

Metro Regional Council  
600 NE. Grand Ave.  
Portland, OR 97232

Dear Metro Councilors,

The 1999 Regional Transportation Plan contains a reassuring, hopeful statement of goals for transportation, land use, and corresponding improvements to both our built and natural environments. If implemented well, it could result in more livable cities, built around the concept of complete communities.

My concern is with the choices indicated for allocating financial resource to transportation, as expressed in Policy 20.1. Item "a" says that highest priority should be placed on serving the transportation needs of the central city and regional centers (as well as intermodal facilities and industrial areas). The term "transportation needs" is imprecise, but apparently intends to spend money first on expanding the already-extensive capacity for travel between regional centers. This part of the policy conflicts directly with the concept of complete communities by encouraging more long distance travel, and further draws resources away from infrastructure for such community development. By draining off limited resources, it nullifies, for example, a JPACT conclusion of the Willamette Crossing study that a better jobs balance be achieved for Clackamas County. Further, by supporting increased transportation into Washington County, it is forcing the Council to consider expanding the Urban Growth Boundary in Washington County over more farmland.

I encourage you to revise this critical policy section such that:

- There is a clear statement putting further expansion of interregional transportation at a low priority.
- A relatively high priority be given to resources for achieving complete communities with more than purely transportation capability. This might be done through such steps as cooperative programs with local jurisdictions to modify land use plans and zoning while funding the corresponding local infrastructure.

With such policy changes, Metro would in effect be refusing to continue waste of resources on counter-effective policies that actually weaken the economy while degrading the quality of our environment and our lives.

Respectfully,

Frank M. Orem  
Conservation Committee Chair  
Sierra Club Columbia Group  
5025J Foothills Road  
Lake Oswego, OR 97034  
503/635-2607



**METRO**

**TO: Andy Cotugno, Director, Transportation Department**  
**FROM: Charles Ciecko, Director, Metro Parks and Greenspaces**  
**RE: Regional Transportation Plan**  
**DATE: June 28, 2000**

A handwritten signature in black ink, appearing to read 'Charles Ciecko', written over the 'FROM' line of the header.

I have reviewed the draft Regional Transportation Plan and would like to commend you and your staff for the excellent work and enormous undertaking this document represents.

I am particularly pleased to see that Chapter 1: Regional Transportation Policy contains strong policy statements addressing the importance of protecting our natural resources such as the natural environment (Policy 7.0), water quality (Policy 8.0) and air quality (Policy 9.0). The policies of the RTP have very important implications for natural resources throughout the metropolitan Portland area due to the impacts of habitat fragmentation, fish and wildlife passage, storm water run off and myriad others. I'm pleased to see these issues addressed in the policy section of this document.

Implementation of the Regional Framework Plan Chapter 3 is the top priority for the Parks and Greenspaces Department. I would like to point to Policy 3.2.6 from the Regional Framework Plan which states that "New transportation and utility projects shall seek to avoid fragmentation and degradation of components of the Regional System. If avoidance is infeasible, impacts shall be minimized and mitigated." This language is stronger and varies from that in the RTP and I recommend amending RTP Policy 7.0 to include this language as an additional objective.

### **Regional Trails**

The Regional Framework Plan Policy 3.4.1 states that "Metro will identify a Regional Trails System which shall be included in the Regional Transportation Plan". Although a "regional trails network" is mentioned in sections of the RTP related to the Preferred System and the Strategic System, no separate map of the Regional Trails System is included in the RTP draft document. The Regional Bicycle System (Figure 1.18) shows "regional corridor off-street" elements and the Regional Pedestrian System (Figure 1.19) shows "multi-use facility with pedestrian transportation function" elements, both of which pick up trails identified in the Regional Trails System, however, there is no stand alone map (figure) showing the Regional Trails System. Metro Parks and Greenspaces staff is currently updating the Regional Trails Plan as part of implementing Chapter 3 of the Regional Framework Plan. I recommend that the RTP be amended to more clearly articulate the relationship between the Regional Trails Plan and the bike and pedestrian elements of the RTP. Specifically, add a separate map (figure) to Chapter 3 of the RTP that shows the existing and planned Regional Trails System (adopted as part of the Greenspaces Master Plan and included in the Regional Framework Plan). This map should also identify which trails are included in the RTP.

## **Transportation Funding and Priority Setting**

Section 1.3.7 of the RTP includes Policy 20.0, 20.1 and 20.2 related to transportation funding and priority setting for funding hierarchies. Implicit in this section is previously stated policy related to reducing environmental impacts, compliance with the ESA listing and Title 3 regulations. However, nothing in this section refers explicitly to these policies and the previously stated priorities of natural resource, air and water protection is lost:

### Policy 20.0 Transportation Funding

e. Objective: Establish a set of criteria for project selection based on the full range of policies in the plan and fund projects in accordance with those selection criteria.

f. Objective: Develop a transportation system necessary to implement planned land uses, consistent with the regional performance measures.

### Policy 20.1 2040 Growth Concept Implementation

d. Objective: Emphasize projects and programs that provide or help promote a wider range of transportation choices (emphasis added).

Fish passage has been identified as a major obstacle to sustaining healthy fish populations in the Metro area. As currently written, culvert removal and replacement would fall to a second tier priority based on policy 20.2. The RTP should more explicitly reflect the priority of natural resource protection from Chapter 1 in funding priorities, therefore, I recommend amending the objectives under Policy 20.2 as follows (*italics*) to make funding for transportation facilities that ALSO meet environmental objectives a first tier priority.

