availability vs. usability and quality.
 - hours
 - places to go
 - wrong direction
 - capacity – too crowded, stops too much
 - efficient – efficient load capacity
- Connect to places that are not planned (Bridgeport Village)
 - flexibility, periodic reassessment
- Plan transit for areas that will be developed in the future.
- Tourist would have difficulty with connections from Tigard.
- Look at Washington D.C. – through traffic below in tunnels – look at Highway 99E

Important connections

- Highway 99W, King City-Portland
- Newberg-Tigard
- Highway 217-Wilsonville
- McMinnville-Tigard
- Tualatin-Sherwood
- Tualatin-Tigard
- high schools/community colleges
- Kruze Way-Tigard
- Bridgeport Village-Tigard
- Hall Boulevard/99W to 1x commuter bus to Salem (Tigard to Salem redundant)
- 1x to commuter rail WES
- Portland-Salem
- 72nd Avenue (has congestion)

Group 3 | table facilitator: Brandy Steffen; table participants: Jim Howell, John C. Shaw, Danise Weller, Jan Secunder, Megan Braunsten-Lenahan, Gretchen Buehner

RTP goals:

- equity – transit access and geographic equity
- economic/financial equity
 - Low/med income population is moving to suburbs (End of Suburbia documentary).

- Small communities looking to attract people/tourism.
 - Offer circumvential cross connection.
 - Create better connections to HCT.
- safety
 - Attract small businesses (“eyes” on the street).
 - There is gentrification and high density, but services aren’t provided.
 - People want full spectrum of economic levels around transit oriented development and mixed-use building.
- traffic flow – transit
 - signal pre-emption
 - bypass lanes
 - GIS
- multi-modal
 - Connect region with grid system to provide direct, frequent, reliable service (Milwaukie - Clackamas TC is currently impossible).
 - Create better network design.
 - Offer some way to connect to transit within every 5 blocks/½ mile.
 - Increase frequency – no more than 15 min between vehicles (for transfers).
 - Provide one ticket for every mode.
 - Provide any other mode (or combination) besides SOV to go edge to edge of urban growth boundary within 45 minutes.
- safety
 - safety of vehicle – “can it take a hit”
- safety while waiting for transit
 - small businesses on platform – all night news stand/coffee to provide safety
- “owl buses” to serve all work hours
- not enough park and ride capacity on blue line
 - or misused/underused parking structure in Gresham (may be a safety issue)
 - maybe shuttles between park and rides
- Parking structures wrong vs. land bank via surface lots – need frequent bus services to get to the HCT.
 - Charge for parking.
 - Offer different/graduated parking fee for carpool and free and secure parking for bikes/motorcycles.
 - Examine the Paris bike exchange, like Zipcar.
 - Provide more bike parking (always full in Gresham).
 - Secure (full individual cover) or corral with showers.
 - Offer shower facilities.
- downtown: frequency/speed – need faster way through downtown (elevated or subway going east-west) between OMSI and Goose Hollow
 - north-south connection on the eastside, fast connection (Yellow Line that doesn’t go downtown through)
- environmental
 - permeable pavement with bio-swales

- biodiversity in plantings
- reduction of GHG
- reduction of oil dependency/alternative fuel (non-palm oil)
- reintroduction of electric busses on high density bus routes
- economic competitiveness
 - choice of vehicles – impact on roads for maintenance means low maintenance vehicles and for infrastructure (roadways)
 - high capacity freight should be considered “money” – combine efforts to save money (Amtrak/freight/commuter rail)
- coordination of efforts with all agencies and transit users – share resources for efficiency
 - to get federal money
 - also with private (rail operators)
- global warming/climate changes – think about future impacts to system
- rapid connectivity between all activity centers
 - choice of transit from HCT hubs

Important connections:

- subway/elevated east-west through downtown Portland
- eastside north-south connection without downtown Portland
- Tigard–Clackamas Town Center
- Clackamas-Gresham
- southern connections over river
- cross into Vancouver
- Highway 30 (P&W railroad line)
- Bethany-St. Johns
 - German Town Road is too dangerous.

Other thoughts

- Connectivity needs feeder services (maybe not HCT but need service).
- Using existing P&W line could circle the city (DMV 74% cheaper than light rail).
- Plan/anticipate future development.
 - Transit should be available for development now – overlay current development with these lines.
- Passenger commuter rail makes sense with improvements to existing freight lines (after improvements made for freight).
- Choose economical/cost effective methods (including maintenance costs with vehicles and lines).
- Think about where we want development (HCT will spur development).
- Protect some of the existing land uses/employment.
- Bring employment to new areas.
- Protect “daily needs” services.

Group 4 | table facilitator: Dana Lucero; table participants: Cleon, Doug, Nicole, Mary Ann, Dar, Bob, Diane, Garrett

RTP goals

- expanding transportation options
 - access to buses
 - ADA compliance at stops
 - connecting service
- security and safety
 - goal of a plan
 - community and on-system
 - the experience of the system
- rider training

Important connections

- Tigard–Milwaukie
- Oregon City (Clackamas Community College)
- Tualatin–Oregon City via I-205
- bus rapid transit high occupancy vehicle lane freeway stations
- Sherwood
- Highway 99W Sherwood–downtown Portland
 - bike capacity
- Beaverton–Vancouver
 - shuttle service
 - speeding downtown service
- Beaverton–Forest Grove
 - EVs
 - leveraging existing rail
- Clackamas Town Center–Damascus
- Gresham–Troutdale/Fairview (Columbia Gorge)
- St. John’s–Fairview
- Cornelius Pass
- Beaverton circulation
- elevated through downtown Portland

Group 5 | table facilitator: Kristin Hull

RTP goals

- Connect to all housing centers – particularly those without jobs.
- Transit should serve jobs.
- Connect housing to employment.
- We need good connection to airport from more areas.
- Serve current growth – not just future growth projections.
- Serve edges of region.
- Some miss the old express bus.
- Encourage development along the line to support additional density.
- Focus on management of system (most important)

- reliability
- frequency – don't need a schedule
- direct (few transfers)
- fewer stops/speed/efficiency
- bus service later in the evening/earlier in the a.m.
- long term parking in system
- system that works together
- Reduce the cost of trips – TriMet fare is too expensive.
- Create better connections to Zipcar.
- Offer better north-south connections.
- Create a balanced system with modes for all people.

Important connections

- Tanasborne/Shule Road to Westside MAX
- Portland-Sherwood (Highway 99W) with P&R
- commuter rail to Salem (not just commute)
- high speed rail in I-5 corridor

Group 6 | table facilitator: Sam Beresky

RTP goals

- Number one goal should be to improve traffic flow on Highway 99W.
- Connect employment centers with population centers.
- Expand transportation choices.
- Promote environmental stewardship.
- Emphasize efficient management of current system.
- Better utilize the urban growth boundary to prevent sprawl.
- Create local bus connectors from residential to HCT lines.
- Measurement of goals is easy: the goals have been reached if there is less gridlock and it is easier to get from place to place without a car.
- Overall there needs to be better connections to get people from their homes to the HCT stations. This would include local connectors and added park and ride capacity.

Important connections

- local connections around Beaverton (Nike, Intel), Washington Square Town Center and Tigard area
- Hillsboro to Tigard area
- Sherwood to downtown Portland and direct to the Portland Airport
- more suburb to suburb connections

Other thoughts

- There should be expanded express bus hours.
- Expanded WES hours.
- Safety should be addressed on existing MAX system.

- There needs to be better connections to the regional trails network, better bike facilities at stations and increased bike capacity on HCT lines.

High Capacity Transit System Plan

Online questionnaire summary

Oct. 8, 2008

Overview

Over 200 people completed an online questionnaire for the Regional High Capacity Transit Study between August 12 and October 1, 2008. The questionnaire included questions about important centers and corridors to serve with high capacity transit, barriers to using transit, and goals for the system. The online questionnaire was advertised at regional workshops held in August 2008, community group meetings, farmers' markets, community events, and through blogs and electronic newsletters.

Community members have also had the opportunity to answer similar questions through a written comment form. Responses to the written comment form are reflected in the workshop summary (August 2008).

Summary of responses to questions

Activity centers that should be served by high capacity transit

Respondents were asked to select, from a drop down list, which activity centers should be served by transit. Respondents could select up to three centers. Downtown Portland, Tigard, Washington Square shopping area, and Portland State University were selected the most times (between 40 and 70 selections). Downtown Beaverton, downtown Oregon City, downtown Lake Oswego, and Clackamas Town Center shopping area also were selected frequently (between 20 and 35 times). Other activity centers were selected fewer than 20 times.

When asked if there are other activity centers that should be served with high capacity transit, respondents identified a range of locations in the region. These included:

Washington County

- TV Highway
- Highway 99W
- Tualatin-Sherwood Road
- King City
- Sherwood
- Forest Grove

Clackamas County

- Highway 224 between Milwaukie and Clackamas
- Kruse Way area of Lake Oswego
- Lake Oswego
- Canby
- Damascus
- Oregon City
- Happy Valley
- Wilsonville
- West Linn

Multnomah County

- Forest Heights
- Troutdale
- Burlingame
- Portland:
 - Union Station
 - Alberta Arts district/Mississippi
 - Beaumont/Wilshire
 - Killingsworth
 - Montavilla
 - Barbur Boulevard
 - Hawthorne/Belmont
 - St. Johns
 - Hillsdale
 - Multnomah Village
 - Sellwood
 - Foster Blvd. at SE 50th going east to SE 122nd Ave.
 - SE 122nd Avenue
 - SE Powell Blvd. from I-205 east to Gresham
 - SE 136th Avenue
 - Inner NE to inner SE Portland (MLK/Grand)
 - Sandy Boulevard
 - Columbia Boulevard

Outside the region

- I-5 corridor: Seattle-Portland-Salem-Corvallis-Eugene, as well as McMinnville, Woodburn
- Oregon Coast; repair the Port of Tillamook Railroad which would restore rail access to Wheeler, Rockaway, Garabaldi and Tillamook
- Yamhill County and Newberg
- Clark County: Vancouver, Clark County Amphitheater, Battle Ground, Scappoose
- Columbia County: St. Helens, Scappoose Highway 30 area
- Hood River
- Sauvie Island

Other locations

- Shopping areas such as Bridgeport Village
- Business Parks
- Other colleges, universities, and health care services - Concordia University, Lewis and Clark College, University of Portland, Newberg Hospital
- Recreational and Greenspaces including Powell Butte Park, Washington/Forest Park, Tualatin Hills, Smith and Bybee Lakes, Blue Lake Park, Cook Park, Mt. Tabor, Tualatin Hills Aquatic/Athletic Center

Barriers to using transit

When asked to identify barriers to using transit, respondents listed the following themes most often:

- Service areas: high capacity transit does not serve desired destinations, feeder buses do not cover much of the region
- Frequency: does not operate frequently enough or for long enough hours
- Safety: concern for personal safety at stations and on transit vehicles, concern about security of parked cars at park-and-ride lots
- Bicycle capacity: too little bike parking at stations and capacity for bikes on trains and buses
- Reliability: transit is slow and unpredictable
- Station or stop environment: pedestrian connections to transit are unsafe including lack of sidewalks, pedestrian crossings and street lighting

Goals for the high capacity transit system

Respondents were asked to select which goals from the Regional Transportation Plan were important to them. Foster Vibrant Communities and Efficient Urban Form, and Expand Transportation Choices were selected more than 40 times as important goals. The number of times each goal was selected as important is shown in the table below.

Goal (grouped by number of selections)
MOST SUPPORT
Goal 1: Foster Vibrant Communities and Efficient Urban Form
Goal 3: Expand Transportation Choices
SOME SUPPORT
Goal 4: Emphasize Effective and Efficient Management of the Transportation System
Goal 2: Sustain Economic Competitiveness and Prosperity
Goal 6: Promote Environmental Stewardship
Goal 5: Enhance Safety and Security
LESS SUPPORT
Goal 10: Deliver Accountability
Goal 7: Enhance Human Health
Goal 9: Ensure Fiscal Stewardship
Goal 8: Ensure Equity

When asked if there were goals missing from the list, people suggested the following additional goals:

- Ensure regional sustainability and energy conservation, especially with the fuel crisis.
- Create better connections between modes (walking, biking, buses, and HCT).
- Ensure access by providing transit stops every ¼ mile and increasing system cohesion.
- Create better satellite bus service and provide options to MAX and Streetcar for all communities.
- Make transit travel competitive with car travel or make car travel unnecessary by creating high speed or express MAX lines.
- Promote affordable transportation options by providing safe, convenient, transportation that meets the needs of riders, including the disabled and poor.
- Develop an economic analysis outlining the best use of limited funds.
- Ensure equity and fairness in neighborhood services and infrastructure.
- Meet community needs and livability by promoting the economic health and vitality of satellite communities by encouraging dense, mixed-use development.

Most important corridors

When asked which corridors are most important to the respondent and the region, over 75 different corridors were identified. These corridors were identified by more than five respondents:

- Beaverton, downtown areas to Washington Square shopping area
- Beaverton, downtown areas to Tigard
- Beaverton, downtown areas to Hillsdale
- Clackamas Town Center shopping area to Oregon City, downtown area
- Clackamas Town Center shopping area to Damascus
- Clackamas Town Center shopping area to Milwaukie downtown
- Gresham, downtown areas to Hillsboro, downtown areas
- Milwaukie, downtown to Oregon City, downtown areas
- Downtown Portland to Oregon City, downtown areas (and Lake Oswego)
- Downtown Portland to Sherwood
- Downtown Portland to Tigard
- Downtown Portland to St. Johns
- Downtown Portland to Vancouver

When asked why these corridors were important, many respondents selected all four choices:

- In or near residential areas
- Serves jobs
- Serves retail
- Access to community services and activities

Corridor evaluation

When asked which criteria should be most important in evaluating corridors, the following responses were given:

Most Important Criteria (grouped by number of selections)
MOST SUPPORT
Ridership -- how many people would use this corridor?
Speed -- how fast would vehicles travel on the corridor and how many stops would there be along the way?
SOME SUPPORT
Frequency -- how often would the line operate?
Cost -- how much does it cost to construct?
Reliability -- how consistent would travel time be from day to day?
Environmental impacts -- how would the natural and community environments be affected by a corridor?

Other comments

When asked if there is anything else we should know, we receive many responses including:

- Suggestions to build less rail and build more roads or bike lanes, or operate more buses.

- Ideas about how this process relates to sustainability (e.g. reduction in greenhouse gas emissions, less dependence on fossil fuels, encouragement of dense development).
- Support for more suburban-to-suburban routes or other routes that bypass downtown Portland.
- Ideas about specific corridors (e.g. Milwaukie to Oregon City, Barbur Boulevard).
- Suggestion to serve areas with transit-dependent or working poor populations.
- Suggestion to increase capacity on existing lines and add express trains.

Zip codes of respondents

ZIP Codes	responses
97007	2
97062	2
97070	2
97204	2
97124	2
97218	2
97229	2
97006	3
97034	3
97035	3
97202	3
97206	3
97214	3
97217	3
97227	3
97005	4
97201	4
97211	4
97225	4
97239	4
97068	5
97215	5
97045	10
97224	14
97223	15
97219	16
Other (one respondent for each ZIP code): 97013, 97015, 97027, 97030, 97053, 97086, 97113, 97116, 97123, 97132, 97140, 97203, 97205, 97213, 97220, 97221, 97222, 97236, 97281, 98404, 98660	

Attachments: Development of evaluation criteria/framework

Attachment 4: Values and evaluation criteria input questionnaire summary (4 pages)

Attachment 5: Community group briefings list (2 pages)

Attachment 6: Community group briefings handouts (9 pages)

High Capacity Transit System Plan

Values and evaluation criteria input questionnaire summary

April 22, 2009

Overview

To understand the relative importance of each evaluation criterion to be used in comparing corridors, Metro asked community members as well as staff and elected officials who are members of standing committees on land use and transportation to complete an online questionnaire. The questionnaire was distributed to members, alternates and interested parties of the following groups:

- Transportation Policy Advisory Committee (TPAC)
- Metropolitan Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metropolitan Policy Advisory Committee (MPAC)

The questionnaire was also distributed to members of the HCT Think Tank, a group of community members meeting to provide input on big picture issues related to the High Capacity Transit System Plan. In addition, staff distributed hard copies of the questionnaire at community group briefings in February, March and April.

The results of the questionnaire were used by the project team to understand which criteria mattered most to respondents and to prepare an initial technical ranking of corridors. This report summarizes the responses received.

The responses received most frequently are highlighted; the number of criteria highlighted within each category was determined through a qualitative assessment of responses.

Respondents

The questionnaire was completed by 115 people. The affiliations of respondents are shown below.

Affiliation	Number of respondents
Transportation Policy Advisory Committee (TPAC) member or alternate	10
Metropolitan Technical Advisory Committee (MTAC) member or alternate	14
Joint Policy Advisory Committee on Transportation (JPACT) member or alternate	1
Metropolitan Policy Advisory Committee (MPAC) member or alternate	10
HCT Think Tank member	17
Community member or interested individual	63

Questionnaire design

The questionnaire was designed to gather input about the relative importance of each criterion (within the four evaluation criteria categories) and to ask about the most important criteria.

Summary of responses to questions

Criteria within the community evaluation category

The table below shows the frequency of each response for each criterion. The shaded criteria are those that were selected as very important or important most frequently.

	Very important	Important	Neutral	Not very important	Not important
Supports existing local land use and local transportation plans and policies	49	30	19	3	1
Is embraced by local communities	40	42	13	3	2
Serves major ridership generators	55	40	13	0	1
Supports regional land use plans as expressed in the 2040 Growth Concept	43	37	14	5	3
Provides opportunities to link to existing transit centers or link to existing transit service	48	41	9	1	1
Uses existing road right of way for HCT service	13	24	45	11	5
Allows transit to bypass traffic near congested roadways	27	50	20	1	1
Provides HCT access to neighborhoods with high proportions of low-income or minority households	15	44	32	5	2
Provides opportunity to design transit to be safe	34	48	14	2	1
Promotes physical activity	21	27	38	7	7
Promotes affordable transportation to areas where housing and transportation costs comprise a high percentage of income	28	37	29	2	3
Supports placemaking and efficient urban form	43	28	18	5	5
Provides reduced travel times for riders and across the system	48	41	11	1	1

Criteria within the environmental evaluation category

The table below shows the frequency of each response for each criterion. The shaded criterion is the one that was selected as very important or important most frequently.

	Very important	Important	Neutral	Not very important	Not important
Reduces greenhouse gas pollutants	47	38	7	2	4
Minimizes impacts to natural resources	50	33	8	2	4
Minimizes impact to parklands and schools	31	41	17	5	2

Criteria within the economic evaluation category

The table below shows the frequency of each response for each criterion. The shaded criteria are those that were selected as very important or important most frequently.

	Very important	Important	Neutral	Not very important	Not important
Maximizes cost-effectiveness based on the number of riders, operating costs and capital costs	48	43	4	2	0
Provides high capacity transit service to employment areas	38	54	6	0	0
Provides high capacity transit services near vacant land or land suitable for redevelopment	16	36	31	10	4

Criteria within the deliverability evaluation category

The table below shows the frequency of each response for each criterion. The shaded criterion is the one that was selected as very important or important most frequently.

	Very important	Important	Neutral	Not very important	Not important
Total capital (construction) cost	25	48	19	2	1
Total operating cost	30	31	16	1	0
Total ridership	51	33	10	0	1
Funding potential considering all possible funding sources	35	40	19	1	1
Capital (construction) cost per mile	26	41	26	1	1

Most important criteria overall

The advisory committees, including the HCT Think Tank, were also asked in the online questionnaire about the most important criteria overall. The responses in order of frequency are shown below.

Answer options	Response count
Supports 2040 Growth Concept	9
Supports placemaking and efficient urban form	7
Supports existing local land use and local transportation plans and policies	5
Ridership	3
Reduces greenhouse gas pollutants	3
Is acceptable to local communities	2
Funding potential	2
Serves major ridership generators	2
Provides reduced travel times for riders and across the system	2
Uses existing road right of way for HCT service	1
Provides HCT service near congested roadways	1
Minimizes cost of providing service to new riders	1
Provides high capacity transit service to employment areas	1
Provides high capacity transit service near vacant land or land suitable for redevelopment	1
Capital cost	1

High Capacity Transit System Plan

Community group briefings and outreach events

April 9, 2009

Community briefings

August 2008

- 27** Oak Lodge Community Council
- 27** Oregon City Rotary Club

September

- 4** Travel Portland Community Action Committee
- 17** Southwest Neighborhoods Inc

December

- 1** Multnomah County coordinating committee
- 12** Ross Island Early Risers

January 2009

- 26** Damascus Comp Plan workshops (also Feb. 3 and Feb 5)
- 30** OAME

February

- 3** Portland Green Drinks
- 5** Lloyd District TMA
- 9** Alliance of Portland Business Associations
- 10** North Clackamas Citizen Association
- 11** Lake Oswego Neighborhood Action Coalition and Lake Oswego Transportation Advisory Board
- 12** East Metro Economic Alliance
- 24** (SWINI) SW Neighborhood Transportation Group

March

- 3** CPO 1
- 3** Hillsboro Chamber of Commerce
- 4** Travel Portland
- 5** Portland Freight Committee
- 5** North Clackamas School Board
- 5** Gresham Transportation Subcommittee,
- 9** Portland Downtown Neighborhood Association - Land Use Committee
- 10** American Institute of Architects
- 11** Tualatin Tomorrow
- 11** Clackamas Business Alliance
- 11** Westside Economic Alliance
- 11** The Institutional Facilities Coalition
- 16** SE Uplift - Livability Group
- 16** North Clackamas Chamber

- 17 Pedestrian Advisory Committee (PAC)
- 25 Northeast Coalition Land Use and Transportation Committee
- 25 Clackamas County Economic Development Commission
- April**
 - 1 Wilsonville Chamber of Commerce - Government Affairs Committee
 - 1 Portland Streetcar Inc. CAC
 - 1 Oregon City Rotary
 - 8 Portland Streetcar Board
 - 13 Pearl District Neighborhood Association
- May**
 - 6 South Portland Neighborhood Association
 - 15 Immigrant and Refugee Community Organization (IRCO)

Outreach events

August 2008

- 31 Willamette Riverfest (booth)

September

- 6 Willamette Riverfest (booth)
- 13 Beaverton Farmers Market (booth)
- 14 Lents Farmers Market (booth)
- 18 Portland EcoTrust Farmers Market (booth)
- 20 Gresham Farmers Market (booth)

October

- 28 Clackamas County staff
- 30 Washington County staff

November

- 3 Washington County coordinating committee
- 6 Clackamas County coordinating committee
- 19 Multnomah County staff

December

- 1 Multnomah County coordinating committee

March 2009

- 5 HCT and Local Aspirations workshop (southeastern quadrant)
- 6 HCT and Local Aspirations workshop (northeastern quadrant)
- 9 HCT and Local Aspirations workshop (northwestern quadrant)
- 10 HCT and Local Aspirations workshop (southwestern quadrant)

April

- 1 Tigard Trails open house (table)
- 4 Café Delirium and Gresham Library (table)
- 4 Clackamas Town Center (booth)
- 11 Powell's Books, downtown Portland (table)
- 18 2009 Annual Beaverton Neighborhood Summit (booth)

Metro region cities

Beaverton
Cornelius
Damascus
Durham
Fairview
Forest Grove
Gladstone
Gresham
Happy Valley
Hillsboro
Johnson City
King City
Lake Oswego
Maywood Park
Milwaukie
Oregon City
Portland
Rivergrove
Sherwood
Tigard
Troutdale
Tualatin
West Linn
Wilsonville
Wood Village

Metro region counties

Clackamas County
Multnomah County
Washington County

2008

MAKING THE Greatest PLACE

The Metro Council is collaborating with our region's cities and counties to create vibrant, distinctive, connected communities. Together we are:

Sparking the revitalization of main streets, downtowns and employment areas

Focused investments – New ideas and new resources are needed to create jobs and manage population growth in a way that protects our region's quality of life. In addition to maintaining existing public facilities and services, as a region we need to do a better job of turning long-range plans into vibrant places. Strategic public expenditures can stimulate the private investments needed to build well-designed main streets, downtowns, corridors, and employment/industrial areas, both in our existing communities and in new urban areas.

Performance based growth management – To ensure that our decisions reflect the region's goals and expectations for high-quality development, the Metro Council is working with its partners to measure our region's performance in achieving shared goals of livability and sustainability.



Metro

PHASE 1 **Frame choices** **July to December 2008**

Analyze population, land-use and transportation trends

PHASE 2 **Refine choices** **January to June 2009**

Develop and refine strategies to achieve the region's goals and local aspirations

PHASE 3 **Make choices** **July to December 2009**

Coordinate and prioritize state, regional and local land-use, transportation and investment strategies

PHASE 4 **Implement choices** **2010 to 2011**

Implement state, regional and local land-use, transportation and investment strategies



Collaborative solutions to regional challenges

www.oregonmetro.gov/greatestplace



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Creating transportation choices and connections

Transportation – The Oregon Department of Transportation, Trimet, the Port of Portland, and the cities and counties of the region are working with Metro to update the Regional Transportation Plan for adoption in December 2009. This plan is the blueprint that guides investments in the region's transportation system to reduce congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight mobility.

The High Capacity Transit System Plan, to be complete in spring 2009 in preparation for adoption as part of the Regional Transportation Plan, will guide future investment in light rail, commuter rail, bus rapid transit and/or rapid streetcar.

Planning ahead to protect farmland, forests and natural areas as the region grows

Urban and rural reserves – Legislation passed in 2007 offers our fast-growing region new tools that will allow us to efficiently accommodate future residents while also preserving farmland, forests and natural areas. Regional partners will be working together to decide what lands should be set aside for urban development and which lands should be held in rural reserves in the coming decades. This decision in December 2009 should provide both flexibility and predictability in managing our region's population growth and our urban growth boundary.

Creating the best parks system in the world

Connecting Green – In a related effort, the Connecting Green Alliance, a group of nonprofit organizations, state and local agencies, businesses and citizens from across the region, is planning, developing and promoting the region's system of parks, trails and natural areas.

Metro is contributing resources to plan and build regional parks and trails, restore natural areas and habitat, and protect water quality.

For updates on
events, activities
and opportunities to
participate, contact
Ken Ray at Metro,
503-797-1508 or
ken.ray@oregonmetro.gov

Going places



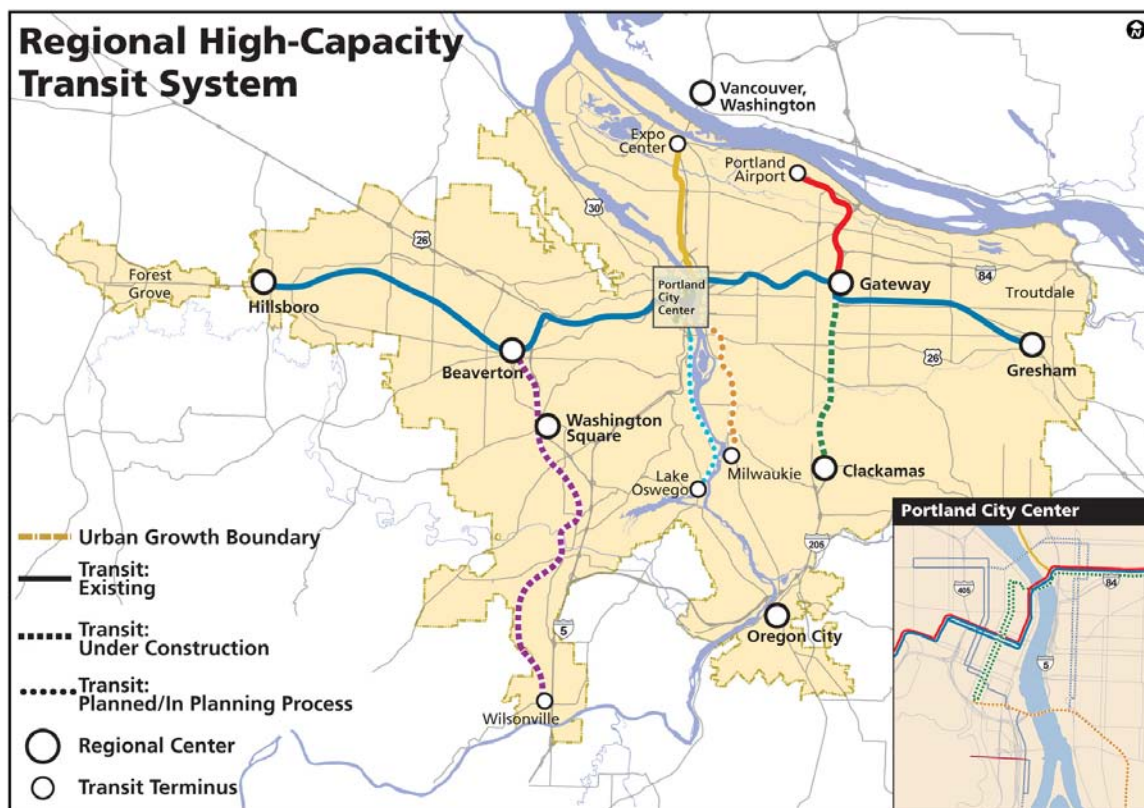
REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

The High Capacity Transit System Plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or streetcar. The plan, to be complete in spring 2009, will include a prioritized set of new high capacity transit corridors or improvements to the existing system.

This system plan will ultimately be adopted as part of the Regional Transportation Plan (RTP). The RTP is the region's blueprint to guide projects, programs and policies related to all transportation modes – bikes and pedestrians, roadways, freight mobility, and transit. Visit www.oregonmetro.gov/rtp for more information about Metro's ongoing process to update the RTP.

Pioneers in transit

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other places when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and, instead, directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail (Blue, Red and Yellow lines). An additional 6.5 miles of light rail (Green Line) and 14.7 miles of commuter rail (WES) is currently under construction. These high capacity lines connect the far reaches of the urban area from Hillsboro to Gresham and from north Portland to Clackamas – and many neighborhoods in between.



In planning for future high capacity transit routes, we're not starting from scratch but building on a legacy of planning work that is captured in the 2040 Growth Concept and the Regional Transportation Plan. The 2040 Growth Concept, adopted in 1995 after an extensive public engagement process, calls for high capacity transit service to regional centers like Oregon City. The Regional Transportation Plan, updated every four years, identifies potential high capacity transit corridors that will serve as the starting point for this planning effort.

2035

REGIONAL TRANSPORTATION PLAN



Metro | *People places. Open spaces.*

For more information

To learn more about the project or get on the mailing list, call 503-797-1756 or send e-mail to trans@oregonmetro.gov. For information on High Capacity Transit System Plan, visit www.oregonmetro.gov/goingplaces.

Your Metro representatives

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David Bragdon

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Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, Deputy Council President, District 6

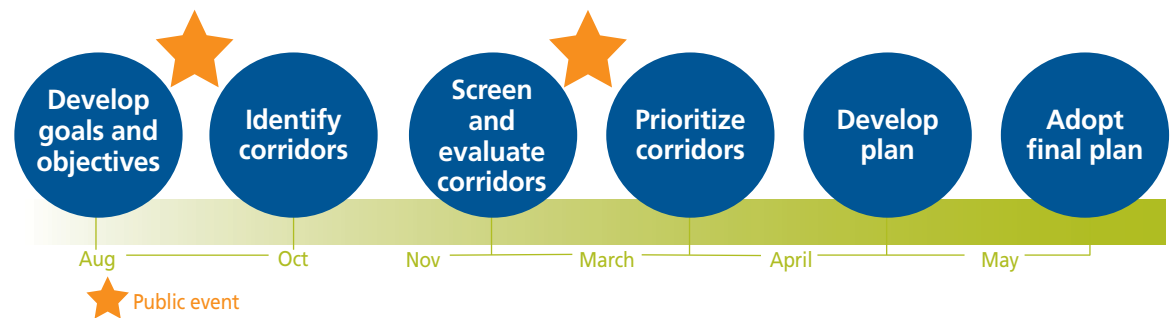
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Suzanne Flynn

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Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops. HCT could include light rail, commuter rail, rapid streetcar or buses. The plan will also consider how the bus network connects to high capacity transit corridors and improvements to the existing light rail system. Metro, the agency responsible for regional planning, will complete the Regional High Capacity Transit Plan along with TriMet, the Oregon Department of Transportation, and the 25 cities and three counties in the region. The plan will be closely coordinated with the City of Portland's Streetcar System Plan.

The High Capacity Transit System Plan will provide the region with a prioritized set of corridors and improvements to the existing system based on planned land uses, community values, environmental benefits and potential ridership and costs. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

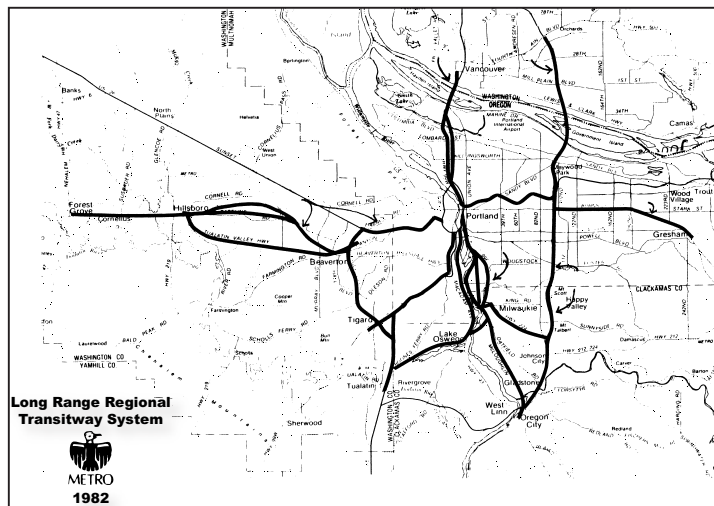
PROJECT TIMELINE



GET INVOLVED

Community members, planning experts, elected officials and staff will be involved in every step of developing the plan. Community members can participate in the project by:

- attending a community meeting or workshop
- visiting the project web site at www.oregonmetro.gov/goingplaces to join the study email list or learn more about the study.



The 1982 map for regional high capacity transit has guided plans for 26 years. It's time to update it and plan for the next 30 years of high capacity transit in the region.

www.oregonmetro.gov/goingplaces

Printed on recycled-content paper.
08264

Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

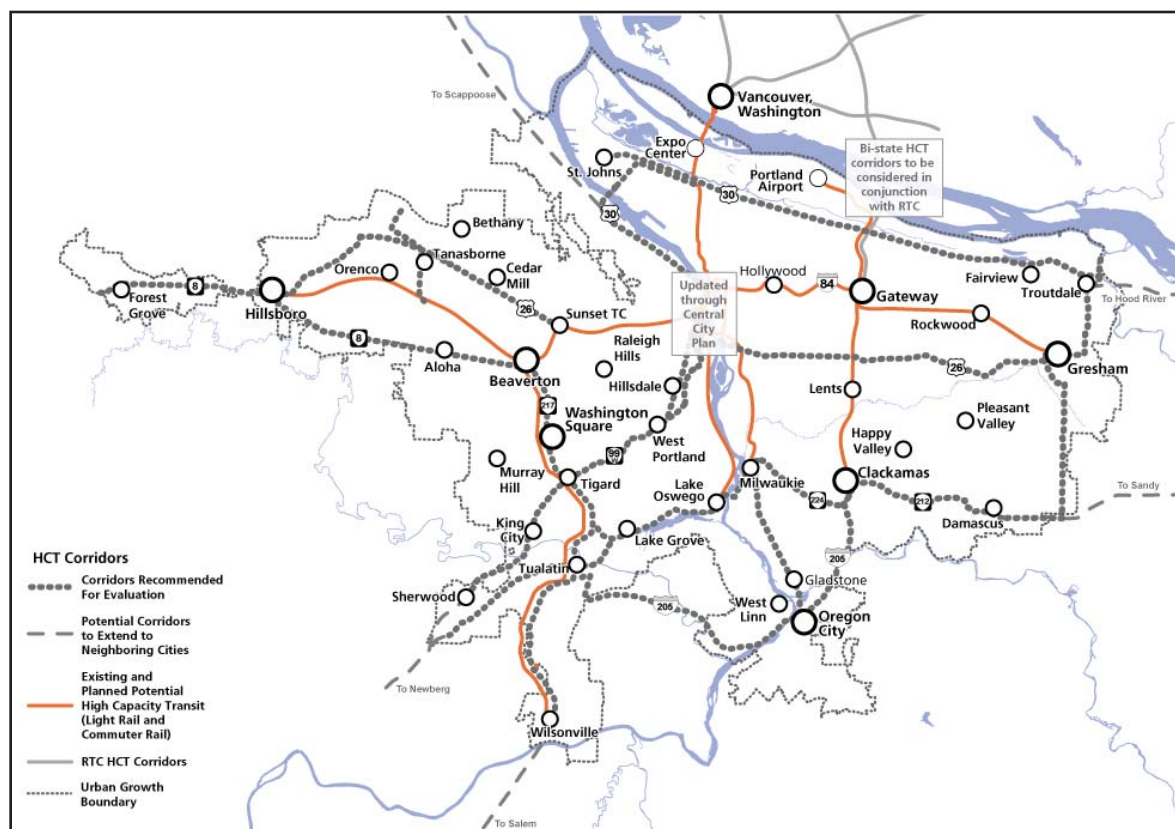
The High Capacity Transit System Plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The plan, to be complete in spring 2009, will include a prioritized set of new high capacity transit corridors or improvements to the existing system.

Concepts identified for detailed evaluation

Since July, Metro has worked with local jurisdictions and community members to identify corridors and other high capacity transit improvements to study. The next phase of the plan is to prioritize the set of corridors and other improvements.

This identification and screening process was the first step in developing the High Capacity Transit System Plan that will compare and prioritize regional high capacity transit improvements to be constructed over the next 30 years. High capacity transit operates separately from traffic and with fewer stops than regular bus service. It could include light rail, commuter rail, rapid streetcar or bus rapid transit.

The system plan will ultimately be adopted as part of the Regional Transportation Plan (RTP). The RTP is the region's blueprint to guide projects, programs and policies related to all transportation modes – bikes and pedestrians, roadways, freight mobility and transit. Visit www.oregonmetro.gov/rtp for more information about Metro's ongoing process to update the RTP.



Set of corridors approved for evaluation

2035
REGIONAL TRANSPORTATION PLAN



Metro | *People places. Open spaces.*

For more information

To learn more about the project, visit www.oregonmetro.gov/goingplaces. To get on the mailing list, call 503-797-1756 or send e-mail to trans@oregonmetro.gov.

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Robert Liberty, District 6

Metro Auditor
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Metro's web site
www.oregonmetro.gov

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INITIAL CORRIDOR SCREENING

Fifty-five corridors were identified for initial screening. The potential corridors and improvements to the existing MAX system were identified through past planning work and an extensive public involvement process. This public process, which began in July 2008, included an online survey, workshops, community group meetings, and area farmers' markets and festivals. Through this process, more than 700 people provided input about corridors or other improvements for consideration.