### Policy 20.2 Transportation System Maintenance and Preservation

a. Objective: Place the highest priority on projects and programs that preserve or maintain the region's transportation infrastructure, *retrofit or remove culverts identified in the region's fish passage program.*

b. Objective: Place *a high priority on projects and programs that preserve or maintain the region's transportation infrastructure.*

c. Objective: Place less priority on programs that modernize or expand the region's transportation infrastructure.

## **Environmental Impacts of the Preferred System**

At the end of this Chapter 3 of the RTP there is a short section that describes some of the environmental impacts of the Preferred System including:

- Air quality
- Title 3 and ESA (including storm water run off from increased impervious surfaces)

The RTP also mentions the *Green Streets* program (Chapter 6) which is being developed to create guidelines for road projects that would mitigate environmental impacts. The *Green Streets* initiative is a great start to better addressing and finding solutions to the conflicts between transportation projects and fish and wildlife habitat.

Elements of the *Green Streets* project include:

- A regional culvert inventory and database that will provide jurisdictions with the latest information on transportation impacts on stream corridors.
- New street connectivity provisions that consider tradeoffs between improved connectivity and potential stream crossing impacts.
- A demonstration project that tests connectivity and environmental design proposals as part of the Pleasant Valley-Damascus urban reserve plan.
- A best practices *Green Streets* guidebook that defines acceptable design solutions where major streets and streams meet.

I encourage your department to work together with the Parks and Greenspaces staff and the Greenspaces Technical Advisory Committee (GTAC) as we address the policies of the Regional Framework Plan Chapter 3 and further define elements of the "regional system" of parks, natural areas, trails and greenways. It is important that there be close coordination between these two "systems" – the transportation system and the greenspaces system – as the region considers the development of any new transportation projects.

**In addition, I would like to insure that Regional Parks and Greenspaces staff is involved in developing the *Green Streets* program.**

According to the RTP, the Preferred System includes:

- 4,489 total lane miles of roadways in the regional system
- 687 roadway lane miles are new or added capacity (15%)
- 47 of these new or added miles (7%) cross through Title 3 areas (not including local roads)
- 47 miles of new light rail line
- 3 miles of new line are in Title 3 areas

Even properly sited, planned and designed, these new transportation projects can not be developed without serious impacts to natural resources, fish and wildlife habitat. I encourage you to continue developing regional policies that will address these impacts in projects such as the *Green Streets* program. In addition, I encourage the *Green Streets* program to consider multiple objectives. For example, where culverts need replacement for fish passage, there may be a need for improved pedestrian passage as well. Where appropriate, make the replacing of culverts a "multi-species AND multi-modal" objective.

### **The Strategic System**

The 2020 Strategic System identifies the most critical improvements needed to implement the 2040 Growth Concept. This chapter goes through a detailed description of the transportation projects (sub area by sub area) that are included in the 2020 Strategic System, including a projected time line for each of these improvements.

Regional Trails are a category of transportation improvement listed in each sub area. I'm pleased to see the inclusion of Bluffs Trail and Scouter Mountain Trail in the Pleasant Valley/Damascus area in the most recent drafts of the RTP.

In addition, Metro Parks and Greenspaces recommends amending Figure 1.18 (Regional Bicycle System) and Figure 1.19 (Regional Pedestrian System) in the final draft of the Regional Transportation Plan to include the following changes for consistency with the Regional Trails Plan:

- expand the North Willamette Greenway to include the Steel Bridge to St. John's section (as in the April 19, 2000 supplemental draft).
- add the Fanno Creek Greenway from the Willamette River to the Tualatin River

### **Process for Amending the RTP**

Amendments to the RTP policies or system maps (Chapter 1) require findings demonstrating consistency with the Regional Framework Plan. Decisions on amendments made at that level are land-use decisions and have to be reviewed through the post-acknowledgement process. However, the RTP document also points out that the recommended investments are not intended to be definitive and that refinements may also result from ongoing corridor plans or area studies. —

The following processes may be used to update the RTP:

1. Amendments resulting from major studies: as the findings of such studies are produced, they will be recommended by a resolution of JPACT and the Metro Council. These amendments must be incorporated into the RTP through a quasi-judicial or legislative process, as needed.
2. Amendments resulting from local TSPs: new roadway, transit, bikeway, pedestrian, freight and demand management projects necessary to meet the objectives of the RTP shall be accompanied by a demonstration of consistency with the RTP.

Part of the work on the Regional Framework Plan Chapter 3 includes a Regional Trails Plan update. Once adopted, the updated Regional Trails Plan likely will require changes to the RTP. I recommend including an additional option for amending the RTP that would allow for consistency with the Regional Framework Plan such that any updates to the Regional Framework Plan or related functional plans would also serve as a basis for updates to the Regional Transportation Plan.

### **Damascus-Pleasant Valley TCSP Planning**

Metro was recently awarded a special federal TCSP grant from the US DOT to complete an urban reserve plan for the Damascus-Pleasant Valley area of Clackamas County. The work scope for the project is broad, encompassing land-use, transportation, and environmental planning. The project is already underway. The objective of the study is to prepare concept plans for this large urban reserve area in anticipation of future urbanization.