Seven screening criteria were used to compare these corridors. The screening criteria considered the following:

- ridership potential based on existing and future conditions
- cost and availability of right of way
- environmental constraints
- compatibility with regional land use goals based on the region's 2040 Growth Concept
- service to low-income, minority, elderly and disabled residents
- ability to serve corridors with congested roadways
- connectivity and benefits to the existing transit system.

The initial screening process narrowed the 55 corridors to 15. The set of corridors could still change as the screening analysis is reviewed by regional partners and the Metro Council.

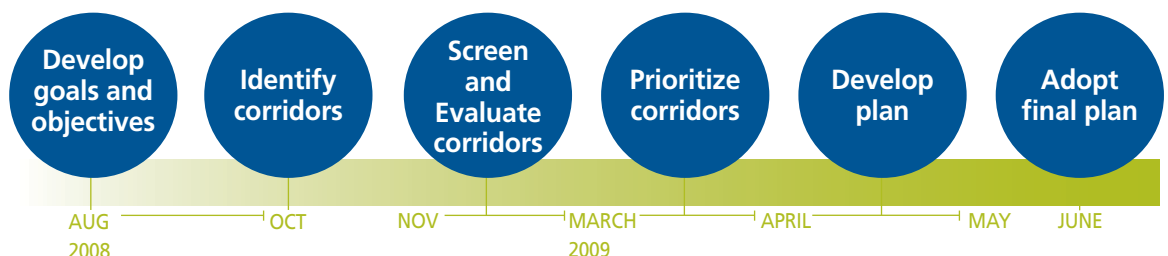
NEXT STEPS

From here, Metro will assess these 15 corridors along with several system improvements, such as increasing the speed of light rail through downtown Portland, according to agreed-upon evaluation criteria. The evaluation criteria fall into four categories: community, environment, economy and deliverability. This evaluation will be used to prioritize the projects in the final High Capacity Transit System Plan. A full set of evaluation criteria is available on the web site at www.oregonmetro.gov/goingplaces. Corridors extending to areas outside the Metro jurisdictional boundary will be evaluated based on travel demand.

GET INVOLVED

When the evaluation is complete in spring 2009, community members will be invited to review the evaluation findings, discuss trade-offs and suggest which corridors and improvements to the existing system should be the region's highest priorities. Community members will be able to provide input using an online "build a system" tool or at an open house. Watch the web site www.oregonmetro.gov/goingplaces for information about these opportunities.

In the meantime, send an e-mail to trans@oregonmetro.gov or call 503-797-1756 to request a speaker for your group. Visit the web site for regular project updates including more information about the evaluation process.



www.oregonmetro.gov/goingplaces

Printed on recycled-content paper.
08264

Going places



Metro Council Adopted Corridors for Evaluation 02/12/2009



Bi-state HCT
corridors to be
considered in
conjunction
with RTC

Portland Central City:
To be determined
through Central
City Plan update

LEGEND

- Transit**
 - High Capacity Transit* (2009)
 - Planned High Capacity Transit (adopted)
 - Existing Frequent Bus Route
- 2040 Growth Concept**
 - Central City
 - Regional Center
 - Town Center
 - Urban Growth Boundary
- HCT Corridors**
 - HCT Corridors Recommended For Advancement (lines that represent a general HCT corridor)
 - Corridors Not Recommended For HCT Advancement
 - RTC HCT Corridors
 - Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)
- Other**
 - Railroad
 - School
 - Parks/Open Space
 - County Boundary



*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

High Capacity Transit System Plan

Evaluation criteria

February 2009



The detailed evaluation is not a 'single step' in the process, but rather a tool that is employed on an ongoing basis to assist the shaping and refinement of the corridor prioritization. For each short listed corridor it is anticipated that the project development phase will identify the most plausible forms of mode investment for each corridor based upon the screening assessment (e.g. potential ridership, environmental, land take issues). For example, light rail may be the only mode option for corridors which are extensions of the existing system, whereas for other corridors light rail, BRT, commuter rail and rapid streetcar options may be identified and evaluated.

Community evaluation criteria

- Supportiveness of local land use and transportation plans and policies and regional and local policies and Local Aspirations
- Ridership generators
- Support of 2040 Growth Concept
- Transportation network integration
- Equity
- Safety
- Health (Promote physical activity)
- Housing
- Placemaking/urban form
- Transportation efficiency



Environment evaluation criteria

- Air pollution and greenhouse gases
- Natural resources
- 4(f) resources



Economy evaluation criteria

- Transportation efficiency
- Economic competitiveness
- Rebuilding



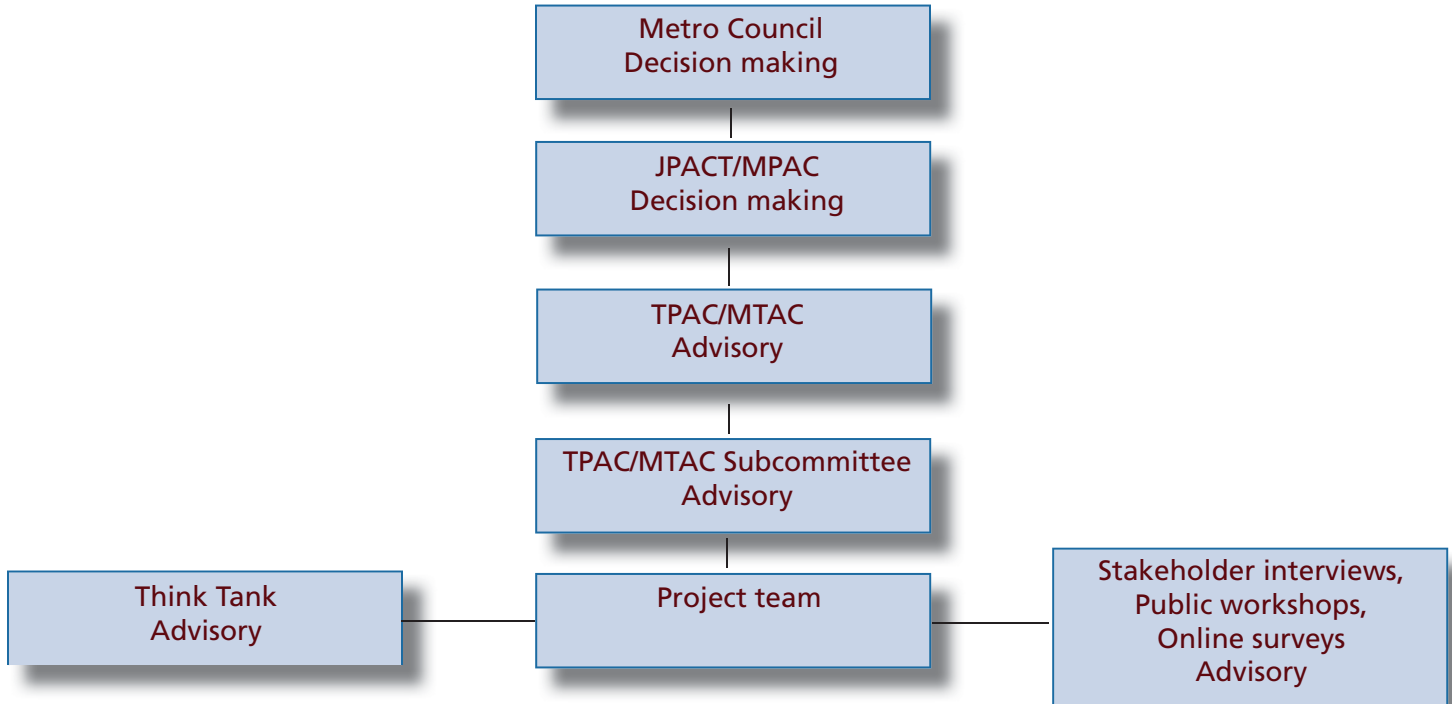
Deliverability evaluation criteria

- Feasibility (construction and operations)
- Ridership
- Funding potential

March 3, 2009

High Capacity Transit System Plan

Organizational chart



Metro Council

Metro is the only regional government agency in the United States whose governing body, the Metro Council, is directly elected by the region's voters. The Metro Council consists of six district representatives and the Council President.

Joint Policy Advisory Committee on Transportation

This 17-member committee provides a forum of elected officials and representatives of agencies involved in transportation needs in the region. The committee makes recommendations to the Metro Council related to transportation policy.

Metro Policy Advisory Committee

A charter-mandated committee of local government representatives and citizens, the Metro Policy Advisory Committee advises the Metro Council on policy issues.

Transportation Policy Alternatives Committee

This committee provides technical input to the Joint Policy Advisory Committee on Transportation on transportation planning and funding priorities for the Portland metropolitan region.

Metro Technical Advisory Committee

MTAC is a 37-member committee of planners, citizens and business representatives that provides detailed technical support to the Metro Policy Advisory Committee.

TPAC/MTAC Subcommittee

The subcommittee is charged with reviewing public input and technical analysis to provide guidance and consensus-based recommendations that reflect the interests and priorities of local jurisdictions through the High Capacity Transit System Plan process.

High Capacity Transit Think Tank

The HCT Think Tank serves as a forum for exploring ideas and options at project milestones. Members are asked to deliberate on issues defined by staff. Think Tank deliberations provide the staff with guidance on the appropriateness and comprehensiveness of staff work, as well as the range of issues and implications of options considered at each step of the study.

Attachments: Prioritization

Attachment 7: Build-a-system tool questionnaire summary (5 pages)

High Capacity Transit System Plan

Build-a-system tool input summary

May 5, 2009

Overview

To understand community values related to prioritization of high capacity transit corridors, Metro developed an online tool to invite community members to explore trade-offs between corridors and build their own high capacity transit system. After community members finished building systems, they were asked to complete an online questionnaire. The online questionnaire was completed by 657 people, and the site was viewed by 4,256 people between March 23 and April 26, 2009.

This report summarizes the outreach conducted for the build-a-system tool and responses to the online questionnaire.

Outreach

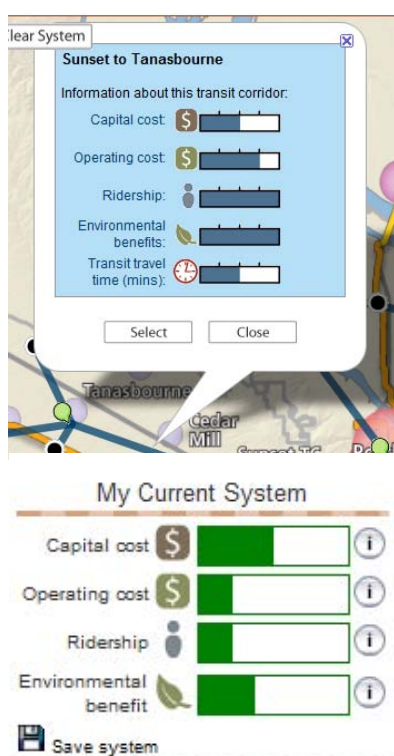
Information about the opportunity to participate in the prioritization process was shared with community members through earned media coverage, e-mail information distribution from Metro and from community groups, blog stories and briefings to community and business groups. Highlights of the outreach campaign included:

- news articles in the Portland Tribune, Daily Journal of Commerce, Hillsboro Argus, West Columbia Gorge Chamber of Commerce Newsletter, and the Oregonian (front page)
- stories on blogs hosted by others, including Tigard Area 12 Blog, Portland Transport Blog and the Neighborhood Notes Blog
- e-mails sent to all Zip Car members, North Clackamas Chamber of Commerce mailing list, Councilor Robert Liberty's April Metro Newsletter, Councilor Kathryn Harrington's April Metro Newsletter, Councilor Carl Hosticka's April Metro Newsletter, and Councilor Rex Burkholder's April Newsletter.
- materials at libraries, including information at computers at all Washington County libraries and information in the public announcement areas of Multnomah County libraries
- briefings to 32 community groups, including chambers of commerce, service clubs, neighborhood groups and business groups, with follow-up e-mails to remind coordinators of tool and questionnaire availability
- e-mails to Metro's planning e-news list (of approximately 4,500 people) and the High Capacity Transit Plan stakeholder list

The project team also hosted tables at community events or public places where community members could talk with staff about the project, use a computer to complete the online questionnaire or take away information about the build-a-system tool. The project team staffed tables at the following events or places:

- Tigard Trails open house, Tigard Public Library – April 1, 2009
- Café Delirium, Gresham – April 4, 2009
- Gresham Public Library – April 4, 2009
- Clackamas Town Center - April 4, 2009
- Powell's Books, Downtown Portland – April 11, 2009
- Earth Day Celebration, downtown Hillsboro – April 18, 2009
- Beaverton Neighborhood Summit – April 18, 2009

Tool and questionnaire overview



The build-a-system tool allowed community members to learn about centers that could be served by high capacity transit and to compare corridors based on ridership, travel time, operations cost, capital cost and environmental benefits. Participants were able to add corridors to their system until they reached a budget cap that approximated the funding that might be available for new high capacity transit in the next 25 to 30 years. Participants could see the total benefits and cost of their system and compare the benefits and costs between systems that they had created. Finally, participants could submit their favorite system to Metro and complete the online questionnaire.

The online questionnaire included nine questions about participants' priorities and values related to the overall high capacity transit system and individual corridors. These included questions about the level of investment in the high capacity transit system, the relative importance of systemwide evaluation criteria and the relative importance of individual corridor evaluation criteria.

Outreach efforts for the build-a-system tool led 4,256 people to the web site, 657 of whom provided input through the online questionnaire. Questionnaires were received from every Metro Council district, with the largest share of respondents from the central Portland area. Previous outreach efforts for this project, using traditional methods such as open houses, have resulted in a much lower collection of comments. For example, four workshops were held in July 2008 to gather values and goals from the public and a total of 104 people attended. While the importance of traditional public outreach activities can not be discounted, especially for building trust in a community by allowing face-to-face interaction between citizens and project staff, the build-a-system tool clearly reached a much larger audience for approximately the same cost as the four initial project workshops.

Respondents

The questionnaire was completed by 657 people from 107 ZIP codes. Questionnaires were received from every Metro Council district as shown below (*since ZIP code boundaries do not line up directly with Metro district boundaries, proportional distribution was used for ZIP codes that bridged districts*):

District 1: Fairview, Gresham, Happy Valley, Maywood Park, Troutdale, Wood Village, Damascus and portions of East Portland.	28
District 2: Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn, a portion of Southwest Portland, and portions of Clackamas County.	72
District 3: Washington and Clackamas counties and Beaverton, Durham, King City, Sherwood, Tigard, Tualatin and Wilsonville	52
District 4: Northern Washington County, Cornelius, Hillsboro, Forest Grove, Northwest Beaverton, Aloha, Bonny Slope, Bethany, Raleigh Hills, West Slope, Cedar Mill and Cedar Hills.	29
District 5: Northwest Portland, North Portland, Northeast Portland, downtown Portland, a portion of Southwest Portland and a portion of Southeast Portland.	176
District 6: portions of Northeast, Southeast and Southwest Portland.	133

(167 respondents had unconfirmed ZIP codes or lived outside of the Metro service boundary.)

Most respondents used transit at least once a month and more than one-quarter used transit every day. Sixty percent of respondents described themselves as transit users. More than three-quarters of respondents said that the build-a-system tool was useful to them.

Questionnaire responses

Overall system priorities

When asked about the budget limit in the build-a-system tool that approximated the funding expected for high capacity transit in the Regional Transportation Plan, two-thirds of respondents said that this was too little to invest in high capacity transit. Only 6 percent said this was too much to spend.

How important were each of the system-wide criteria, when you developed your system?				
	Very important	Somewhat important	Not at all important	Not sure/No opinion
Environmental benefits (e.g. greenhouse gas reduction)	320	247	56	6
Ridership	471	146	10	4
Capital cost	133	409	70	11
Operations cost	196	356	62	14

When asked about which criteria were most important in evaluating the total system, 75 percent of respondents said ridership was very important; more than two-thirds said it was the most important criterion. Environmental benefits and capital costs were also important to respondents.

When asked if something else was important in evaluation the overall system, respondents provided a wide range of ideas, including (not ordered by number of responses):

- equity: serving low-income neighborhoods
- geographic diversity: bringing high capacity transit to neighborhoods that currently lack connections to the high capacity transit system
- connectivity: creating connections between suburban communities as well as between suburban communities and the central city
- congestion: reducing congestion and auto dependence
- development: serving areas likely to redevelop or areas expected to develop with higher density land use
- destinations: connecting to destinations where people want to go both inside and outside of designated centers

When asked about improvements to the existing system, most respondents said that considering improvements to the existing system was probably or definitely worth further consideration. About one-third of respondents said that these improvements were not worth further consideration. When asked what Metro's highest priority should be, over 55 percent said that improvements should be made to the existing lines as well as expanding the system.

Corridor priorities

When asked about the importance of criteria in selecting corridors, nearly all respondents said that ridership was very or somewhat important, with more than 75 percent saying it was very important. Many respondents also said that "linking places that I want to go" was very important. Fewer respondents said that reducing costs was very important. When asked which criterion was most important, most respondents selected ridership or "linking places I want to go."

When asked what other criteria were important in prioritizing corridors respondents gave varied answers. The most prevalent themes included (not ordered by number of responses):

- completing the system by filling in gaps and serving areas that are not served with high capacity transit today
- serving suburban areas that are not served by transit today either by connecting to downtown Portland or constructing suburb to suburb routes
- reducing congestion on roadways by reducing auto dependence and providing reliable transit with travel times that are competitive with driving
- supporting development or redevelopment in the region
- providing better transit service in the city of Portland and other urbanized areas to reduce pressure to develop new areas
- providing service to areas with greater numbers of low-income people

When asked what kinds of places high capacity transit should serve, the most frequently selected places included (highest number of responses listed first):

- medium and high density residential communities
- employment centers
- retail areas
- public recreational and educational facilities
- medical facilities

When asked about whether constructing radial lines from downtown Portland or circumferential lines between suburban communities was more important, more than 70 percent respondents said that a combination of these types of lines should be advanced.

Summary

When asked about the budget limit in the build-a-system tool that approximated the funding expected for high capacity transit in the Regional Transportation Plan, two-thirds of respondents said that this was too little to invest in high capacity transit. Ridership was seen as the most important criteria in evaluating the potential systems, with 75 percent of respondents saying that it was a very important consideration; 55 percent said that Metro should prioritize both improvements to existing lines as well as system expansion; and more than 70 percent would like to see a combination of connections to downtown Portland as well as suburb to suburb connections.

Attachments: Notification

Attachment 8: Advertisement, media notices, Metro Council newsletters, build-a-system tool collateral and media coverage

Ad placed in The Asian Reporter, El Hispanic News, Willamette Week, The Skanner and community newspapers (including the Portland Tribune) the first week of August 2008.

A regional look at shaping transit infrastructure for tomorrow.

Attend a workshop to discuss the next 30+ years of commuter rail, streetcar, light rail and rapid bus investments. Join us as we begin to evaluate potential future transit investments.

5 to 8 p.m. Tuesday, Aug. 12

Walters Cultural Arts Center
527 E. Main St., Hillsboro

5 to 8 p.m. Thursday, Aug. 14

East Portland Community Center
740 SE 106th Ave., Portland

5 to 8 p.m. Wednesday, Aug. 13

Oregon City Pioneer Center
615 Fifth St., Oregon City

5 to 8 p.m. Wednesday, Aug. 20

Tigard City Library
13500 SW Hall Blvd., Tigard

All workshops include an opening presentation, background information and discussion time. To learn more visit www.oregonmetro.gov/goingplaces or call 503-797-1756.

Going places

Regional high capacity transit system plan



Metro



METRO

News Advisory

August 8, 2008

Contact:

Jon Coney (503) 797-1697

Karen Kane (503) 797-1942

Metro to hold workshops on Regional High Capacity Transit System Plan

As a first step to consider where high capacity transit (HCT) investments should go over the next 30 years, Metro is holding a series of workshops for the public.

HCT generally involves light rail, commuter rail, streetcar or rapid buses on routes with fewer stops and some separation from regular traffic. The plan will consider improvements to the existing rail system and how bus networks connect to HCT corridors.

At each workshop, a Metro Councilor and Metro staff will provide an overview of the planning process and will be available to answer questions. The public is encouraged to submit ideas and suggestions about future HCT alignments, corridors and improvements.

The schedule of open houses is as follows:

Tuesday, August 12 5-8 p.m.

Walters Cultural Arts Center
527 East Main St., Hillsboro

Wednesday, August 13 5-8 p.m.

Oregon City Pioneer Center
615 5th St., Oregon City

Thursday, August 14 5-8 p.m.

East Portland Community Center
740 SE 106th Ave., Portland

Wednesday, August 20 5-8 p.m.

Tigard City Library
13500 SW Hall Blvd., Tigard

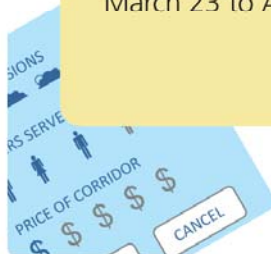
For more information about Metro's HCT plan, visit: www.oregonmetro.gov/goingplaces or call (503) 797-1756.

How would you build the region's high capacity transit system?

Use Metro's online **build-a-system** tool to help Metro plan for the next 30 years of high capacity transit in the region. Balance the trade-offs of connecting different regional centers. Take a survey to express your values and inform Metro's evaluation process.

www.oregonmetro.gov/goingplaces

March 23 to April 24, 2009



Metro | *People places. Open spaces.*



Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

The High Capacity Transit System Plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The plan, to be complete in spring 2009, will identify a prioritized set of new high capacity transit corridors and improvements to the existing system.

www.oregonmetro.gov/goingplaces



Metro

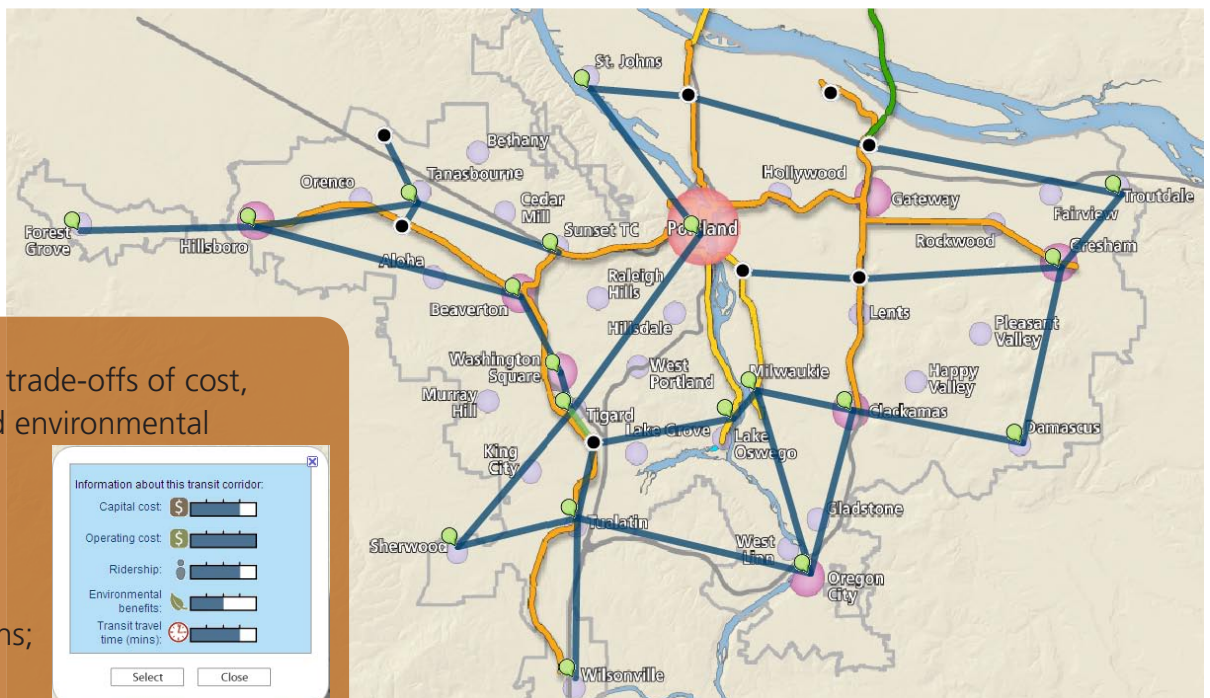
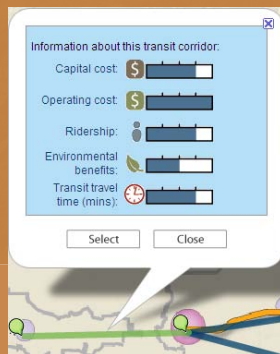
Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

How would you build the region's high capacity transit system?

Use Metro's online **build-a-system** tool to help Metro plan for the next 30 years of high capacity transit in the region. Balance the trade-offs of connecting different regional centers. Take a **questionnaire** to express your values and inform Metro's evaluation process.

Balance the trade-offs of cost, ridership and environmental benefit; **compare** potential lines and configurations; and **submit** your best system.



www.oregonmetro.gov/goingplaces
March 23 to April 24, 2009

The High Capacity Transit System Plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The plan, to be complete in spring 2009, will identify a prioritized set of new high capacity transit corridors and improvements to the existing system. For more information, visit www.oregonmetro.gov/goingplaces.



Metro | *People places. Open spaces.*

Councilor Burkholder is continually updating his contact list, so you may be receiving this newsletter for the first time. If you have any questions about the content of this newsletter or wish to be taken off this list, please contact Kathryn Sofich at kathryn.sofich@oregonmetro.gov. [Requires that your e-mail be set to HTML view.]



Phone: (503) 797-1546

E-mail: rex.burkholder@oregonmetro.gov

Rex Burkholder represents District 5, which includes Northwest Portland, North Portland, Northeast Portland, downtown Portland, a portion of Southwest Portland and a portion of Southeast Portland.

IN THIS ISSUE

1. A message from Rex Burkholder
2. Metro is cautious in financial downturn
3. Metro launches high capacity transit build-a-system tool
4. Kids get creative for annual art contest
5. Events of Note in the District
6. Rex's contact information

1. A message from Rex Burkholder

After 4 years as chair of the region's Joint Policy Advisory Committee on Transportation (JPACT), I soon will be turning the gavel over to Councilor [Carlotta Collette](#) (JPACT is made up of local elected officials and representatives of state agencies, as well as three Metro Councilors.). This change in leadership has provided me with the opportunity to look back at what we have been able to accomplish and to focus on the goals for the future.

During the past four years members of JPACT worked together to make our transportation investments more progressive and sustainable, more collaborative and equitable, and more efficient, effective and accountable.

What does this mean? Well, let me lay it out for you.

Progressive and sustainable

In the past, the [Regional Transportation Plan \(RTP\)](#) essentially was a list of projects largely based on traffic counts. Thanks to our hard work, the new plan instead will focus our transportation investments on projects that support our community's values and goals -- health, equity, choices, safety, and fiscal stewardship. The new plan also reinforces the link between land use and transportation. Finally, under my leadership, JPACT acted to ensure that green house gas emissions will be measured and used to help prioritize transportation planning and investing. All these actions together will lead to an RTP that will provide us with more sustainable choices for how we get around this region.

Please see the attached RTP Update brochure.

Collaborative and equitable

As a group, JPACT worked together to improve the way the region allocates federal transportation money through Metro's Regional [Flexible Funding program](#) -- about \$30 Million annually. JPACT and the Metro Council vote on which projects to fund. Members at the JPACT table have worked together to incorporate equity, transparency and sustainability into the criteria used to select projects. As a result, the region's transportation choices are now more about collaboration and community values and less about deal making. I am particularly proud that this year members agreed that a minimum of \$7.2 million should be set aside for bike and pedestrian projects and that in the end we put an additional \$2.8 million for a total of \$10 million into critically needed bicycle and pedestrian projects along with strong investment in transit, transportation demand management and improvements in the efficiency of our road network.

In addition, I brought together representatives of all Oregon Metropolitan Planning Organizations (i.e. Eugene-Springfield, Salem-Keizer, Bend, Rogue Valley and Corvallis) to address issues common to all metropolitan areas. During the last three years, we worked together to speak up on behalf of the transportation needs of urban areas at the state and federal level and we formed a new organization, the [Oregon MPO Consortium](#).

Efficient, effective and accountable

Congress passed a transportation stimulus bill on February 17th, approved the money on March 2nd and Metro acted to make local investments with that money on March 5th. Our region received a total of \$102 million for transportation projects to get people back to work. The combination of good staff work and strong relationships between our elected leaders allowed for this process to run smoothly. The Portland Tribune reported that we moved with "NASCAR speed."

And now, looking forward....

Progressive and sustainable

I will continue working to ensure Metro takes its regional leadership role to the next level. To successfully weather the multiple challenges we face—climate, energy, economic—we need to change how we think and act on a daily basis. Being more energy efficient and less carbon-consumptive will make our lives fuller and happier. This will not be easy in the work we do at Metro or in the work we ask our partners to do.

Current modeling for the RTP shows that even with our best efforts (and we are considered a leader nationally) greenhouse gas emissions will increase by 30 percent during the next twenty five years, mainly due to population growth. In response, Metro is launching a [Climate Change Action Strategy](#) to take a critical and informed look how we should meet our greenhouse reduction goals. I am leading a conversation with my colleagues about what we need to do in this region. It won't be easy but I am committed. In short, this means looking seriously at the role that bicycles and transit can play, how we can better integrate trails into the transportation network, and how to continue leading the nation in smart urban development.

Collaborative and equitable

I am looking forward to continuing to lead the RTP update process along with my colleague, Councilor [Rod Park](#). Our focus will continue to be on how we can best invest our transportation dollars to ensure safe, sustainable and reliable transportation and vibrant communities. In addition, Metro will continue to advocate for urban areas to have a stronger role in state transportation planning to ensure our urban centers are getting the investment they need to serve their residents.

Thanks for the great four years as chair of JPACT.

-Rex Burkholder

2. Metro is cautious in financial downturn

The Metro Council is currently looking at the proposed budget for the fiscal year that will begin on July 1, 2009. Like all governments, Metro must have a balanced budget. And like workers and households in the region, Metro is cautious in this financial downturn. The solid waste system is a large part of Metro's activities, and we have seen a sharp decline in waste, particularly from construction and demolition. Even waste coming from households has fallen off as people are cutting back on consumer spending and staying in the same house or apartment.

On the positive side spring break has seen great attendance at the Oregon Zoo and at local theaters and performance halls where the “stay-cation” philosophy finds Metro residents enjoying local activities instead of traveling. Metro’s proposed budget is about the same size as last year. Executive salaries have been frozen, and we have taken a sharp pencil to programs that have accomplished their goals and are ready to stand on their own. Growth areas include the continued purchasing of land to protect water quality and habitat and construction at the zoo, activities that may provide some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region’s livability and environmental diversity as it returns to economic prosperity.

You can learn more about [Metro’s budget by visiting the website](#). A calendar shows the upcoming public hearings on the budget beginning with April 2, April 16 and April 30. In addition, the “budget summary” and “Chief Operating Officer’s Budget Message” provide a helpful overview of what is being proposed.

3. Metro launches high capacity transit build-a-system tool

On March 23, Metro launched an online build-a-system tool and questionnaire as part of the prioritization process for the High Capacity Transit System Plan. The plan will guide the region’s investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The tool and questionnaire are available through April 24 at www.oregonmetro.gov/goingplaces.

The build-a-system tool allows users to be “virtual planners,” choosing which high capacity transit lines to build within a limited budget. Users balance trade-offs such as ridership, cost, connection to attractions and institutions, and carbon emission reduction to create the system that they would like to see.

The tool is coupled with a questionnaire addressing the project’s evaluation criteria to help Metro understand the values that drive people’s thinking on transit investments. Responses to the questionnaire will be used to balance the region’s priorities as Metro evaluates potential new lines and improvements to the current system.

The community values generated by the tool and questionnaire will be used by Metro and local jurisdictions in considering the choices and investments needed to successfully implement high capacity transit in a way that encourages rebuilding in centers and corridors. Knowing that high capacity transit is a powerful tool to help build vibrant, prosperous and sustainable communities, the feedback will also inform the Regional Transportation Plan update and support the aspirations of local communities.

Find out more about the plan by visiting project staff as they feature the online tool:

10 a.m. to 2 p.m. Saturday, April 11

Powell’s Books

1005 W. Burnside St., Portland

11 a.m. to 4 p.m. Saturday, April 18

Earth Day celebration
downtown Hillsboro

To learn more about the High Capacity Transit System Plan, to answer the questionnaire and to build your system, visit www.oregonmetro.gov/goingplaces.

4. Kids get creative for annual art contest

More than 2,400 entries from K-12 students throughout the region poured in for Metro's 14th annual Earth Day billboard art contest. With imagination and tools ranging from colored pencils, crayons and pens to watercolors and computers, kids shared their energetic, visual messages of waste reduction and resource conservation. About 200 finalists' designs currently line the lobby at Metro Regional Center, remaining on public display through Earth Day, April 22.

Four contest winners – one each from grades K-2, 3-5, 6-8 and 9-12 – and eight honorable mentions were selected by a panel of judges. Each of the four winning designs will be posted as public billboards throughout April and one other month. Meanwhile, the young artists, their families and teachers, and the public are invited to the contest's art show and unveiling of the winning entries from 10 a.m. to 1 p.m. Saturday, April 4, at Metro, 600 NE Grand Ave., Portland. The free event will include fun activities to help families learn more about composting, cleaning with less-toxic products and creatively reusing materials.

For more information, please contact waste reduction educator Freda Sherburne at 503-797-1522 or freda.sherburne@oregonmetro.gov.

5. Events of Note in the District

Native trees of Forest Park

Thursday, April 9

9:30 am to noon

Celebrate Oregon's Arbor Week with a closer look at the native trees of Forest Park on a guided hike with Stephen Hatfield. Suitable for ages 10 and up. Advance registration required; send e-mail to hikes@forestparkconservancy.org.

Forest Park invasive plant removal

Saturday, April 18

8:45 am to noon

Join forces with the No Ivy League and help battle what they call the "green plague" at Forest Park. Groups of five or more are asked to register in advance. Bring water, work gloves and a conquering attitude. Meet at the Lower Macleay

Field House at the end of Northwest Upshur just past 29th. Advance registration not required. For more information, call 503-823-9423.

Birdsongs at Whitaker Ponds

Friday, April 24

7 am to 9 am

Join David Helzer for an early-morning birding hike around Whitaker Ponds. Learn about the birds that utilize the slough and work on your birdsong identification skills. Bring your binoculars. Hike lasts 1-2 hours. Registration and cost: Free; donations are welcome. Advanced registration required; call at 503-281-1132.

Hillside Park work party

Saturday, April 25

9 am to noon

Hillside is one of Portland's newest pesticide-free parks. Help replace the use of pesticides with people power by weeding and mulching. Snacks, gloves and tools provided. Meet at Hillside Park, 653 NW Culpepper Terrace in Portland. For more information, call 503-423-7549.

For a complete list of Metro events, please check the Metro Calendar at www.oregonmetro.gov/calendar.

6. Councilor Rex Burkholder's Contact Information

Address 600 NE Grand Ave. Portland, OR 97232

Phone (503) 797-1546

Fax (503) 797-1793

E-mail rex.burkholder@oregonmetro.gov

Policy Coordinator Kathryn Sofich

Phone (503) 797-1941

E-Mail kathryn.sofich@oregonmetro.gov

Web www.metro-region.org/

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to

conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor Suzanne Flynn

For more information, call the Metro Council at (503) 797-1540, fax (503) 797-1793 or send e-mail to metro council@oregonmetro.org. The hearing impaired can call TDD (503) 797-1804.

Councilor Burkholder is continually updating his contact list, so you may be receiving this newsletter for the first time. If you have any questions about the content of this newsletter or wish to be taken off this list, please contact Kathryn Sofich at kathryn.sofich@oregonmetro.gov. [Requires that your e-mail be set to HTML view.]



Phone: (503) 797-1546

E-mail: rex.burkholder@oregonmetro.gov

Rex Burkholder represents District 5, which includes Northwest Portland, North Portland, Northeast Portland, downtown Portland, a portion of Southwest Portland and a portion of Southeast Portland.

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1. A message from Rex Burkholder

Tis the season - to recycle! The holiday season can generate a lot of waste – from giving gifts to buying decorations. I encourage you to find ways to reduce your waste and recycle the waste you cannot avoid. You can reduce the trash associated with the holidays in a number of ways:

- purchase gifts with little or no packaging;
- buy recycled-content gift-wrap;
- avoid foil or plastic-coated paper;

- take someone to a play, concert or the zoo;
- give gifts that benefit the environment; and
- teach someone a skill you possess — knitting, woodworking or music.

Many of these tips will also help you reduce the amount of money you spend on gifts as well. Once the holidays have passed you can recycle your Christmas tree. The City of Portland offers curbside tree recycling collection. For specific instructions, call your local solid waste and recycling office, your garbage hauler, or Metro Recycling Information at (503) 234-3000. The hearing-impaired can call TDD (503) 797-1804.

You can find more [tips and guides for sustainable gifts](#) in the Sustainable Living and Waste Reduction section of our website. Also, don't forget the many families and individuals who are in need this holiday season. I encourage you to think about volunteering or donating to the [Oregon Food Bank](#).

Lastly, the Metro Council will be holding our inauguration at the Oregon Zoo on January 8th from 4-6pm. You are invited to attend and witness me being sworn in for my third term, along with Councilor Carl Hosticka, Councilor Carlotta Collette, and Councilor Robert Liberty. Hope to see you there.

I wish you and your family a safe and festive holiday season.

- Rex Burkholder

2. High Capacity Transit System Plan enters screening phase – District 5

Feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in approximately 55 corridors around the region. Suggestions were requested as part of the update to the Regional High Capacity Transit System Plan. Metro is currently working to screen and evaluate viable corridors for the next phase of public review and input.

The system plan will prioritize high capacity transit investments in new corridors and changes to existing corridors over the next 30 years. The system plan tells Metro where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the Regional Transportation Plan. The results will be incorporated into the Regional Transportation Plan, the Portland metropolitan area's blueprint for a multi-modal transportation system.

During July through November, more than 50 stakeholders were interviewed, more than 150 people attended public workshops and more than 200 people were informed about the project and offered suggestions at farmers markets and other public events. More than 200 people participated in an interactive questionnaire on Metro's web site from Aug. 12 to Oct. 1, 2008. District 5 was represented by online survey respondents; participants at the East Portland workshop, Willamette Riverfest and the Portland Farmers' Market; and interviews with the Alliance of Portland Neighborhood Business Associations, the

Columbia Corridor Association, Freightliner, UPS Air, Portland Community College, Portland Public Schools and Elders in Action.

The screening process will assess potential corridors based on existing and future potential ridership, corridor availability and cost, environmental impacts, equity considerations, connectivity to the current system, congestion reduction, and support for regional 2040 land-use designations, among other measures. It is estimated that 10 to 20 viable corridors will pass the screening criteria and be evaluated at a more detailed level.

In spring 2009, Metro will share evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events will happen at this time.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.

3. Drive Less. Save More. Video Challenge

Do you have a passion for promoting decreased driving in the Metro region? November marked the launch of the Drive Less Video Challenge, where the objective is simple: create a 25 second video that motivates people to drive less. The top video will run as a television commercial, plus the grand prize winner will receive an Apple iMac and Final Cut Pro Studio 2 or \$3,000 cash.