**I would like to insure that Regional Parks and Greenspaces staff are involved in developing this plan and that all the information we have available about natural resources is utilized as land use and transportation patterns are considered for this area.**

Cc: Heather Nelson Kent, Nancy Chase, Mel Huie  
Tom Kloster, Bill Barbur, Kim White  
David Moskowitz

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*Serving the economic communities of the Sunset Corridor and the Tualatin Valley*

June 28, 2000

Mr. Andy Cotugno  
Transportation Director  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232

## **RE: Westside Economic Alliance Comments on the Regional Transportation Plan**

The Westside Economic Alliance has had the opportunity to review and consider the Draft Regional Transportation Plan (RTP), December 16, 2000. We have discussed this document with our Transportation Committee and our Board. We recognize the importance of this document for future transportation policy and funding decisions. If the region is to achieve the growth concept presented in the 2040 Plan, transportation facilities must be provided to meet and keep pace with the mobility demands of residents and businesses. If we are unable to address our future transportation needs we believe that the region's ability to implement the goals of the 2040 Plan will be severely limited. The Alliance has consistently placed improving the transportation system as one of its highest priorities for our members. We have, and will continue to be, very active locally and regionally to find solutions and financing to meet our transportation needs.

Our comments on the RTP are focused on four fundamental issues:

- Financing
- System Performance
- Projects
- Public Education

### **Financing**

Both the Preferred System and the Priority System are dramatically underfunded. This is obviously not a surprise, a 20-year plan will contain many more projects than current funding levels can support. However, we feel that more attention should be given in the RTP to funding alternatives and mechanisms. Chapter 4 of the RTP identifies a series of Potential New Revenue Sources, but makes no recommendations on which of these sources should be pursued by the region. Rather than leave future funding as an open question, the RTP should provide direction on a preferred approach to close the funding gap over the 20-year period.

The funding shortfall is the most critical outstanding issue that the RTP does not address. Previous regional transportation plans, as well as local transportation plans, have clearly identified the funding gap with future project needs. The region has always been good at identifying future project needs and documenting funding shortfalls. Where the region usually comes up short is the identification and commitment to a funding strategy to meet the region's project needs. We recognize that developing a consensus funding strategy is a difficult task. However, without a funding strategy, or at least an adopted approach and commitment to develop a strategy, the RTP leaves the largest transportation issue facing the region unanswered.

The Alliance is also concerned that without a clearly articulated plan and commitment to secure funding for the transportation system that the region's ability to attain the goals of the 2040 Plan will be severely limited. Absent a plan or commitment for funding, we believe that the RTP should include a mechanism to annually monitor the progress made towards implementing and funding the elements of the Priority System Plan. This annual report should identify the consequences of not obtaining funding for the Strategic System Plan on the 2040 Plan.

### **System Performance**

Regional system performance measures have been reduced to allow a higher level of peak hour congestion to be considered as acceptable in the future. While this may be an unavoidable consequence of a variety of factors including the region's growth, increased densities and the lack of transportation funding, we believe that the public and local decision-makers need to recognize it will now be adopted regional policy to accept a higher level of congestion. Put another way, the region will now accept and plan for a lower standard for future transportation services in the region.

This is disturbing from our perspective because, as it has often been stated, our region's livability is one of the main attractions for retaining existing and attracting new business. Our fear is that, absent effective regional and local policy to aggressively find solutions (and funding) to our transportation problems, the region's quality of life will be severely compromised.

In our previous comments, we noted our concern about the performance of the transportation system during off-peak (or mid-day) hours. This concern remains. The RTP has evaluated the peak hour performance of the transportation system, but has not evaluated how the system performs during mid-day periods. We are concerned that commercial mobility during the mid-day periods will be threatened as peak periods are extended. Many businesses have adjusted to existing congestion during the peak hours by focusing deliveries, shipping and business activities during the mid-day period. An analysis of the transportation system's performance during the mid-day period should be conducted. This analysis may change either the priority or timing of certain improvements in order to maintain a high level of service during off-peak hours.

## Projects

The Alliance continues to support improvements to the US 26 and Highway 217 Corridors as our top priorities. The RTP includes a series of improvements in both corridors that have been identified in previous projects (Westside Light Rail Project) or studies (Western Bypass Study). The Western Bypass Study identified a number of highway and arterial improvements as system alternatives to the Western Bypass. Little progress has been made towards implementing these recommendations. Many of the project recommendations are contained in the RTP, however, no funding strategy or commitment is in place to actually implement the system improvements. This, again, highlights the need for the RTP to provide direction on a preferred approach to close the funding gap over the 20-year period.

## Public Education


The transportation implications of the 2040 Plan are now apparent and are articulated in the RTP. The Alliance is concerned that the broader public is unaware of the severity of the problem that now faces the region. We are attempting to inform our members of the implications of the RTP on their ability to conduct business. As you are certainly aware, this is a large task. We believe that more discussion needs to occur within the region to present the conclusions and consequences of the RTP.

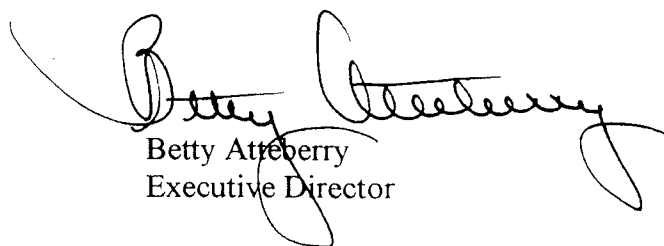
The Alliance has participated in the Westside Business Coalition on Transportation that has suggested delaying adoption of the RTP for a minimum of six months. We view this request as an opportunity for Metro to discuss with residents and businesses the implications of the RTP. We believe that a broader understanding and acceptance of the direction set in the RTP needs to be achieved in order to obtain support for future initiatives to implement transportation programs.

The RTP is complex and has serious consequences related to future growth of the region. The Alliance believes that the region would be well served by expanding the public's understanding of the regional transportation and land use planning program.

We appreciate your consideration of our comments and look forward to working with Metro through the adoption and implementation of the Regional Transportation Plan. If you have any questions regarding our comments, please contact Betty Atteberry at 968-3100.

Sincerely,

  
Frank Angelo  
Chair, Transportation Committee

  
Betty Atteberry  
Executive Director



For the record 6/29/2000  
 Don Baack 6495 SW Burlingame Place, Portland, OR 97201  
 Phone 503-246 2088, Fax 503-244-2741

## Pedestrian Issues

The Regional Pedestrian System for SW Portland as portrayed on Figure 1.19 of the 12/16/99 edition of the Regional Transportation Plan is incomplete and not representative of the wishes of the residents of SW Portland. The system shows the transit corridors which has little to do with the pedestrian needs of this community.

The SWTrails Group, a committee of SW Neighborhoods Inc, and including representatives of the SW Hills Residential League are completing a 4 year effort designed to identify the major connections where people desire to walk. This effort has resulted in the identification of 7 Urban Trails linking downtown Portland with Lake Oswego, Metro Zoo with the area at 217 and I-5, The Willamette Greenway and River with Beaverton, Tigard, and Metzger. A copy of the routes is being sent under separate cover. I propose these 7 routes be added to the Regional Pedestrian System along with the Terwilliger pedestrian path.

Your addition of these 7 Urban Trails will represent a significant change in thinking for you to add these 7 routes to the regional pedestrian system. These Urban Trails represent the thinking of the community of the best places to walk to make connections throughout our community. SW Portland has many geographic and topographic impediments to direct pedestrian connections. This same topography focuses much of our traffic on a few very busy streets. These streets do not pass the "can I hear my radio headphones" test while walking on them. The transit streets are noisy, congested, feel dangerous, and are not pleasant places to walk. No one will walk there unless they live there or have no other choice. If we really want our citizens to increase their walking, we need to identify walkable routes, mark them and map them. Your adoption of these 7 trails will be a good first step in moving toward an alternative model for pedestrian facilities.

I see no reason why such a model could not be adopted throughout the region.

One final note, the cost of the Urban Trails is very low as existing street rights of way, parks and schools are the fabric of which they are connected. Few expensive improvements are needed other than two major pedestrian/bike overpasses over I-5, one in the North McAdam area, and the other SW of the Capitol Highway/Barbur/Taylor's Fy Rd/I-5 intersection.

## Bike issues in SW Portland

In contrast with the Regional Pedestrian System, the Regional Bicycle System proposals are more reasonable. The following changes in the regional system in SW Portland will improve the system by making it safer by moving bikes to little used local streets.

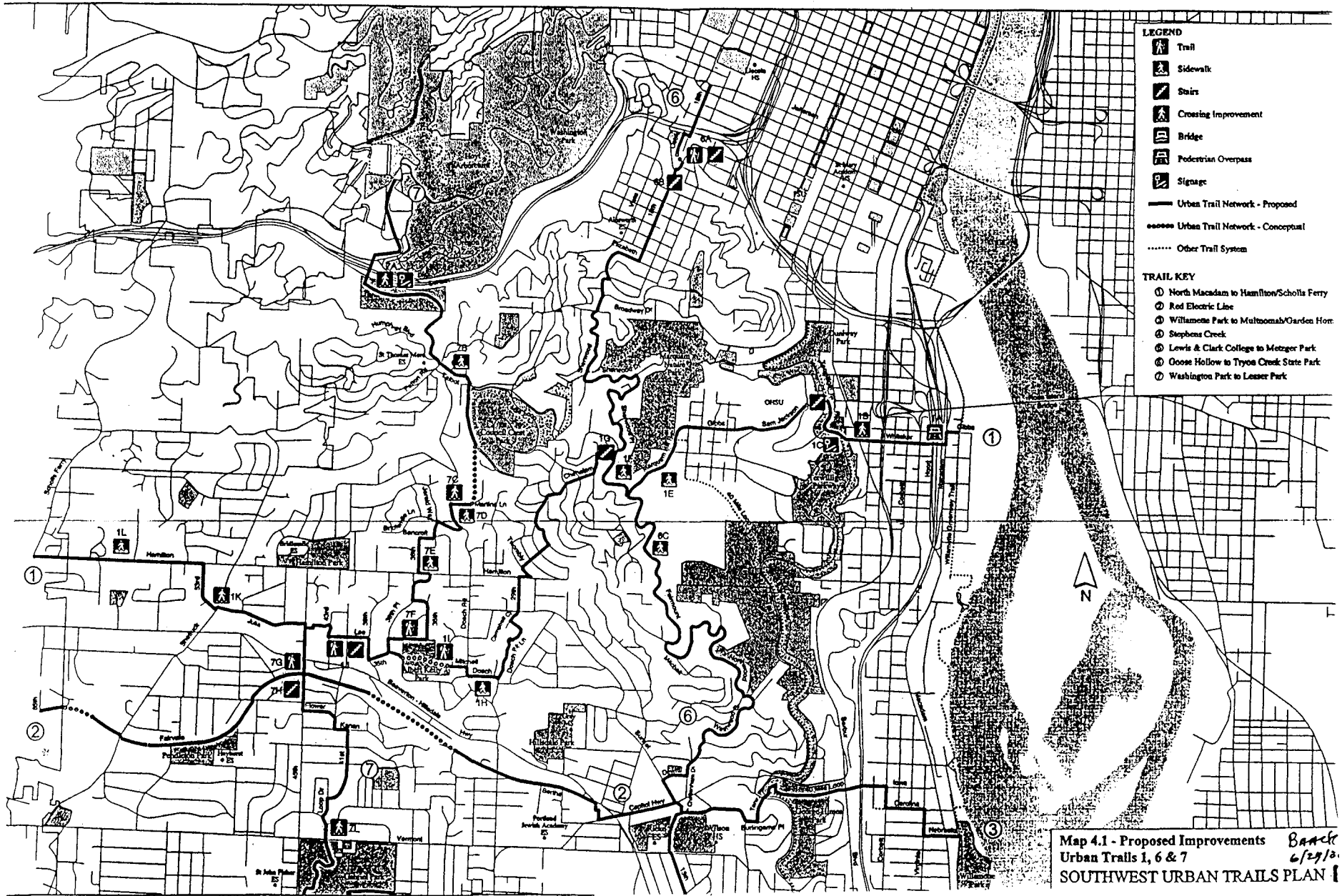
Streets to be added: SW Ralston from Barbur to Terwilliger to provide a safer connection between Capitol Highway and Barbur, and to allow safer passage to Barbur and Terwilliger to proceed westbound on Barbur.