Oregon and southwest Washington residents can compete in two categories: a general category (ages 18 and up) and a youth category (ages 17 and younger). Individuals and groups can enter. The video submission deadline is January 30, 2009, after which a panel of judges will pick the top five videos in each category. Selected videos will be scored for message effectiveness, representation of the Drive Less/Save More Campaign, creativity and innovation and video quality. The general public will get to weigh in, too, by voting online in March 2009 for the video that motivates them best to drive less.

The grand prize winner will be determined by combining judges' scores with public votes. The top three winners of the People's Choice Award for both the general and youth categories will be determined by public votes received. Prizes will also be awarded to the winners of the competition's People's Choice Award.

Metro teamed up with ten other sponsors to help make the challenge possible. For a complete list of prizes, sponsors, and contest details visit <http://www.driveless.savemore.com/> or send an e-mail to contact@driveless.savemore.com to get challenge notices.

4. Natural Areas Program Performance Oversight Committee findings

Voters across the nation and here at home have consistently showed their support for land conservation. In November 2006 voters approved Metro's \$227.4 million bond measure to protect natural areas, safeguard water quality and ensure that citizens have access to

nature close to where they live. This November, voters in Washington County built on that region-wide effort by approving the Tualatin Hills Parks and Recreation District's \$100 million bond measure to protect local natural areas, water resources and trail projects in the Beaverton area. Even in the midst of an economic crisis, voters across the country approved ballot measures providing more than \$8.4 billion in new funding for land conservation. With funds from the 2006 vote, Metro has protected more than 800 acres of land in 12 different areas from Hillsboro to Gresham and Wilsonville to Northwest Portland – and more land will be protected over the next several years.

Recently, a citizen oversight committee reviewed Metro's progress implementing the 2006 Natural Areas Program and concluded that "Metro is conducting the Natural Areas Program in a way that is accountable and transparent." The committee report stated that Metro has been successful in purchasing targeted acquisitions and that administrative costs are well under national benchmarks.

Find out more about these protected natural areas by visiting www.oregonmetro.gov/naturalareas or come see them yourself by participating in a special "sneak preview" tour hosted by Metro and local elected officials. To get on the invitation list send email to naturalareas@oregonmetro.gov or call 503-797-1545.

Additional information includes:

*More Green Spaces Equal Better Health for All

<http://www.worldchanging.com/archives/009016.html>

A recent study offers hard evidence of something many of us have known for a long time: access to nature improves our health.

*A clear view: A report to the community from the Natural Areas Program Performance Oversight Committee

http://www.oregonmetro.gov/files/about/oversight_committee_report_2008.pdf

5. When the animals go to bed, the lights come out to play: the 21st annual ZooLights festival kicks off

The Zoo lights are back with more than a million bright bulbs illuminating the zoo for the 21st annual ZooLights festival, beginning Nov. 29 at 5 p.m. This family tradition, presented by the Boeing Company, features life-size animal silhouettes and moving light sculptures on display throughout the zoo. Families can expect to see their old favorites as well as some new surprises - including unicorns, dinosaurs and an animated, roaring lion in honor of the upcoming Predators of the Serengeti exhibit, scheduled to open in 2009.

Other new displays include dinosaurs, a baby elephant and a California condor chick, which are only a few of the new features this year. The most impressive is that many of the lights are made of LED's, which use about a tenth of the power of normal iridescent bulbs.

Music fans can enjoy the highly animated light silhouette of Mick Jaguar, who performs near the picnic area with his all-star animal band, including: Packy Pachyderm tickling the ivories, Richard Lion playing guitar, Gerri Giraffe on bass, Billy Bear on trumpet, Orville Orangutan on drums and Willy Wildebeest on sax. The Ostrich Sisters add backing vocals. Live music will resound throughout the zoo as well, with more than 100 schools, churches, professional groups and local dance troupes performing holiday musical selections.

Popular costumed characters and elves will greet zoo visitors and pose for pictures. Rudolph the Red-Nosed Reindeer is one of the many popular guests for kids. Some of the zoo's animals will also be visible, including mountain goats, elephants, primates, and approachable sheep and goats.

To see a preview of the light display, visit
www.oregonzoo.org/Events/ZooLights/preview.htm

6. Metro Hires First Sustainability Coordinator

In November, Metro took another step in the direction of sustainability - hiring its first Sustainability Coordinator, Molly Chidsey. Chidsey says she has “an innate passion for sustainable communities and equal access to environmental benefits for everyone.”

Chidsey comes to Metro from Multnomah County’s Sustainability Program, where she led efforts to prevent waste, increase recycling, reduce toxics, and make purchases more sustainable. She has led development of several projects, including a waste prevention & recycling plan for county facilities, a toxics reduction strategy in partnership with the City of Portland, and a city-county sustainable procurement strategy.

Chidsey will plan and implement projects and programs to help Metro reach its goal of being a model sustainable operation. She will also coordinate Metro’s efforts to reach five main sustainability goals adopted by the Metro Council in 2003. Those goals – to be met by 2025 – include: zero net increase in carbon emissions; zero discharge of persistent, bio-accumulative toxins; zero waste disposed and incinerated; 50 percent reduction in water consumption; and zero net loss of biodiversity and productive healthy habitat for forests and riparian areas.

Metro’s sustainability programs date back more than 20 years. The agency’s charter approved by regional voters in 1992, states that Metro’s primary service is “planning and policy making to preserve and enhance the quality of life and the environment for themselves and for future generations.” The Metro Council adopted language this year to define sustainability as “using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental economic and community objectives.”

Her work will build on the efforts of Metro's volunteer Environmental Action Team (ENACT), which has coordinated environmental efforts at Metro operations and includes representatives from five Metro facilities.

7. Events of Note in the District

Columbia Slough stewardship Saturday

Saturday, December 13

9 a.m. to noon

Work to improve habitat within the Columbia Slough watershed. Help with a variety of activities, including invasive species removal, native tree planting, trail maintenance and canoe-based trash cleanups. Refreshments, gloves and tools are provided. For more information, call Jesse at 503-281-1132.

Eastbank Esplanade to Oaks Bottom walk

Wednesday, December 17

9 a.m. to 12:30 p.m.

Join urban naturalist Mike Houck for a 4-mile walk on the Eastbank Esplanade to the north meadow and wetlands at 160-acre Oaks Bottom Wildlife Refuge. This is a one-way walk along the Springwater on the Willamette trail with a return via TriMet bus.

Registration and cost is free. Advance registration required; visit

www.audubonportland.org or call 503-292-6855 ext. 116.

Holiday paddle at Smith and Bybee Wetlands Natural Area

Saturday, December 27

Noon to 4 p.m.

Explore this 2,000-acre wetland from the water. Bring your own kayak or canoe and personal flotation device. The trip leader will contact participants if it is necessary to cancel the trip due to low water levels. Meet at the parking lot on North Marine Drive. Advance registration required; call Dale Svart at 503-285-3084.

Urban ethnobotany explorations

Sunday, December 28

10 a.m. to 3 p.m.

Explore a new part of Portland each month by foot, bike or boat and learn the stories of the plants that surround you everyday. Native species, weeds and horticultural plants combine to create amazing plant diversity in the city. Learn identification skills as well as how many of these plants can be used for food, medicine, fiber, tools and more. Suitable for adults and teens 14 and older. Cost is \$40. Advance registration required; call 503-253-5898.

8. Councilor Rex Burkholder's Contact Information

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Web www.metro-region.org/

About Metro

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A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Metro Council President David Bragdon

Metro Councilors

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Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor Suzanne Flynn

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Rex Burkholder

METRO COUNCIL DISTRICT 5 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Rex Burkholder
represents District
5, which includes
Northwest Portland,
North Portland,
Northeast Portland,
downtown Portland,
a portion of
Southwest Portland
and a portion of
Southeast Portland.



A message from Rex Burkholder

“May you live in interesting times” may or may not be a Chinese curse, but it can seem like one when thinking of transportation in times of global warming and \$4 a gallon gasoline. What should we be thinking of when we plan for and try to fund transportation in today’s rapidly changing world? Will the automobile become a technology of the past, like the horse and buggy or will we find new energy sources to allow us to keep driving? Still, the issue of traffic and congestion will remain even if we find a new, clean and cheap source of energy to replace petroleum. Add to these questions the

high cost of maintaining the roads and bridges we already have and the declining value of the dollar, and we do, indeed, live in interesting times.

As a Metro Councilor and chair of the Joint Policy Advisory Committee on Transportation (local elected officials and agency heads who make regional transportation policy), I think about these issues just about every day and am involved in many efforts to try and answer these questions. Let me tell you about a couple of initiatives underway:

Federal transportation legislation: every 6 years, Congress passes a transportation policy and funding bill, directing how almost \$300 Billion in federal gas taxes will be spent. I am a board member of the national Association of Metropolitan Planning Organizations as well as part of an ad hoc group looking to improve how these funds are spent, particularly re-directing these resources to providing more choices for people in how they get around their communities, including increasing transit coverage as well as funding more walking and bicycling facilities. Congress will be debating this bill in 2009 and Oregon’s own Congressperson, Representative Peter DeFazio, heads the subcommittee that will write the bill. Many have high hopes that the federal government will lead the way in protecting our existing transportation investments, like repairing and replacing old bridges, as well as investing in cleaner, greener options.

State transportation legislation: I represent Metro on the Governor’s Transportation Vision Committee that was charged with coming up with ideas for the 2009 Legislative session as well as plotting new transportation strategies for the next 20 years to cope with climate change and rising energy costs. Lots of interesting discussion around this big table with lots of new ideas as well as fears and uncertainty. Some clear suggestions for the Governor include using least-cost planning to guide transportation investments (like in the energy field 20 years ago that led to investments in conservation instead of new capacity), significant state commitment to funding transit (now almost totally a local responsibility), and a renewed focus on freight movement, by rail as well as truck, as a key part of Oregon’s economy.

Regional high capacity transit study: 30 years ago, regional leaders plotted out an orderly investment in light rail, incrementally adding lines to create a system over time. This

continued

started with the Blue Line to Gresham and will end with extensions to Vancouver and Milwaukie. This study will determine the next 30 years of investments. In addition to questions about where we might want to build the next light rail connections, we are also investigating the use of Bus Rapid Transit (like the EMX in Eugene) and commuter rail. Given the scary rise in gasoline prices, would BRT be a quicker way to get good, fast transportation options to more people using existing roads? How can we connect to communities down the valley, like Salem? This study's results are due out this fall.

Regional Transportation Plan: This fall will also be the time where the two years of research and public involvement on the RTP will bear fruit in your opportunity to play "Sim City" and compare different transportation futures. We are modeling four scenarios of the future: highway oriented, transit oriented, managing demand (including pricing roads) and community level investment. We will be able to compare the performance, cost and impacts of these various options and have a public discussion about which best meets our hopes for the future.

Finally, September is Bike Commute Month and we at Metro are planning on winning in our category! My fellow Councilors will join me in riding into work. Some have a long commute and will probably bike to the MAX like so many others do. Find out more about biking to work by checking out the Bike Commute Challenge at www.bikecommutechallenge.com/oregon.

— Rex Burkholder

Metro to identify next 30 years of high capacity transit projects

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other cities when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and instead directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail. An additional 6.5 miles of light rail and 14.7 miles of commuter rail are currently under construction.

Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops and some separation from regular traffic and could mean light rail, commuter rail, streetcar or buses on a dedicated right of way.

In planning for future high capacity transit routes, Metro is not starting from scratch but building on a legacy of planning work that is captured in the 2040

Growth Concept and the Regional Transportation Plan. The 2040 Growth Concept, adopted in 1995 after an extensive public engagement process, calls for high capacity transit service to regional centers like Oregon City and town centers such as Tualatin. The Regional Transportation Plan, updated every four years, identifies potential high capacity transit corridors that will serve as the starting point for this planning effort.

The High Capacity Transit System Plan will provide the region with a prioritized set of corridors based on planned land uses, community values and potential ridership. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

Get involved!

Attend a workshop to learn more about the project and provide input about what areas should be served with high capacity transit in the future.

5 to 8 p.m. Tuesday, Aug. 12
Walters Cultural Arts Center
527 East Main St., Hillsboro

5 to 8 p.m. Wednesday, Aug. 13
Oregon City Pioneer Center
615 Fifth St., Oregon City

5 to 8 p.m. Thursday, Aug. 14
East Portland Community Center
740 SE 106th Ave., Portland

To learn more about the project or get on the mailing list, call 503 -797-1755, send an e-mail to trans@oregonmetro.gov, or visit the project web site at www.oregonmetro.gov/goingplaces.

Integrating Habitats People's Choice Award winners

Metro's Integrating Habitats competition sought multi-disciplinary, collaborative designs that integrate built and natural environments in three distinct scenarios and more than 100 teams from around the world submitted entries. The three design categories were:

1. neighborhood infill development with a remnant oak woodland/savannah habitat interface
2. mixed-use development with a riparian forest habitat interface
3. commercial development with a lowland hardwood forest habitat interface

In addition to jurist selection awards, local residents and communities were asked to select the entries that most captivated and inspired them for the People's

continued

Choice Awards (PCA). Each of the categories had a student and professional PCA winner with a 7th PCA given to the Best in Competition. Short videos honoring each winner are available at Metro's web site (www.oregonmetro.gov/index.cfm/go/by.web/id=27944)

Two local efforts are featured among the PCA winners:

"Urban Ecotones," a collaboration of GreenWorks PC, Bruce Rodgers Design Illustration, Ankrom Moisan Associated Architects, ESA Adolfson, and SWCA Environmental Consultants, won first place jurist selection and PCA for Category 2. It was to be a 1st place jurist selection and win a PCA.

"Growing Together," a collaboration of EDAW and Yost Grube Hall Architects, took home three awards overall. It was both the 2nd place jurist and PCA winner for Category 3 and also took home the overall Best in Competition PCA.

The third non-student PCA winner was Category 1's "Integrating Habitats Creating Captivation" by Daniel O'Brien of Ball State University.

"Daily Migrations," by a team from the University of Arizona, was the third place jurist selection for Category 1 and the Student PCA winner in the same category.

The Category 2 student PCA was shared by "Designing Flow," Pennsylvania State University, and "The Green Spine: Backbone of a new commercial commons," from a second University of Arizona team.

The final student PCA went to a team from Georgia Institute of Technology for "Symbiotic existence through transactional awareness," which was also the third place jurist selection for Category 3.

Metro presents region's first walking guide

In July, Metro unveiled a new regional walking guide designed to connect residents with newly protected natural areas, scenic parks, historical sites, main streets and commercial districts throughout the Portland-Vancouver area. The 240-page Walk There! guidebook, indexed by city, offers 50 detailed routes organized by walk type and color-coded regional sections.

Thanks to support from Kaiser Permanente, local governments and community groups, Metro developed this comprehensive walking guide with every level of walker in mind – with routes that vary from easy strolls to longer distance walks with elevated terrains. A number of routes in the guide are suitable for individuals with mobility assistance devices or strollers. An informational bar on the first page of each route lists the difficulty rating, GPS coordinates for the start location, and length. Each section offers a detailed map

and description that explores the location's rich history and landscape.

Pocket-sized copies of Walk There! can be picked up at Metro at no charge. The guidebook will be distributed through Kaiser health education classes, as well as community walking events and other Kaiser programs. The guide can also be ordered online for \$5 shipping fee at www.oregonmetro.gov/walk.

Visitors to the web site can also download all 50-featured walks.

Metro makes first natural area purchase in Stafford Basin

The 25-acre property is located in the Stafford Basin and includes about 2,000 feet of frontage along both sides of Pecan Creek and a portion of a small tributary creek, helping protect water quality in the Tualatin River basin. Douglas fir, big-leaf maple, and cedar trees are found throughout the property along with a scattering of native understory plants. The purchase, utilizing funds from Metro's voter-approved natural areas bond measure, builds on the region's vision of a protected wildlife corridor along Pecan Creek from Luscher Farm to the Tualatin River.

Although many of the trees visible along the Stafford Road property boundary are covered with English ivy, the area along Pecan Creek is in good condition and provides the creek with significant water quality benefits. Metro's natural area restoration experts will remove the ivy and other non-native species that have gained a foothold and bring the struggling native plants back to health.

The Stafford Basin is one of 27 target areas identified for protection in Metro's 2006 Natural Areas bond measure. The program funds land acquisition and capital improvements that protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors, and provide greater connections to nature in urban areas throughout the Portland metropolitan area.

Cooper Mountain Nature Park construction begins in August

Construction includes a parking area, nature center and trail system that will help visitors enjoy Cooper Mountain's unique landscape and learn about the plants and animals found there. The nature center will include space for environmental education programs, a base for volunteers and restrooms for everyone. Gardens will showcase native and drought-tolerant plants suited to Cooper Mountain's dry climate and south-facing slopes. Funding for construction comes from Metro's natural areas bond measure and a grant from the Oregon Parks and Recreation Department.

continued

Three miles of trails will traverse the site; including a wheelchair accessible loop. The trails pass through each of Cooper Mountain's distinct habitats - from forest to prairie to oak woodlands. Hikers will have grand views of the Chehalem Mountains and Tualatin Valley, close-up looks at Oregon white oaks and spring blooms, and glimpses of rare animal species like the Northern red-legged frog and Western gray squirrel.

Together with volunteers, Metro's science and stewardship team has spent the past decade restoring the oak woodlands, native prairies, Douglas-fir forests and perched wetlands at Cooper Mountain. Oak woodland and prairie habitats are rare in the Willamette Valley and their preservation offers an important link to the area's natural history. When the park opens to the public in 2009, visitors will be able to learn about Cooper Mountain's past while enjoying scenic beauty protected for the future.

Events of note in the district

Columbia Slough summer day at the ponds

9 to 11:30 a.m. Friday, Aug. 8
Join the Columbia Slough Watershed Council and the slough school education program for a field trip. Enjoy a nature hike, search for aquatic animals and complete a nature-themed craft. Bring water and a snack. Suitable for ages 7-11. Registration and cost: \$8 per child suggested donation. Advance registration required, call Rachel at 503-281-1132 or send e-mail to rachel.felice@columbiaslough.org.

Wapato Island wild food expedition

1 to 4 p.m. Sunday, Aug. 10
Explore edible plants of the place Native Americans called Wapato Island, today known as Sauvie Island. Investigate wild foods from marshes, fields and woods, including wapato, or Indian potato, wild cherry and more. Registration and cost is \$22. Advance registration required; call 503-775-3828.

Late summer paddle at Smith and Bybee Wetlands Natural Area

noon to 4 p.m. Saturday, Aug. 16
Bring your own kayak or canoe and personal flotation device. The new water control structure is helping to restore the natural area to a seasonal wetland; the

changes are great for wildlife, but they make paddle conditions difficult to predict. The trip leader will contact participants if it is necessary to cancel the trip due to low water levels. Registration and cost is free. Advance registration required; call Dale at 503-285-3084.

Twilight Tuesday at Smith and Bybee Wetlands Natural Area

7 to 9:30 p.m. Tuesday, Aug. 19
This relaxing walk at Smith and Bybee Wetlands Natural Area takes advantage of long summer days and gives you a chance to unwind after work. Dusk is one of the best times to see wildlife, especially during the summer. It is about the only time you can see most mammals such as beaver, muskrat, otter, raccoon, deer and bats. Metro naturalist James Davis teaches the basic techniques of wildlife watching and identification. Bring your binoculars or borrow a pair of ours. Suitable for adults and children age 10 and older; participants must be able to be quiet, sneaky and patient. Registration and cost: Registration and payment of \$10 per adult are required in advance; call 503-797-1850 option 4.

Wild foods in wilderness survival

1 to 4 p.m. Sunday, Aug. 24
Learn to determine when and which wild foods are desirable to use in both recreational and unplanned survival situations. See major poisonous plants. This core workshop provides a deeper understanding for all other Wild Foods Adventure workshops. Registration and cost: \$18. Advance registration required; call 503-775-3828.