SW LaView from Taylors Fy to Corbet, Corbet to Custer, Custer to 4th /5th under the northbound ramp to I-5 from Terwilliger Blvd. A portion of this connection will be constructed in the near fall 2000.

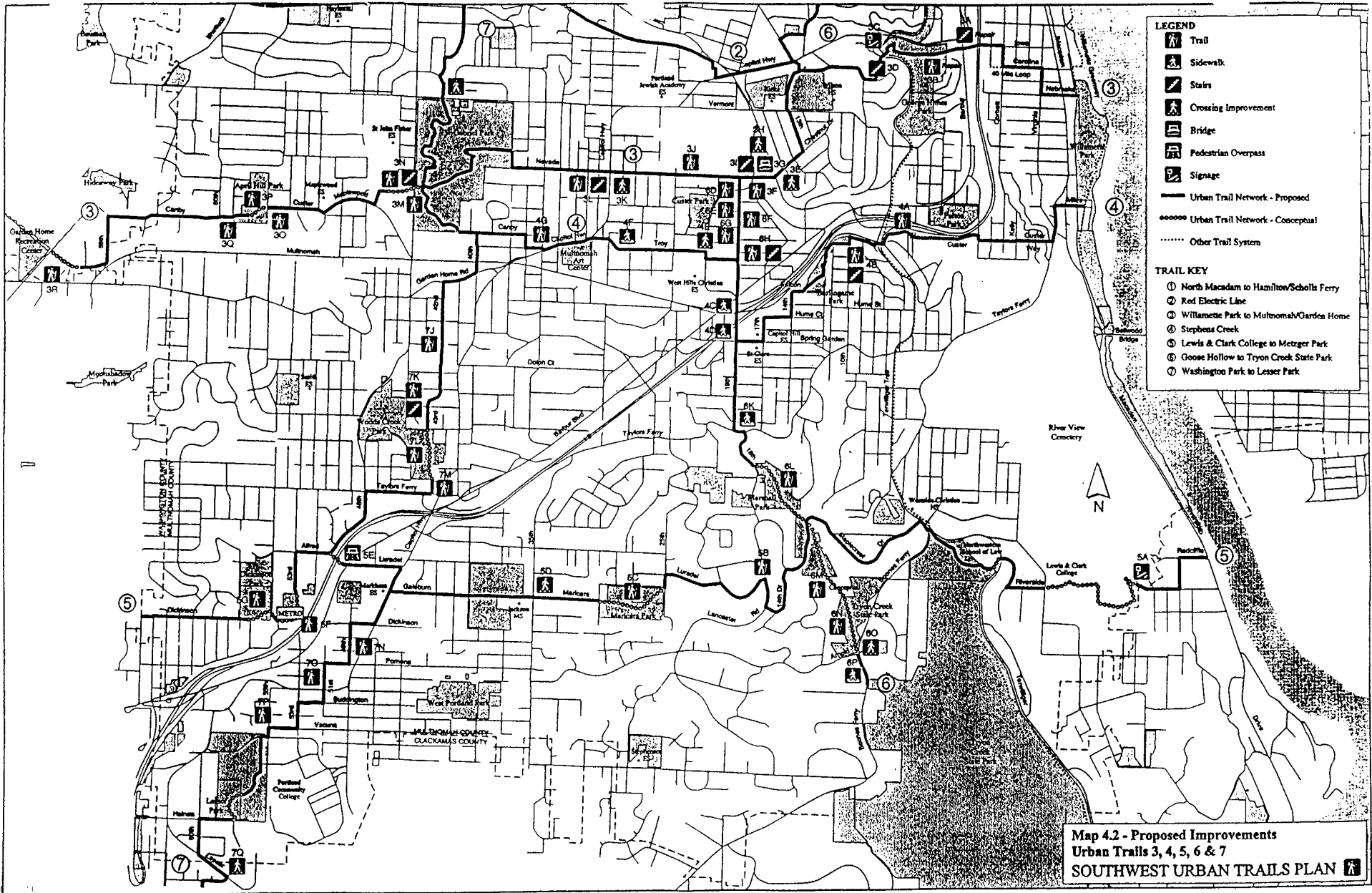
A new route from Hillsdale to Fairmont as an alternative to the route up Dosch Road, a very dangerous place to ride. From Hillsdale follow Cheltenham to Westwood Drive, Westwood Drive to Mitchell Street, Mitchell to Fairmont, Fairmont to Talbot, Talbot to Patton.

Add an additional route from Patton and Hewitt along Hewitt to Scholls/Skyline.

Don Baack



Map 4.1 - Proposed Improvements *Back*  
 Urban Trails 1, 6 & 7 *6/29/00*  
 SOUTHWEST URBAN TRAILS PLAN [



Map 4.2 - Proposed Improvements  
 Urban Trails 3, 4, 5, 6 & 7  
 SOUTHWEST URBAN TRAILS PLAN



## CENTRAL EASTSIDE INDUSTRIAL COUNCIL

Mail: P.O. Box 14251, Portland, OR 97293-0251 - Office: 516 S.E. Morrison, Ste. 221  
Ph: (503) 232-1012 - Fax: (503) 232-1045

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June 29, 2000

Mr. Mike Hoglund  
METRO  
600 NE Grand Avenue  
Portland, OR 97232

RE: Central Eastside Transportation Issues

Dear Mike:

The Central Eastside Industrial District transportation issues continue to be access to I-5 south. We still support the construction of the Water Avenue ramp (East Marquam Phase III) on the Regional Transportation Plan.

We continue to support the McLoughlin / I-5 connection (Marquam Phase IV).

We still support interim truck access from the Central Eastside Industrial Area via the Morrison Bridge and Naito Parkway until an improved connection has been constructed.

We continue to support the other RTP projects, which will enhance the Central Eastside Industrial District's employment goals outlined in the 2040 plan.

Sincerely,

Chris J. Hammond Building Co.  
Co-chair  
CEIC Transportation Committee

RECEIVED  
JUN 29 2000

BY: .....

June 29, 2000

To: Metro Council

Subject: RTP Comments

I am sorry I could not be at the Council meeting today to give my comments in person but I want to take this opportunity to support several issues in the RTP related to Clackamas County. Our regional partners need remember a significant portion of the regions future residents are projected to live in Clackamas County.

The projects I support in this letter have widespread community and business support. I am a member of the North Clackamas Chamber and know from the recent meeting Metro had with the Chamber's Land Use Committee that Metro Council members and Metro staff recognized Clackamas County is focused on several issues.

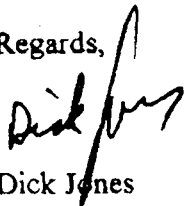
First, the need is the early completion of phase one of the Sunrise Corridor. This lack of an adequate transportation link is causing untold delays in shipping goods to market and not allowing the creation of additional jobs in already job poor Clackamas County.

Second, the South Corridor Project must remain as the important project in the RTP linking Clackamas County and the Central City. A recent Metro study shows people in the South Corridor study area look at transportation and transit to be one of the most important issues facing their area. I hope the Council will look at the South Corridor Project as a building block to move people and freight from the Clackamas area to other parts of the region.

Lastly, I would encourage the Council to start the process for a study of the needs and options for transportation along the I-205 Corridor. We currently see long waits along I-205 as people commute from urban Clackamas County to the nearest source of family wage jobs, which is in Washington County.

Thank you for consideration of my comments.

Regards,



Dick Jones

3205 SE Vineyard Rd.  
Oak Grove Or 97267

Phone 503.652.2998 FAX 503.353.9619

Date: 6-29-00  
To: METRO  
From: Steve Larrance for  
Citizens Against Irresponsible Growth (CAIG)  
20660 S.W. Kinnaman Rd. Aloha, Or. 97007  
Subject: CAIG testimony on the Regional Transportation Plan (RTP) update

Mr. Presiding Officer and Councilors,

The thousands of citizens and hundreds of businesses who are CAIG supporters request that the METRO Council vote to extend for at least six months the comment period and ultimate adoption of the RTP. Three minutes is not enough time to list all the reasons for delay, but some the outstanding issues follow.

There are many important issue topics merely listed by title only in the information available for review. The title is followed by the sentence "This section to be completed prior to adoption of the RTP by ordinance." How can we understand, let alone comment on, nonexistent plans and policy?

How can a responsible Regional agency advance a document as important as the RTP after apparently eliminating all reference to the existing resources funding strategy and the list of prioritized projects that was regionally developed. It has been replaced by the Financially Constrained System which has magically grown funding by about three fold. Adding the Constrained model is acceptable and required by the Feds, but dropping the existing funding is an indication that both this version of the RTP and the Growth Concepts that play off of it are not realistic and an exercise in poor public policy.

I have again included in this submittal ODOT's testimony regarding the lack of funding for T.V. Hiway expansion, including the 7 mile expressway still contained in the RTP. Metro staff apparently did not value JPAC's recommendation to drop this proposal. It appears that justifying a UGB amendment which would add 22,000 people adjacent to this at capacity and unremodelable transportation link is driving METRO's persistence to include this "paper plan only" methodology within the RTP. More bad public policy.

METRO wants to do a two year analysis of the so called jobs/ housing balance yet it appears that the RTP and the Growth Concepts already rely heavily upon the existence and importance of this phenomenon. Does anyone want to bet what the outcome of the study will be? This in opposition to testimony in the record of the UGB cases that says while families may choose to reside close to one of the household's wage earner's place of employment when relocating to our region, within four years one or more of the wage earners has changed jobs to another location within the region and there is little evidence that this family will move 20 miles and uproot the

kids.

We continue to question the “throwing away” of our existing through trip based principal arterial system by down grading those facilities as they pass through proposed 2040 city centers, such as T.V. Highway in Beaverton and Hillsboro, and elsewhere. When funding is so scarce and all arterials at or near capacity how can we delete some of those through routes? These routes are and will continue to be important components which provide real connectivity.