For a complete list of events, check out our online calendar, www.oregonmetro.gov/calendar.

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Robert Liberty, District 6

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Carlotta Collette

METRO COUNCIL DISTRICT 2 NEWS | December 2008

Carlotta Collette represents District 2, which includes the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn and a portion of Southwest Portland.



Missing Molly Ivins

I am not known as a person who sees grey clouds lurking around the edges of silver linings. I'm optimistic to the point of silliness. So it was with some consternation that I found myself on election night last month with one sad thought amidst all the celebration.

I missed Molly Ivins.

Molly Ivins, in case there is anyone reading this who does not know, was the Texas Observer reporter and later syndicated columnist and author who said such lovely things about politicians as, of Texas Representative James Collins: "If his IQ slips any lower we'll have to water him twice a day."

Molly Ivins, who referred to her governor and later president as "Shrub," adding when he was running for president, "I like my nephew, I like my mailman and the lady at the dry cleaners. That doesn't mean they're ready to be president." After W. was elected, Molly wrote: "Next time I tell you someone from Texas should not be president of the United States, please pay attention."

Molly Ivins made me laugh. That's often enough to win my loyalty.

I knew Molly when she was just starting out at the Minneapolis Tribune in Minnesota. She had a special beat called Movements for Social Change. She referred to it as writing about "militant blacks, angry Indians, radical students, uppity women and a motley assortment of other misfits and troublemakers." I either qualified as or supported all of the above and consequently ran into her on a regular basis. She wore her wild hair long and braided in those days and stood out, being about six feet tall.

I missed her when she moved on, but subscribed to the Texas Observer as a means of keeping in touch.

Toward the end – Molly died of cancer last January – she was getting pretty angry (joyful, too, of course, the way Molly mixed it up). In a 2006 editorial I clipped and posted on my bulletin board, she exhorted us to "Get up and fight, you fools!"

This was Molly's rant against common political thinking in general and the war in Iraq in particular. She laid down a long list of ways both political parties are way behind the majority of Americans on critical issues – the war in Iraq of course, but also the environment, health care, Bush tax cuts, etc.

Then Molly praised former Minnesota senator and presidential candidate in 1968 Gene McCarthy. "The recent death of Gene McCarthy reminded me of a lesson ... It's about political courage and heroes, and when a country is desperate for leadership. There are times when regular politics will not do, and this is one of those times. There are times a country is so tired of bull that only the truth can provide relief. If no one in conventional-wisdom politics has the courage to speak up, then you go out and find some obscure junior senator from Minnesota with the guts to do it."

continued



www.oregonmetro.gov

On November 4th, 2008, I wanted Molly Ivins to know that the United States had just elected a courageous junior senator from Illinois, an inspiring political leader she might really be able to respect. I think Molly would have kicked up her heels.

– *Carlotta Collette*

High Capacity Transit System Plan enters screening phase – District 2

Feedback from residents, businesses, community organizations and elected officials identified 192 potential high capacity transit – rapid bus, commuter and light rail, or streetcar – connections in about 55 corridors around the Metro region this fall. Metro sought the input as it updates its regional High Capacity Transit System Plan. The agency is currently working to screen and evaluate viable corridors for the next phase of public review and input.

The system plan will help prioritize high capacity transit investments in new corridors and changes to existing corridors over the next 30 years. Results will be incorporated into the Regional Transportation Plan, the Portland metropolitan area's blueprint for a multi-modal transportation system.

From July through November, more than 50 stakeholders were interviewed, more than 150 people attended public workshops and more than 200 people were informed about the project and offered suggestions at farmers markets and other public events. More than 200 people participated in an interactive questionnaire on Metro's web site from Aug. 12 to Oct. 1, 2008. District 2 was represented by online survey respondents; participants at the Oregon City public workshop and Oregon City Rotary Club presentation; and interviews with Clackamas County, The North Clackamas Chamber of Commerce, North Clackamas School District and Elders in Action.

In spring 2009, Metro will share preliminary evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events also will be available.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.

When the animals go to bed, the lights come out to play: the 21st Annual ZooLights festival kicks off

The Zoo lights are back with more than a million bright bulbs illuminating the zoo for the 21st annual ZooLights festival, beginning Nov. 29 at 5 p.m. This family tradition, presented by the Boeing Company, features life-size animal silhouettes and moving light sculptures on display throughout the zoo. This year's display features high-efficiency LED lights, which use about a tenth of the power of normal iridescent bulbs.

Families can expect to see their old favorites as well as some new surprises - including unicorns, dinosaurs and an animated, roaring lion in honor of the upcoming Predators of the Serengeti exhibit, scheduled to open in 2009. Other new displays include dinosaurs, a baby elephant and a California condor chick.

To see a preview of the light display, visit www.oregonzoo.org/Events/ZooLights/preview.htm



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Carl Hosticka, District 3
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Rex Burkholder, District 5
Robert Liberty, District 6

Auditor
Suzanne Flynn

Carlotta Collette

METRO COUNCIL DISTRICT 2 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Carlotta Collette
represents
District 2, which
includes the cities of
Gladstone, Johnson
City, Lake Oswego,
Milwaukie, Oregon
City, Rivergrove and
West Linn and a
portion of Southwest
Portland.



A message from Councilor Collette

Until the 1970s, the City of Malmo, Sweden hosted the world's most productive ship-building harbor. The economy was thriving with family wage jobs. Then came the oil crisis of the 1970s, followed by a series of economic ups and downs. By 1995, the city was facing 25 to 30 percent unemployment, and its hard-working harbor was a contaminated wasteland.

At that point, the citizens of Malmo united to work toward a new vision for the community – a vision based on sustainability. With assistance from the European Union and the Swedish government, and the collaboration of 20 developers and more than 30 different architectural firms, Malmo's Western Harbor was reborn. The plan was to make the new community a national model of urban sustainability, energy self-reliance, and compact and lively design.

European Union funds helped clean up and restore the site. Topsoil more than a yard deep was decontaminated. The area is now considered cleaner than city parks. Next, the city helped establish a new university on the site of a former manufacturing plant. Much of the housing in the first set of dwellings was intended as student housing.

Then the city applied to the Swedish government to host the annual National Housing Expo and was accepted. Malmo's theme would be a Medieval City Plan powered entirely with renewable resources located on site. It took longer to build the first phase – it opened to the public in 2001 instead of the proposed 2000 – but has been a steady source of inspiration to visitors ever since.

Today, 2,000 people live in this first phase of the project, and another 600 in recently completed and even more sustainable phase 2. A third phase is in design, and it will emphasize even higher efficiency and green building standards. Student residents have been joined by young families and a lively and beautiful retirement community.

Of course the fact that it is a harbor is a big draw. Seaside housing units rise to five or six stories and help block the wind from dwellings set behind them. Narrow streets and alleys prohibit through auto traffic, but enable deliveries and residents to come and go. Most residents commute by bike, bus, boat or train.

Electricity for the community is generated by wind turbines and solar collectors. Heating is provided by heat pumps using sea water. The pumps are powered by the wind turbines. Garbage is sorted and recycled, and what is not reused is converted to biogas. Half the surface area is green space, including green roofs, courtyards, individual gardens and parks. Bioswales and ponds enable treatment of all stormwater on site.

Today, Malmo's economy is thriving with a diverse mix of financial services, hotels and restaurants, and small manufacturing. Unemployment is virtually non-existent. Workers are invited to move to Sweden from other countries to fill available jobs. The area, which is connected to Copenhagen by a toll bridge built as part of this revitalization, has one of Europe's most vibrant economies.

continued

I have assembled a slide presentation based on my visit to Malmo in June that I'd be happy to show to community groups. Please contact me to arrange a showing.

—*Carlotta Collette*

Metro presents region's first walking guide

In July, Metro unveiled a new regional walking guide designed to connect residents with newly protected natural areas, scenic parks, historical sites, main streets and commercial districts throughout the Portland-Vancouver area. The 240-page *Walk There!* guidebook, indexed by city, offers 50 detailed routes organized by walk type and color-coded regional sections.

Thanks to support from Kaiser Permanente, local governments and community groups, Metro developed this comprehensive walking guide with every level of walker in mind – with routes that vary from easy strolls to longer distance walks with elevated terrains. A number of routes in the guide are suitable for individuals with mobility assistance devices or strollers. An informational bar on the first page of each route lists the difficulty rating, GPS coordinates for the start location, and distance. Each section offers a detailed map and description that explores the location's rich history and landscape.

Pocket-sized copies of *Walk There!* can be picked up at Metro at no charge. The guidebook will be distributed through multiple venues, including Kaiser health education classes and other programs, community walking events and DriveLess/Save More booths. The guide can also be ordered online for a \$5 shipping fee at www.oregonmetro.gov/walk. Visitors to the web site can find pick-up locations or download all 50 featured walks.

Metro begins process to identify next 30 years of high capacity transit projects

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other cities when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and instead directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail, with an additional 6.5 miles of light rail and 14.7 miles of commuter rail

currently under construction.

Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops and some separation from regular traffic and could mean light rail, commuter rail, streetcar or buses on a dedicated right of way.

In planning for future high capacity transit routes, Metro is not starting from scratch but building on a legacy of planning work that is captured in the 2040 Growth Concept and the Regional Transportation Plan. The 2040 Growth Concept calls for high capacity transit service to regional centers like Oregon City and town centers such as Tualatin. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

Get involved!

Attend a workshop to learn more about the project and provide input about what areas should be served with high capacity transit in the future.

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615 Fifth St., Oregon City

5 to 8 p.m. Thursday, Aug. 14
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740 SE 106th Ave., Portland

To learn more about the project or get on the mailing list, call 503-797-1755, send an e-mail to trans@oregonmetro.gov, or visit the project web site at www.oregonmetro.gov/goingplaces.

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Kathryn Harrington

METRO COUNCIL DISTRICT 4 NEWS | April 2009

Kathryn Harrington represents District 4, which includes Northern Washington County, Cornelius, Hillsboro, Forest Grove, Northwest Beaverton, Aloha, Rock Creek, Bonny Slope, Bethany, Raleigh Hills, West Slope, Cedar Mill and Cedar Hills.



Fiscal management in volatile economic times

A personal message from Councilor Harrington

We are all feeling the pinch in these volatile economic times. As with your household budgets and those at your businesses, we in government are working diligently to ensure that we continue to deliver as much value as possible with limited cost. Here at Metro, your elected regional government, we have skilled financial analysts who watch the larger economic trends, specific agency revenue trends as well as our detailed costs and expenses for each program area that we deliver on your behalf. In this newsletter, we are providing a picture of our current financial state. Through the continued diligence of Metro staff and Metro Council budget planning and management, your regional government continues to operate with a stable financial footing. In serving as your elected Metro Councilor these last two years, I am impressed with the continuous cost effectiveness focus and the creative solution skills of every Metro employee and department. We will continue our standard of excellence on your behalf.

– Kathryn Harrington

Metro is cautious in financial downturn

Metro Councilors are currently reviewing the proposed budget for the 2009-2010 fiscal year beginning on July 1, 2009. Like all governments, Metro must have a balanced budget. And like workers and households in the region, Metro is cautious in this financial downturn. The solid waste system is a large part of Metro's activities, and we have seen a sharp decline in waste, particularly from construction and demolition. Even waste coming from households has fallen off as people are cutting back on consumer spending and staying in the same house or apartment.

On the positive side spring break has seen great attendance at the Oregon Zoo and at local theaters and performance halls where the "stay-cation" philosophy finds Metro residents enjoying local activities instead of traveling. Metro's proposed budget is about the same size as last year. Executive salaries have been frozen, and we have taken a sharp pencil to programs that have accomplished their goals and are ready to stand on their own. Growth areas include the continued purchasing of land to protect water quality and habitat and construction at the zoo, activities that may provide some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region's livability and environmental diversity as it returns to economic prosperity.

You can learn more about Metro's budget by visiting the website and typing "proposed budget" in the search box. A calendar shows the upcoming public hearings on the budget beginning with April 2, April 16 and April 30.



Metro

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Metro's finances solid

Unlike other governments, Metro has a broad portfolio of programs with a variety of funding sources. We do not rely just on property tax or just on business receipts. We have carefully created reserves, Metro's equivalent of "rainy day" funds, in all our major areas to make sure that Metro can adjust smoothly to changing conditions without drastic service reductions to the public. We have frozen executive pay, eliminated or reduced programs that have already accomplished their goals and can continue without Metro's financial involvement, and have generally tightened our belt. We have not cut back on acquiring additional land to protect water quality and habitat, and we are moving forward with new construction at the zoo. These activities build for the future while providing some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region's livability and environmental diversity as it returns to economic prosperity.

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Metro launches high capacity transit build-a-system tool

On March 23, Metro launched an online build-a-system tool and questionnaire as part of the prioritization process for the High Capacity Transit System Plan. The plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The tool and questionnaire are available through April 24 at www.oregonmetro.gov/goingplaces.

The build-a-system tool allows users to be "virtual planners," choosing which high capacity transit lines to build within a limited budget. Users balance trade-offs such as ridership, cost, connection to attractions and institutions, and carbon emission reduction to create the system that they would like to see.

The tool is coupled with a questionnaire addressing the project's evaluation criteria to help Metro understand the values that drive people's thinking on transit investments. Responses to the questionnaire will be used to balance the region's priorities as Metro evaluates potential new lines and improvements to the current system.

The community values generated by the tool and questionnaire will be used by Metro and local jurisdictions in considering the choices and investments needed to successfully implement high capacity transit in a way that encourages rebuilding in centers and corridors. Knowing that high capacity transit is a powerful tool to help build vibrant, prosperous and sustainable communities, the feedback will also inform the Regional Transportation Plan update and support the aspirations of local communities.

Find out more about the plan by visiting project staff as they feature the online tool:

10 a.m. to 2 p.m. Saturday, April 11
Powell's Books
1005 W. Burnside St., Portland

11 a.m. to 4 p.m. Saturday, April 18
Earth Day celebration
Downtown Hillsboro

To learn more about the High Capacity Transit System Plan, to answer the questionnaire and to build your system, visit www.oregonmetro.gov/goingplaces.

Metro's annual garden tour launches new look

Fresh from last year's 10th anniversary, Metro's popular Gardens of Natural Delights™ tour program is debuting a new look for a new season of discovering sustainable gardening that's safer for people, pets and the planet. The free tours showcase private and public gardens of beautiful blossoms and easy edibles grown without pesticides or synthetic fertilizers.

Hillsboro area – noon to 4 p.m. Sunday, May 3.
Registration now open; slots are filling fast!

To register, call the Metro Recycling Information hotline at 503-234-3000. For more information in general visit www.oregonmetro.gov/garden.

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Kathryn Harrington

METRO COUNCIL DISTRICT 4 NEWS | December 2008

Kathryn Harrington represents District 4, which includes Northern Washington County, Cornelius, Hillsboro, Forest Grove, Northwest Beaverton, Aloha, Rock Creek, Bonny Slope, Bethany, Raleigh Hills, West Slope, Cedar Mill and Cedar Hills.



Thank you to those who participate

As your Metro Councilor, I have the opportunity to interact regularly with residents of our neighborhoods, our cities, Washington County and our region.

I meet frequently with neighborhood groups, city councils, boards, planning commissions, and business groups, plus folks often reach out to me by telephone or e-mail. I appreciate and thank you for your interest, your feedback and your attention to matters in your neighborhood and larger community.

One of the things that makes government in Oregon unique is our strong culture of public involvement. Both by law and by choice, we try to engage and involve citizens in as many aspects of government as possible. Only by interacting frequently and substantially with you can we be sure we are moving our policies in the right direction. While it is essential that everyone pay attention and vote in elections, it is equally important to participate between elections!

We learn a great deal from those providing citizen input at open houses such as those on Urban and Rural Reserves, and at public listening posts and public hearings, such as on transportation project funding opportunities like the Metropolitan Transportation Improvement Program (MTIP). We also enjoy the wisdom and creativity of citizen representatives volunteering on various Metro committees. Thank you for contributing your interest and contributing your voice.

In addition, Oregonians have a long history of contributing to their community through volunteer work. In my work as your Metro Councilor, I can see how we benefit from the many volunteers involved with the Oregon Zoo, at natural area restoration areas, the Native Plant Center, and as wildlife monitors. Thank you for contributing your time and physical energy to improving our public places and resources.

Whether we meet in community meetings, through project work or formal public hearings – thank you for participating. It makes a difference!

As always, it is a pleasure to serve you.

– Kathryn Harrington



Metro

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High Capacity Transit System Plan enters screening phase – District 4

Feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in approximately 55 corridors around the region. Suggestions were requested as part of the update to the Regional High Capacity Transit System Plan. Metro is currently working to screen and evaluate viable corridors for the next phase of public review and input.

The system plan will help to prioritize high capacity transit investments in new corridors and changes to existing corridors over the next 30 years. The system plan tells Metro where the best locations are for major rail and bus transit capital investments based on evaluation criteria

derived from the Regional Transportation Plan. The results will be incorporated into the Regional Transportation Plan, the Portland metropolitan area's blueprint for a multi-modal transportation system.

During July through November, more than 50 stakeholders were interviewed, more than 150 people attended public workshops and more than 200 people were informed about the project and offered suggestions at farmers markets and other public events. More than 200 people participated in an interactive questionnaire on Metro's web site from Aug. 12 to Oct. 1, 2008. District 4 was represented by online survey respondents; participants at the Hillsboro public workshop and Hillsboro Chamber of Commerce workshop; and interviews with Intel, Pacific University, Portland Community College, Washington County and Elders in Action.

The screening process will assess potential corridors based on existing and future potential ridership, corridor availability and cost, environmental impacts, equity considerations, connectivity to the current system, congestion reduction, and support for regional 2040 land-use designations, among other measures. It is estimated that 10 to 20 viable corridors will pass the screening criteria and be evaluated at a more detailed level.

In spring 2009, Metro will share evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events will happen at this time.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.

When the animals go to bed, the lights come out to play: the 21st annual ZooLights festival kicks off

The Zoo lights are back with more than a million bright bulbs illuminating the zoo for the 21st annual ZooLights festival, beginning Nov. 29th at 5 p.m. This family tradition, presented by the Boeing Company, features life-size animal silhouettes and moving light sculptures on display throughout the zoo. Families can expect to see their old favorites as well as some new surprises - including unicorns, dinosaurs and an animated, roaring lion in honor of the upcoming Predators of the Serengeti exhibit, scheduled to open in 2009.

Other new displays include dinosaurs, a baby elephant and a California condor chick, which are only a few of the new features this year. The most impressive is that many of the lights are made of LED's, which use about a tenth of the power of normal iridescent bulbs.

Music fans can enjoy the highly animated light silhouette of Mick Jaguar, who performs near the picnic area with his all-star animal band, including: Packy Pachyderm tickling the ivories, Richard Lion playing guitar, Gerri Giraffe on bass, Billy Bear on trumpet, Orville Orangutan on drums and Willy Wildebeest on sax. The Ostrich Sisters add backing vocals. Live music will resound throughout the zoo as well, with more than 100 schools, churches, professional groups and local dance troupes performing holiday musical selections.

Popular costumed characters and elves will greet zoo visitors and pose for pictures. Rudolph the Red-Nosed Reindeer is one of the many popular guests for kids. Some of the zoo's animals will also be visible, including mountain goats, elephants, primates, and approachable sheep and goats.

To see a preview of the light display, visit www.oregonzoo.org/Events/ZooLights/preview.htm.