There is still much to resolve, not the least of which is the RTP language to “dumb down” the level of service standards. This proposal is nothing short of institutionalized gridlock. This has not been accurately described and discussed with the general public or the business community. Passage of such poor public policy by METRO jeopardizes our much needed regional planning effort and indeed regional governance itself.

We plead with you to continue the comment period and to also engage us all in developing regional transportation and growth strategies which are supportable and fundable.

We also ask you to put aside you personal agendas and realize the unique time and place in which you find yourselves serving as our elected regional officials. The year 2000 in the Portland Region deserves better than this version of the RTP.

Thanks,





# CLACKAMAS COUNTY

Board of Commissioners

June 29, 2000

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Mike Burton, Executive Officer  
David Bragdon, Presiding Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland OR 97232

RE: Clackamas County Comments and Recommendations to Metro  
on the Regional Transportation Plan

Dear Executive Officer Burton and Presiding Officer Bragdon:

Thank you for the opportunity to comment and make recommendations pertinent to Clackamas County on the Regional Transportation Plan. We feel the Plan is an excellent tool to achieve regional goals and applaud your efforts. There are only a few areas that we wish to comment on that we believe are critical to our land use and transportation goals.

We will comment on the following sections:

- |                             |                             |
|-----------------------------|-----------------------------|
| 1. Section 6.8.7, page 6-41 | Jobs, Housing Imbalance     |
| 2. Section 6.7.6, page 6-31 | I-205 Corridor Improvements |
| 3. Section 6.7.5, page 6-27 | Sunrise Corridor Project    |
| 4. Section 1.3.6, page 1-60 | Mode Split Target           |
| 5. Section 6.7.6, page 6-32 | South Corridor Project      |

Recommendations and endorsements follow, regarding each of these RTP Sections.

## 1. Section 6.8.7, JOBS /HOUSING IMBALANCE

***Clackamas County requests that Metro include in the RTP a commitment to staff and fund a work program to assist the County in the analysis of rural and EFU land along the Sunrise Corridor for potential use as urban land and if appropriate designate new areas as Urban Reserves (which needs to be approximately 2,600 acres for jobs).***

**Justification**

The current lack of “job producing” industrial lands in Clackamas County has resulted in more than 60% of the County’s work force finding it necessary to travel outside of the County to find employment. This lopsided commuting pattern increases the number of vehicle miles traveled by County residents and is straining the overall capacity of the Region’s road system, particularly in the 1-205 and McLoughlin Blvd. / Hwy 224 Corridors. The RTP recognizes this imbalance and identifies the need to reevaluate the transportation and 2040 growth concepts within Clackamas County to address this overall jobs/housing imbalance.

Clackamas County rural areas proximate to the Urban Growth Boundary provide some of the best potential areas for the region to expand the Urban Growth Boundary to accommodate places for both jobs and housing. The RTP recognizes this fact and states it in section 6.8.7. Fundamentally, the County and the region must not only resolve the existing daily out-migration issues but must consider the affects future urban expansion will have on these issues.

Clackamas County has further analyzed the need for additional jobs-producing land as part of a Clackamas County Industrial Land Supply study. The Study was an adjunct to the Regional Industrial Land Study (RILS), a similar study produced for the Portland-Vancouver Metropolitan area. Both the Clackamas County and the regional study concluded that there is a significant shortage of industrial land supply within the region and most particularly within Clackamas County. The Clackamas County study and RILS concluded that Clackamas County needed a minimum of 1,732 net buildable acres for the next twenty-year period. If a “Market” (elasticity) factor is added, estimated to be 866 acres, the industrial land requirement will increase to approximately 2,600 net buildable acres. Additionally, it should be noted, this need estimate does not account for any strategic attempt to concentrate yet more jobs in Clackamas County in order to relieve excessive pressure on EFU sensitive expansions elsewhere in the region.

There are limited opportunities within Clackamas County to make up the existing jobs-producing land deficits let alone deal with future needs. Preliminary analysis indicate the Damascus/Boring area has the best potential for balancing jobs-producing lands with other urban land needs while having the ability to develop an urban transportation system to support these uses. Both the County and region need to assess the value of these lands to meet existing and twenty-year urban jobs/housing needs as well as strategic goals.

## **2. Section 6.7.6, I-205 CORRIDOR IMPROVEMENTS**

***Clackamas County strongly supports this conclusion in the RTP and requests that Metro complete the I-205 Corridor Study as quickly as possible. Securing funding to implement designated improvements is paramount.***

### **Justification**

Capacity improvements within the I-205 Corridor are needed to address future travel demands within Clackamas County and the Region. I-205 serves as a major freight route that ties our primary freight distribution center located in the Clackamas Industrial area with the rest of the Region and the State. The RTP identifies some of I-205 improvements that are needed now to address existing deficiencies. Moreover, the RTP anticipates the I-205 Corridor study will identify a number of additional capacity improvements.

## **3. Section 6.7.5, THE SUNRISE CORRIDOR PROJECT**

***Clackamas County strongly supports the conclusion in the RTP that the Sunrise Corridor is a priority project within the “financially constrained system” and recommends that the segment from I-205 to the Rock Creek Junction (Highway-212) be constructed as soon as possible.***

### **Justification**

Construction of the Sunrise Corridor Project is critical to the continued economic growth and development in the Southeast quadrant of the region. The Sunrise Corridor Project is a critical east/west connection that provides the region with a major intra-state connection. In addition, this new facility will alleviate existing safety and congestion problems within the Clackamas Industrial Area and provide access to new industrial lands in the Damascus area.