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METRO COUNCIL DISTRICT 4 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

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Washington
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Hillsboro, Forest
Grove, Northwest
Beaverton, Aloha,
Rock Creek, Bonny
Slope, Bethany,
Raleigh Hills, West
Slope, Cedar Mill
and Cedar Hills.**



Environmental stewardship: Teaching that our resource choices have impact

Earlier this summer, the Metro Council approved the agency budget for the next fiscal year, 2008-2009. One small but important element of that budget, which I supported, is a new program that will work with outdoor schools in our region to teach young people the significance of conserving resources and reducing the amount and types of materials that we throw away. The purpose is to ensure that all sixth grade students in our region have the opportunity to attend this program, which teaches our young people how our ongoing use and disposal of various materials impact our environment. The students also gain further direct experience with nature: the outdoor part of outdoor school.

Participating schools will be able to enhance their conservation education programs, as these funds will add 6 1/2 hours of waste reduction and recycling education as part of the traditional three- to six-day outdoor school program. The funding comes from a small (less than 2 percent) increase in our solid waste system fees. For example, households are likely to see a 7 cent increase per month on monthly garbage bills that range from \$16 to \$22 in our region.

Our goals for this program include:

- ensuring that all sixth graders in the region have access and opportunity to attend outdoor school
- increasing the level of waste reduction awareness of sixth graders in the region attending outdoor school by further refining current program activities and adding new educational activities
- expanding engagement with high school students who work as camp counselors and classroom teachers, prepping and following up with the sixth graders before and after their outdoor school experience
- ensuring that schools currently sending students to outdoor school will be able to continue doing so and providing an incentive for schools that are currently not sending students to start up their outdoor school programs again.

Outdoor school provides invaluable direct experience with nature to a very receptive young audience. Expanding the natural resource 'cause and effect' aspect of the program can provide life long learning – environmental stewardship lessons that will stay with the students for the long term. Testimony before the Metro Council included parents sharing how the experience of their children helped reduce the consumption and disposal patterns of their families, thereby reducing the amount of waste entering area landfills. We will continue to engage partners with similar interests in promoting conservation, such as public utilities, to leverage additional funding to provide a stable source of funding for the region's outdoor school programs.

continued

I believe that you would agree that this small investment in environmental stewardship education will provide large impacts for the short-term and the long-term.

—Kathryn Harrington

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Carl Hosticka

METRO COUNCIL DISTRICT 3 NEWS | April 2009

Carl Hosticka represents District 3, which includes portions of Washington and Clackamas counties and the cities of Beaverton, Durham, King City, Sherwood, Tigard, Tualatin and Wilsonville.



Metro launches high capacity transit build-a-system tool

On March 23, Metro launched an online build-a-system tool and questionnaire as part of the prioritization process for the High Capacity Transit System Plan. The plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The tool and questionnaire are available through April 24 at www.oregonmetro.gov/goingplaces.

The build-a-system tool allows users to be “virtual planners,” choosing which high capacity transit lines to build within a limited budget. Users balance trade-offs such as ridership, cost, connection to attractions and institutions, and carbon emission reduction to create the system that they would like to see.

The tool is coupled with a questionnaire addressing the project's evaluation criteria to help Metro understand the values that drive people's thinking on transit investments. Responses to the questionnaire will be used to balance the region's priorities as Metro evaluates potential new lines and improvements to the current system.

The community values generated by the tool and questionnaire will be used by Metro and local jurisdictions in considering the choices and investments needed to successfully implement high capacity transit in a way that encourages rebuilding in centers and corridors. Knowing that high capacity transit is a powerful tool to help build vibrant, prosperous and sustainable communities, the feedback will also inform the Regional Transportation Plan update and support the aspirations of local communities.

Find out more about the plan by visiting project staff as they feature the online tool:

10 a.m. to 2 p.m. Saturday, April 11

Powell's Books

1005 W. Burnside St., Portland

11 a.m. to 4 p.m. Saturday, April 18

Earth Day celebration

downtown Hillsboro

To learn more about the High Capacity Transit System Plan, to answer the questionnaire and to build your system, visit www.oregonmetro.gov/goingplaces.

Metro is cautious in financial downturn

Metro Councilors are currently reviewing the proposed budget for the 2009-2010 fiscal year beginning on July 1, 2009. Like all governments, Metro must have a balanced budget. And like workers and households in the region, Metro is cautious in this financial downturn. The solid waste system is a large part of Metro's activities, and we have seen a sharp decline in waste, particularly from construction and demolition. Even waste coming from households has fallen off as people are cutting back on consumer spending and staying in the same house or apartment.



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continued

On the positive side spring break has seen great attendance at the Oregon Zoo and at local theaters and performance halls where the “staycation” philosophy finds Metro residents enjoying local activities instead of traveling. Metro’s proposed budget is about the same size as last year. Executive salaries have been frozen, and we have taken a sharp pencil to programs that have accomplished their goals and are ready to stand on their own. Growth areas include the continued purchasing of land to protect water quality and habitat and construction at the zoo, activities that may provide some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region’s livability and environmental diversity as it returns to economic prosperity.

You can learn more about Metro’s budget by visiting the website and typing “proposed budget” in the search box. A calendar shows the upcoming public hearings on the budget beginning with April 2, April 16 and April 30.

Kids get creative for annual art contest

More than 2,400 entries from K-12 students throughout the region poured in for Metro’s 14th annual Earth Day billboard art contest. With imagination and tools ranging from colored pencils, crayons and pens to watercolors and computers, kids shared their energetic, visual messages of waste reduction and resource conservation. About 200 finalists’ designs currently line the lobby at Metro Regional Center, remaining on public display through Earth Day, April 22.

Four contest winners – one each from grades K-2, 3-5, 6-8 and 9-12 – and eight honorable mentions were selected by a panel of judges. Each of the four winning designs will be posted as public billboards throughout April and one other month. Meanwhile, the young artists, their families and teachers, and the public are invited to the contest’s art show and unveiling of the winning entries from 10 a.m. to 1 p.m. Saturday, April 4, at Metro, 600 NE Grand Ave., Portland. The free event will include fun activities to help families learn more about composting, cleaning with less-toxic products and creatively reusing materials.

For more information, please contact waste reduction educator Freda Sherburne at 503-797-1522 or freda.sherburne@oregonmetro.gov.

Metro’s annual garden tour launches new look

Fresh from last year’s 10th anniversary, Metro’s popular Gardens of Natural Delights™ tour program is debuting a new look for a new season of discovering sustainable gardening that’s safer for people, pets and the planet.

The free tours showcase private and public gardens of beautiful blossoms and easy edibles grown without pesticides or synthetic fertilizers. Formerly a one-day offering spanning 30 spots across the Portland metropolitan area, the program now comprises a more intimate setting of four self-guided mini-tours during selected weekends from May to July.

Space is limited to Multnomah, Clackamas and Washington county residents and a guest. Tickets are first come, first served, with one mini-tour per registrant:

Hillsboro area – noon to 4 p.m. Sunday, May 3. Explore incredible edibles, a naturescape and a four-season blossom bonanza; check out short seminars on composting and limited-mobility organic gardening. Registration now open; slots are filling fast!

Oregon City area – noon to 4 p.m. Sunday, June 28. Discover eye-popping flower beds, edibles, naturescapes and live chickens; check out short seminars on rain gardens and wise watering. Registration opens Monday, May 18.

Lake Oswego area – noon to 4 p.m. Sunday, July 19. Enjoy artful gardens, naturescapes and the secrets of all-organic home methods; check out short seminars on organic urban farming. Registration opens Monday, June 8.

To register, call the Metro Recycling Information hotline at 503-234-3000. For more information about this year’s tour program or the new lineup of workshops and hands-on natural-gardening activities at Metro’s demonstration gardens in the Portland metropolitan area, visit www.oregonmetro.gov/garden.

About Metro

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A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region’s economy.

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METRO COUNCIL DISTRICT 3 NEWS | December 2008

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High Capacity Transit System Plan enters screening phase – District 3

Feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in approximately 55 corridors around the regions. Suggestions were requested as part of the update to the Regional High Capacity Transit System Plan. Metro is currently working to screen and evaluate viable corridors for the next phase of public review and input.

The system plan will help to prioritize high capacity transit investments in new corridors and changes to existing corridors over the next 30 years. The system plan tells Metro where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the Regional Transportation Plan. The results will be incorporated into the Regional Transportation Plan, the Portland metropolitan area's blueprint for a multi-modal transportation system.

During July through November, more than 50 stakeholders were interviewed, more than 150 people attended public workshops and more than 200 people were informed about the project and offered suggestions at farmers markets and other public events. More than 200 people participated in an interactive questionnaire on Metro's web site from Aug. 12 to Oct. 1, 2008. District 3 was represented by online survey respondents; participants at the Tigard public workshop and Beaverton Farmers Market; and interviews with the City of Tigard, Washington County and Elders in Action.

The screening process will assess potential corridors based on existing and future potential ridership, corridor availability and cost, environmental impacts, equity considerations, connectivity to the current system, congestion reduction, and support for regional 2040 land-use designations, among other measures. It is estimated that 10 to 20 viable corridors will pass the screening criteria and be evaluated at a more detailed level.

In spring 2009, Metro will share evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events will happen at this time.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.



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When the animals go to bed, the lights come out to play: the 21st Annual ZooLights festival kicks off

The Zoo lights are back with more than a million bright bulbs illuminating the zoo for the 21st annual ZooLights festival, beginning Nov. 29 at 5 p.m. This family tradition, presented by the Boeing Company, features life-size animal silhouettes and moving light sculptures on display throughout the zoo. Families can expect to see their old favorites as well as some new surprises—including unicorns, dinosaurs and an animated, roaring lion in honor of the upcoming Predators of the Serengeti exhibit, scheduled to open in 2009.

continued

Other new displays include dinosaurs, a baby elephant and a California condor chick, which are only a few of the new features this year. The most impressive is that many of the lights are made of LED's, which use about a tenth of the power of normal iridescent bulbs.

Music fans can enjoy the highly animated light silhouette of Mick Jaguar, who performs near the picnic area with his all-star animal band, including: Packy Pachyderm tickling the ivories, Richard Lion playing guitar, Gerri Giraffe on bass, Billy Bear on trumpet, Orville Orangutan on drums and Willy Wildebeest on sax. The Ostrich Sisters add backing vocals. Live music will resound throughout the zoo as well, with more than 100 schools, churches, professional groups and local dance troupes performing holiday musical selections.

Popular costumed characters and elves will greet zoo visitors and pose for pictures. Rudolph the Red-Nosed Reindeer is one of the many popular guests for kids. Some of the zoo's animals will also be visible, including mountain goats, elephants, primates, and approachable sheep and goats.

To see a preview of the light display, visit www.oregonzoo.org/Events/ZooLights/preview.htm.



Drive Less. Save More. Video Challenge

Do you have a passion for promoting decreased driving in the Metro region? November marked the launch of the Drive Less Video Challenge, where the objective is simple: create a 25 second video that motivates people to drive less. The top video will run as a television commercial, plus the grand prize winner will receive an Apple iMac and Final Cut Pro Studio 2 or \$3,000 cash.

Oregon and southwest Washington residents can compete in two categories: a general category (ages 18 and up) and a youth category

(ages 17 and younger). Individuals and groups can enter. The video submission deadline is January 30, 2009, after which a panel of judges will pick the top five videos in each category. Selected videos will be scored for message effectiveness, representation of the Drive Less/Save More Campaign, creativity and innovation and video quality. The general public will get to weigh in, too, by voting online in March 2009 for the video that motivates them best to drive less.

The grand prize winner will be determined by combining judges' scores with public votes. The top three winners of the People's Choice Award for both the general and youth categories will be determined by public votes received. Prizes will also be awarded to the winners of the competition's People's Choice Award.

Metro teamed up with ten other sponsors to help make the challenge possible. For a complete list of prizes, sponsors, and contest details visit <http://www.drivelessavemore.com/> or send an e-mail to contact@drivelessavemore.com to get challenge notices.

Natural Areas Oversight Committee findings

Recently, a citizen oversight committee reviewed Metro's progress implementing the 2006 Natural Areas Program and concluded that "Metro is conducting the Natural Areas Program in a way that is accountable and transparent." The committee report stated that Metro has been successful in purchasing targeted acquisitions and that administrative costs are well under national benchmarks.

Find out more about these protected natural areas by visiting www.oregonmetro.gov/naturalareas or come see them yourself by participating in a special "sneak preview" tour hosted by Metro and local elected officials. To get on the invitation list send email to naturalareas@oregonmetro.gov or call 503-797-1545.

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METRO

PEOPLE PLACES
OPEN SPACES

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Metro presents region's first walking guide

In July, Metro unveiled a new regional walking guide designed to connect residents with newly protected natural areas, scenic parks, historical sites, main streets and commercial districts throughout the Portland-Vancouver area. The 240-page Walk There! guidebook, indexed by city, offers 50 detailed routes organized by walk type and color-coded regional sections.

Thanks to support from Kaiser Permanente, local governments and community groups, Metro developed this comprehensive walking guide with every level of walker in mind – with routes that vary from easy strolls to longer distance walks with elevated terrains. A number of routes in the guide are suitable for individuals with mobility assistance devices or strollers. An informational bar on the first page of each route lists the difficulty rating, GPS coordinates for the start location, and distance. Each section offers a detailed map and description that explores the location's rich history and landscape.

Pocket-sized copies of Walk There! can be picked up at Metro at no charge. The guidebook will be distributed through multiple venues, including Kaiser health education classes and other programs, community walking events and DriveLess/Save More booths. The guide can also be ordered online for a \$5 shipping fee at www.oregonmetro.gov/walk. Visitors to the web site can find pick-up locations or download all 50 featured walks.



Metro begins process to identify next 30 years of high capacity transit projects

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other cities when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and instead directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail, with an additional 6.5 miles of light rail and 14.7 miles of commuter rail currently under construction.

Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops and some separation from regular traffic and could mean light rail, commuter rail, streetcar or buses on a dedicated right of way.

In planning for future high capacity transit routes, Metro is not starting from scratch but building on a legacy of planning work that is captured in the 2040 Growth Concept

continued

and the Regional Transportation Plan. The 2040 Growth Concept calls for high capacity transit service to regional centers like Oregon City and town centers such as Tualatin. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

Get involved!

Attend a workshop to learn more about the project and provide input about what areas should be served with high capacity transit in the future.

5 to 8 p.m. Tuesday, Aug. 12
Walters Cultural Arts Center
527 E. Main St., Hillsboro

5 to 8 p.m. Wednesday, Aug. 13
Oregon City Pioneer Center
615 Fifth St., Oregon City

5 to 8 p.m. Thursday, Aug. 14
East Portland Community Center
740 SE 106th Ave., Portland

To learn more about the project or get on the mailing list, call 503-797-1755, send an e-mail to trans@oregonmetro.gov, or visit the project web site at www.oregonmetro.gov/goingplaces.

Cooper Mountain Nature Park construction begins in August



Construction at the nature park includes a parking area, nature center and trail system that will help visitors enjoy Cooper Mountain's unique landscape and learn about the plants and animals found there. The nature center will include space for environmental education programs, a base for volunteers and restrooms for everyone. Gardens will showcase native and drought-tolerant plants suited to Cooper Mountain's dry climate and south-facing slopes. Funding for construction comes from Metro's natural areas bond measure

and a grant from the Oregon Parks and Recreation Department.

Three miles of trails will traverse the site; including a wheelchair accessible loop. The trails pass through each of Cooper Mountain's distinct habitats - from forest to prairie to oak woodlands. Hikers will have grand views of the Chehalem Mountains and Tualatin Valley, close-up looks at Oregon white oaks and spring blooms, and glimpses of rare animal species like the Northern red-legged frog and Western gray squirrel.

Together with volunteers, Metro's science and stewardship team has spent the past decade restoring the oak woodlands, native prairies, Douglas-fir forests and perched wetlands at Cooper Mountain. Oak woodland and prairie habitats are rare in the Willamette Valley and their preservation offers an important link to the area's natural history. When the park opens to the public in 2009, visitors will be able to learn about Cooper Mountain's past while enjoying scenic beauty protected for the future.

Council chamber A/V equipment upgrades survey

In July 2008, upgraded cable production equipment with broader recording and production capabilities was installed in the council chamber. Metro is interested in hearing about your experiences viewing council meetings and requesting records. Following the Aug. 6 Metro Council meeting, you can take a survey about your experiences. Visit www.oregonmetro.gov/council after Aug. 7 to take the survey.

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METRO COUNCIL DISTRICT 6 NEWS | April 2009

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Portland Milwaukie Light Rail Bridge

A personal message from Councilor Liberty

The Portland-Milwaukee light rail project also involves a bridge; this one will carry light rail, buses, the streetcar, bikes and pedestrians.

The City of Portland and TriMet worked together to explore different designs for the bridge but subject to the discipline of a realistic total project budget. (Although there is a possible funding gap for the \$1.4 billion project, it is in the 10% range and most participants believe that gap can be filled and some project costs can be reduced.)

For my part, I thought the two finalists designs – the “wave” bridge and two variants of the cable stay were attractive. But for me the critical factors were not aesthetics but cost and risk. It appears that the cable-stay bridge would cost less and be considerably less risky to build because it is a commonly used design; the wave design would be the first of its kind built in the U.S.

– Robert Liberty

Was there a recommendation or decision?

Portland-Milwaukie Light Rail Project
Considers Changes to Stops in SE Portland

The Portland-Milwaukie Light Rail Project officially entered Preliminary Engineering on March 30, 2009. During the next year the project team, led by TriMet, will refine and advance the design. Collecting citizens' opinions, ideas and information are an important part of this process.

In Southeast Portland along Southeast 17th Avenue, the project staff is considering how to balance pedestrian safety with heavy freight traffic around station areas. Efforts to maintain community access to the two 17th Avenue stations, currently planned at Rhine and Holgate, will continue through technical analysis and community meetings. The project also includes a future stop at Harold Street.

The next community meeting is on Wednesday April 22, from 6-7:30pm at Winterhaven School gym, 3830 SE 14th Avenue, Portland.

Councilor Liberty represents Metro on the project Steering Committee, the primary

decision-making body. He encourages citizens to stay involved. Sign up for meeting announcements at www.trimet.org/pm and indicate the portion of the alignment that interests you.

Transit Investments Considered for SE Powell, SW Barbur, SE Foster Road

Should the region build a new light rail line to connect downtown Portland and downtown Tigard on Barbur Boulevard? Or should that next line connect Portland and Gresham along Powell Boulevard? Would it make more sense to add a line along Powell Boulevard and Foster Road to Happy Valley?

And is light rail the right vehicle? Perhaps we should consider Bus Rapid Transit (perhaps with electric buses), or a streetcar for some or all of these routes?

More importantly, what would these regional investments do to achieve our broader objectives? What would they mean for job access, redevelopment, reducing greenhouse gases?

continued



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Metro has already evaluated a large number of possible high capacity transit investments and reduced that number to a smaller number of potential investments. The screening report can be found at http://www.oregonmetro.gov/files/planning/screening_resultsmemo_020509_final.pdf)

Now Metro is asking citizens to help evaluate the remaining corridors through an online “build-a-system tool,” which can be found at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=29903>

The build-a-system tool lets you compare each of the transit corridors being evaluated by the project team. With this tool you can compare how each corridor performs and learn about the benefits and costs of the system you’ve created. Your responses to the questionnaire will help the project team and elected officials understand the region’s collective values in order to balance the trade-offs offered by these corridors.

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After a century of waiting we have another urban President

When was the last time we had a President with a real urban background, someone who lived in, and cared about, cities?

We have to go back a century to Teddy Roosevelt, who grew up in the Gramercy neighborhood of New York City, represented a part of Manhattan in the New York State Assembly and was a Republican candidate for mayor of New York.

But the US was a far more rural country when Teddy Roosevelt was President. Today most Americans live in urban regions with populations of 1 million or more.

Barack Obama grew up in the cosmopolitan city of Honolulu. His university studies took him to Los Angeles, New York and Boston. Obama moved to Chicago to become director of a nonprofit organization working to spur development in poor urban neighborhoods. The rest of his legal and political career was made in Chicago.

As a Presidential candidate Barack Obama, issued an urban policy white paper that promised to “implement a regional development agenda that utilizes and strengthens the considerable assets of our urban centers. These investments will bolster America’s long-term competitiveness in a globalized economy, and ensure long-term prosperity for all Americans.” (<http://www.barackobama.com/pdf/issues/UrbanFactSheet.pdf>)

Obama stated what many of us have known, but few Federal officials (with the notable exception of Congressman Earl Blumenauer) have stated publicly: “...many federal programs inadvertently undermine cities and regions by encouraging inefficient and costly patterns of development ...”

He promised to “re-evaluate the transportation funding process to ensure that smart growth considerations are taken into account” and to “ensure that more Metropolitan Planning Organizations create policies to incentivize greater bicycle and pedestrian usage of roads and sidewalks...” He will “re-commit federal resources to public mass transportation projects across the country.”

Obama also endorsed the creation of a National Infrastructure Bank and supports “an Affordable Housing Trust Fund to develop affordable housing in mixed-income neighborhoods.” To coordinate these efforts, Obama has promised to create a “White House Office of Urban Policy to develop a strategy for metropolitan America,” an office that will report directly to him.

Our President-elect faces an economy in crisis, two foreign wars and the continuing threat of terrorism. He will have only limited time - and money - to devote to metropolitan issues.

But finally, after a century, we have a President who has a strong intellectual and emotional connection to the urban places where most Americans live and work. I trust him to gather people of like mind to address the challenges and opportunities in our nation’s urban regions.

Our own region, like the nation, will be the better for it.



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The sweating polar bear

For the past three years I have enjoyed playing the role of Rocky the Mountain Goat for a night or two as part of the Zoolights holiday event at the Oregon Zoo. In my silent, but animated role as Rocky, both children and adults have said and done things that amused, astounded and confounded me.

Alas, Rocky's hide and head must be retired (perhaps I wore them out). I will miss Rocky, who reminded me of the alpine regions of the Cascades that I love.

This year I will be a polar bear, an impressive and elegant white-haired giant. It is certainly a flattering role. On the other hand, Oregon Zoo Director Tony Vecchio tells me that the outfit is extremely hot, whereas Rocky's thin and tattered coat was quite comfortable in December's brisk breezes.

I will simply have to embrace my new role - a sweating polar bear - as a good symbol of the threat of global climate change.

Happy Holidays.

– Robert Liberty



High Capacity Transit System Plan enters screening phase – District 6

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In spring 2009, Metro will share evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events will happen at this time.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.

Beijing impressions

At the end of October I traveled to Beijing to address 50 mayors and vice mayors from around China about aspects of the Portland metro area's planning experience, courtesy of the Harmony Foundation of Vancouver BC. My impressions from that trip as well as some photos of China's second largest city can be found on my website:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=15765>.

Metro Councilor Inauguration invite

Please join in attendance at the Oregon Zoo for the Metro Council Inauguration of Councilors Liberty, Collette, Burkholder and Hosticka on January 8, 2009 from 4 to 6 p.m. For more information, please call the Metro Council Office at 503-797-1540.

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About Metro

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Your Metro representatives

Metro Council President
David Bragdon

Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6

Auditor
Suzanne Flynn

Rod Park

METRO COUNCIL DISTRICT 1 NEWS | April 2009

Rod Park represents District 1, which includes Fairview, Gresham, Happy Valley, Maywood Park, Troutdale, Wood Village, Damascus and portions of East Portland.



Urban and Rural Reserves open house events

A personal message from Councilor Park

Fifty years from now? It is hard to imagine what the world will look like, let alone our region. However, this is what regional citizens are attempting to envision on a gross level - what lands to keep in farming and forestry and where to build houses and businesses. I would invite you to attend various open houses to learn and contribute your ideas to the effort that Metro and the region's counties of Multnomah,

Clackamas and Washington are undergoing to harness the region's growth.

Open house calendar:

Saturday, April 18
9 a.m. to noon
Metro Regional Center
600 NE Grand Ave., Portland

Thursday, April 30
5:30 to 7:30 p.m.
Wilsonville City Hall
29799 SW Town Center Loop E, Wilsonville

Monday, April 20
5:30 to 7:30 p.m.
Sam Barlow High School
5105 SW 302nd Ave., Gresham

– Rod Park

Metro is cautious in financial downturn

Metro Councilors are currently reviewing the proposed budget for the 2009-2010 fiscal year beginning on July 1, 2009. Like all governments, Metro must have a balanced budget. And like workers and households in the region, Metro is cautious in this financial downturn. The solid waste system is a large part of Metro's activities, and we have seen a sharp decline in waste, particularly from construction and demolition. Even waste coming from households has fallen off as people are cutting back on consumer spending and staying in the same house or apartment.

On the positive side spring break has seen great attendance at the Oregon Zoo and at local theaters and performance halls where the "stay-cation" philosophy finds Metro residents enjoying local activities instead of traveling. Metro's proposed budget is about the same size as last year. Executive salaries have been frozen, and we have taken a sharp pencil to programs that have accomplished their goals and are ready to stand on their own. Growth areas include the continued purchasing of land to protect water quality and habitat and construction at the zoo, activities that may provide some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region's livability and environmental diversity as it returns to economic prosperity.

You can learn more about Metro's budget by visiting the website and typing "proposed budget" in the search box.



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continued

Metro's Finances Solid

Like all governments, Metro must have a balanced budget. And like workers and households in the region, Metro must be cautious. Unlike other governments, Metro has a broad portfolio of programs with a variety of funding sources. We do not rely just on property tax or just on business receipts. We have carefully created reserves, Metro's equivalent of "rainy day" funds, in all our major areas to make sure that Metro can adjust smoothly to changing conditions without drastic service reductions to the public. We have frozen executive pay, eliminated or reduced programs that have already accomplished their goals and can continue without Metro's financial involvement, and have generally tightened our belt.

We have not cut back on acquiring additional land to protect water quality and habitat, and we are moving forward with new construction at the zoo. These activities build for the future while providing some local economic stimulus. Most importantly, we want to continue our land use and transportation work. When the region starts to recover, we want to remain ready to encourage and support the region's livability and environmental diversity as it returns to economic prosperity.

You can learn more about Metro's budget by visiting the website and typing "proposed budget" in the search box.

Metro launches high capacity transit build-a-system tool

On March 23, Metro launched an online build-a-system tool and questionnaire as part of the prioritization process for the High Capacity Transit System Plan. The plan will guide the region's investments in high capacity transit – light rail, commuter rail, bus rapid transit or rapid streetcar. The tool and questionnaire are available through April 24 at www.oregonmetro.gov/goingplaces.

The build-a-system tool allows users to be "virtual planners," choosing which high capacity transit lines to build within a limited budget. Users balance trade-offs such as ridership, cost, connection to attractions and institutions, and carbon emission reduction to create the system that they would like to see.

The tool is coupled with a questionnaire addressing the project's evaluation criteria to help Metro understand the values that drive

people's thinking on transit investments. Responses to the questionnaire will be used to balance the region's priorities as Metro evaluates potential new lines and improvements to the current system.

The community values generated by the tool and questionnaire will be used by Metro and local jurisdictions in considering the choices and investments needed to successfully implement high capacity transit in a way that encourages rebuilding in centers and corridors. Knowing that high capacity transit is a powerful tool to help build vibrant, prosperous and sustainable communities, the feedback will also inform the Regional Transportation Plan update and support the aspirations of local communities.

Find out more about the plan by visiting project staff as they feature the online tool:

11 a.m. to 4 p.m. Saturday, April 18
Earth Day celebration, downtown Hillsboro

To learn more about the High Capacity Transit System Plan, to answer the questionnaire and to build your system, visit www.oregonmetro.gov/goingplaces.

Kids get creative for annual art contest

More than 2,400 entries from K-12 students throughout the region poured in for Metro's 14th annual Earth Day billboard art contest. About 200 finalists' designs currently line the lobby at Metro Regional Center, remaining on public display through Earth Day, April 22.

Four contest winners – one each from grades K-2, 3-5, 6-8 and 9-12 – and eight honorable mentions were selected by a panel of judges. Each of the four winning designs will be posted as public billboards throughout April and one other month.

For more information, contact waste reduction educator Freda Sherburne at 503-797-1522 or freda.sherburne@oregonmetro.gov.

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Rod Park

METRO COUNCIL DISTRICT 1 NEWS | December 2008

Rod Park represents District 1, which includes Fairview, Gresham, Happy Valley, Maywood Park, Troutdale, Wood Village, Damascus and portions of East Portland.



Tis the season - to recycle!

The holiday season can generate a lot of waste – from giving gifts to buying decorations. I encourage you to find ways to reduce your waste and recycle the waste you cannot avoid. You can reduce the trash associated with the holidays in a number of ways:

- purchase gifts with little or no packaging;
- buy recycled-content gift-wrap;
- avoid foil or plastic-coated paper;
- take someone to a play, concert or the zoo;
- give gifts that benefit the environment; and
- teach someone a skill you possess — knitting, woodworking or music.

Many of these tips will also help you reduce the amount of money you spend on gifts as well. Once the holidays have passed you can also recycle your Christmas tree. Fairview, Gresham, Portland, Maywood Park, Troutdale and Wood Village offer curbside tree recycling collection. For specific instructions, call your local solid waste and recycling office, your garbage hauler, or Metro Recycling Information at (503) 234-3000. The hearing-impaired can call TDD (503) 797-1804. Look online at www.oregonmetro.gov in the Sustainable Living and Waste Reduction section of our website for additional tips and links to guides for recycled content and sustainable gifts.

I wish you and your family a safe and festive holiday season!

– Rod Park

High Capacity Transit System Plan enters screening phase – District 1

Feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in approximately 55 corridors around the region. Suggestions were requested as part of the update to the Regional High Capacity Transit System Plan. Metro is currently working to screen and evaluate viable corridors for the next phase of public review and input.

The system plan will help prioritize high capacity transit investments in new corridors and changes to existing corridors over the next 30 years. The system plan tells Metro where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the Regional Transportation Plan. The results will be incorporated into the Regional Transportation Plan, the Portland metropolitan area's blueprint for a multi-modal transportation system.

During July through November, more than 50 stakeholders were interviewed, more than 150 people attended public workshops and more than 200 people were informed about the project and offered suggestions at farmers markets and other public events. More than 200 people participated in an interactive questionnaire on Metro's web site from Aug. 12 to Oct. 1, 2008.



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District 1 was represented by online survey respondents; participants at the Gresham Farmers' Market; and interviews with Clackamas County, the cities of Damascus and Gresham, The Columbia Corridor Association, Friends of the Columbia Gorge and Elders in Action.

The screening process will assess potential corridors based on existing and future potential ridership, corridor availability and cost, environmental impacts, equity considerations, connectivity to the current system, congestion reduction, and support for regional 2040 land-use designations, among other measures. It is estimated that 10 to 20 viable corridors will pass the screening criteria and be evaluated at a more detailed level.

In spring 2009, Metro will share evaluation results with the public and begin discussing tradeoffs, choices and priorities. An interactive web survey and other public outreach events will happen at this time.

To learn more about the system plan or to sign up for project updates, visit www.oregonmetro.gov/goingplaces.

When the animals go to bed, the lights come out to play: the 21st Annual ZooLights festival kicks off

The Zoo lights are back with more than a million bright bulbs illuminating the zoo for the 21st annual ZooLights festival, which began Nov. 29 at 5 p.m. This family tradition, presented by the Boeing Company, features life-size animal silhouettes and moving light sculptures on display throughout the zoo. Families can expect to see their old favorites as well as some new surprises - including unicorns, dinosaurs and an animated, roaring lion in honor of the upcoming Predators of the Serengeti exhibit, scheduled to open in 2009.

Other new displays include dinosaurs, a baby elephant and a California condor chick, which are only a few of the new features this year. The most impressive is that many of the lights are made of LED's, which use about a tenth of the power of normal iridescent bulbs.

Music fans can enjoy the highly animated light silhouette of Mick Jaguar, who performs near the picnic area with his all-star animal band, including: Packy Pachyderm tickling the ivories, Richard Lion playing guitar, Gerri Giraffe on bass, Billy Bear on trumpet, Orville Orangutan on drums and Willy Wildebeest on sax. The Ostrich Sisters add backing vocals. Live music will resound throughout the zoo as

well, with more than 100 schools, churches, professional groups and local dance troupes performing holiday musical selections.

Popular costumed characters and elves will greet zoo visitors and pose for pictures. Rudolph the Red-Nosed Reindeer is one of the many popular guests for kids. Some of the zoo's animals will also be visible, including mountain goats, elephants, primates, and approachable sheep and goats.

To see a preview of the light display, visit www.oregonzoo.org/Events/ZooLights/preview.htm.

Natural Areas Program Oversight Committee findings

Voters across the nation and here at home have consistently showed their support for land conservation. In November 2006 voters approved Metro's \$227.4 million bond measure to protect natural areas, safeguard water quality and ensure that citizens have access to nature close to where they live.

Recently, a citizen oversight committee reviewed Metro's progress implementing the 2006 Natural Areas Program and concluded that "Metro is conducting the Natural Areas Program in a way that is accountable and transparent." The committee report stated that Metro has been successful in purchasing targeted acquisitions and that administrative costs are well under national benchmarks.

Find out more about these protected natural areas by visiting www.oregonmetro.gov/naturalareas or come see them yourself by participating in a special "sneak preview" tour hosted by Metro and local elected officials. To get on the invitation list send email to naturalareas@oregonmetro.gov or call 503-797-1545.

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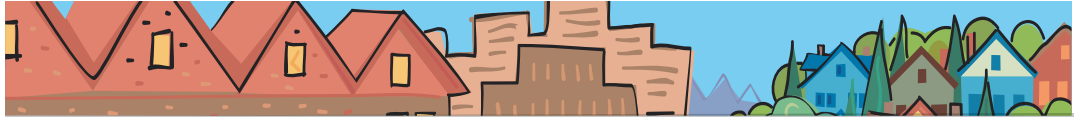
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Rod Park

METRO COUNCIL DISTRICT 1 NEWS



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PEOPLE PLACES
OPEN SPACES

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Park, Troutdale,
Wood Village,
Damascus and
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A message from Councilor Park

Changes may be ahead for Blue Lake Regional Park. In July, the Metro Council directed staff to proceed to the next phase of this exciting project to analyze the feasibility of funding, designing and constructing a proposed nature and golf learning center.

If feasible, the nature and golf learning center will be the next in a series of improvements outlined in a Blue Lake Regional Park master plan update adopted in 2001. The proposed center would be developed on the east and west sides of Blue Lake Road and include a nine hole golf course that would offer new players a chance to build their skills while also challenging more experienced players. Special programs would invite young players and families to try golf in an affordable and comfortable environment. Plans also include a fitness trail, wildlife watching opportunities and connections to the nearby 40-Mile Loop Trail.

The Blue Lake nature and golf learning center design will go above and beyond simply complying with applicable regulations and strive to maximize the wildlife habitat and water quality benefits. The small wetland located within the property is currently in need of restoration efforts. Planned restoration would significantly improve habitat value for songbirds, small mammals, amphibians, dragonflies and other wildlife. Enhancing the natural features of the site would also add visual appeal to the proposed golf course design, a beautiful setting for trail users and opportunities for learning. Plans include interpretive signs identifying the plants and animals found in the area. In addition we are attempting to enhance the water quality of Blue Lake through various techniques of introducing "live flow" and nutrient removal from the lake.

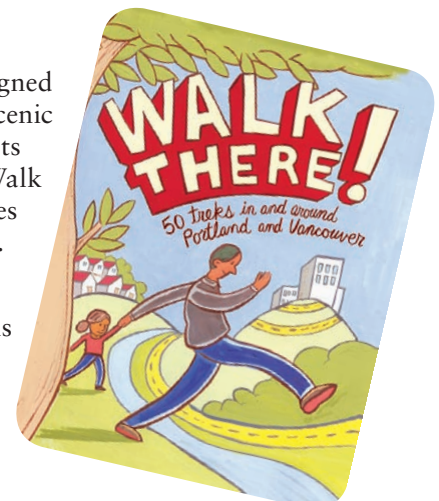
This proposed center has the ability to be something very special and can serve as a model for other areas of the region.

—Rod Park

Metro presents region's first walking guide

In July, Metro unveiled a new regional walking guide designed to connect residents with newly protected natural areas, scenic parks, historical sites, main streets and commercial districts throughout the Portland-Vancouver area. The 240-page Walk There! guidebook, indexed by city, offers 50 detailed routes organized by walk type and color-coded regional sections.

Thanks to support from Kaiser Permanente, local governments and community groups, Metro developed this comprehensive walking guide with every level of walker in mind - with routes that vary from easy strolls to longer distance walks with elevated terrains. A number of routes



in the guide are suitable for individuals with mobility assistance devices or strollers. An informational bar on the first page of each route lists the difficulty rating, GPS coordinates for the start location, and length. Each section offers a detailed map and description that explores the location's rich history and landscape.

Pocket-sized copies of Walk There! can be picked up at Metro at no charge. The guidebook will be distributed through Kaiser health education classes, as well as community walking events and other Kaiser programs. The guide can also be ordered online for \$5 shipping fee at www.oregonmetro.gov/walk. Visitors to the web site can also download all 50-featured walks.

Metro begins process to identify next 30 years of high capacity transit projects

The Portland metropolitan region is home to a pioneering transit system. Over 30 years ago, the region decided to grow differently than other cities when elected leaders and citizens rallied against construction of freeways through developed neighborhoods and instead directed resources to a light rail project along I-84. Since then, the region has constructed 44 miles of light rail (the Blue, Red and Yellow lines). An additional 6.5 miles of light rail (Green line) and 14.7 miles of commuter rail (WES) are currently under construction. These lines connect the far reaches of the urban area from Hillsboro to Gresham and from north Portland to Clackamas, and to many neighborhoods in between.

Metro is launching a study to consider where the next 30 years of high capacity transit investments should go. High capacity transit is characterized by routes with fewer stops and some separation from regular traffic and could mean light rail, commuter rail, streetcar or buses on a dedicated right of way. Metro, the agency responsible for regional planning, will complete the Regional High Capacity Transit Plan along with TriMet, the Oregon Department of Transportation and the 25 cities and three counties in the region. The plan will be closely coordinated with the City of Portland's Streetcar System Plan.

In planning for future high capacity transit routes, we're not starting from scratch but building on a legacy of planning work that is captured in the 2040 Growth Concept and the Regional Transportation Plan. The 2040 Growth Concept, adopted in 1995 after an extensive public engagement process, calls for high capacity transit service to regional centers like Oregon City and town centers such as Tualatin.

The High Capacity Transit System Plan will provide the region with a prioritized set of corridors based on planned land uses, community values and potential ridership. The plan will be adopted by the Metro Council in spring 2009 after review by community members, elected officials and technical staff from around the region.

Get involved!

Attend a workshop to learn more about the project and provide input about what areas should be served with high capacity transit in the future.

5 to 8 p.m. Tuesday, Aug. 12
Walters Cultural Arts Center
527 E. Main St., Hillsboro

5 to 8 p.m. Wednesday, Aug. 13
Oregon City Pioneer Center
615 Fifth St., Oregon City

5 to 8 p.m. Thursday, Aug. 14
East Portland Community Center
740 SE 106th Ave., Portland

To learn more about the project or to get on the mailing list, call 503 -797-1755, send an e-mail to trans@oregonmetro.gov, or visit the project web site at www.oregonmetro.gov/goingplaces.

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