## **4. Section 1.3.6, MODE SPLIT TARGETS**

***Clackamas County recommends that the Metro Council amend the RTP to reflect the mode split as adopted in the Clackamas County Comprehensive Plan for the Clackamas Regional Center Plan.***

### **Justification**

The RTP establishes alternative mode share targets by Land Use Design Type “as goals for local jurisdictions to work toward as they implement the 2040 Growth Concept at the local level.” The RTP requires that every local jurisdiction adopt in their Transportation System Plan a mode share target that is not less

than the regional mode-share target. The proposed Regional Centers target is 45 percent to 55 percent of all trips to a regional center be by non-single occupancy vehicles. Clackamas County recently adopted the Clackamas Regional Center Area Plan, which determined that a mode-split target of about 30 percent (similar to what Lloyd Center is today) was a reasonable goal to achieve by the year 2020. The existing mode split at the Clackamas Regional Center is approximately 15%. The 30% mode split target for the Clackamas Regional Center is based on a number of ambitious assumptions such as:

- A 300% increase in transit service,
- Formation of a Transportation Management Association to distribute free bus passes to employees and encourage car-pooling etc.,
- Increased land use densities and more mixed use development,
- Restrictions on new parking,
- The establishment of a transportation demand management program and
- Improved transportation connectivity for all modes.

The RTP as presently drafted would require the County to bring its local plans into conformity within one year after adoption. We feel the a mode-split target of 45 percent to 55 percent for the Clackamas Regional Center by the year 2040 is not realistic at this time and is reluctant to reopen this issue. Thirty percent is a more reasonable target based on our Regional Center planning work.

## 5. Section 6.7.6, THE SOUTH CORRIDOR PROJECT

***Clackamas County endorses and supports the need for the completion and implementation of the South Corridor Transportation Alternatives Study. The most viable high capacity transit improvement in this corridor appears to be a combination of busway, bus rapid transit and high occupancy vehicle lanes. It is essential that we identify and agree on a transportation strategy as quickly as possible to secure funding for implementation during the next federal authorization cycle.***

### **Justification**

The County sees that the South Corridor Transportation Alternatives Study is needed to identify a transportation strategy and implementation plan for the McLoughlin Blvd/Highway-224 corridors. Long-term improvements are critical in this vital commuter and freight link between Clackamas County, Portland and the region. Several major Clackamas County employers are not adequately served by transit including Precision Cast Parts, which has over 5,000 employees.

The need to plan for increased transportation network and public transit improvements in the South Corridor has been established over two decades of planning studies. Factors contributing to this need are: growth in the corridor; the increasing dependence of land use and economic development goals on

transportation; capacity and operational deficiencies in the corridor's highway and transit network; the need to reduce per unit operating costs; and the desire to maximize the existing transit system's operating capacity.

The South/North light rail study demonstrated that a long term high capacity transit link, as well as road improvement, is necessary to address both existing congestion problems and accommodate future travel demands.

On behalf of the Clackamas County Board, we appreciate the opportunity to comment on the RTP, and thank you for considering our recommendations.

Sincerely, —



Bill Kennemer  
Clackamas County Board of Commissioners

Copies:

Metro Policy Advisory Committee, Metro  
Mike Burton, Executive Officer, Metro  
Andy Cotugno, Growth Management Director, Metro  
Norm Andreen, Beaver Creek CPO  
Ric Lowe, Birdhill CPO  
Charles Zulauf, Boring CPO  
Barbara Kemper, Clackamas CPO  
Jody Bruch, Damascus CPO  
Diane Davis, Forest Highlands CPO  
Bob O'Brien, Grant Park CPO  
Grant Fulmore, Holcomb-Outlook CPO  
Mike Swyter, Jennings Lodge CPO  
Charles Serface, North Clackamas CPO  
Richard Jones, Oak Lodge CPO  
Chris Utterback, Rock Creek CPO  
Susan Harrell, Rosewood CO  
Cathy Shroyer, Rural Lake Grove CPO  
David Bradley, Southgate CPO  
Jim Hohnston, Southwood-Woodland Park CPO  
Carol Markt, Stafford-Tualatin Valley CPO  
Dan Hunker, Sunnyside CPO  
James Garrett, West Mt. Scott CPO

Mayor, City of Gladstone  
Mayor, City of Happy Valley  
Mayor, City of Johnson City  
Mayor, City of Lake Oswego  
Mayor, City of Milwaukie  
Mayor, City of Oregon City  
Mayor, City of Rivergrove  
Mayor, City of Tualatin  
Mayor, City of West Linn  
Mayor, City of Wilsonville  
Boring Water District  
Clackamas River Water District  
Damascus Water District  
Lake Grove Water District  
Mt. View Water District  
Palentine Hill Water District  
Park Place Water District  
Rivergrove Water District  
Oak Lodge Sanitary District  
Unified Sewer Agency  
Clackamas County, Water Environment Services  
North Clackamas Chamber of Commerce

JUL 03 2000



Columbia Corridor Association  
PO Box 55651 Portland, OR 97238  
287-8686 FAX 287-0223

June 29, 2000

Mr. Mike Burton, Executive Officer  
Mr. David Bragdon, Presiding Officer  
Mr. Ed Washington, Deputy Presiding Officer  
Mr. Rod Park, Councilman  
Mr. Bill Atherton, Councilman  
Mr. Jon Kvistad, Councilman  
Ms. Susan McLain, Councilwoman  
Mr. Rod Monroe, Councilman  
600 NE Grand Avenue  
Portland, Oregon

Reference: Regional Transportation Plan (2000) Comments

Dear Mr. Burton and Metro Council,

Thank you for the opportunity to review and comment on the 2000 Regional Transportation Plan. We recognize and appreciate the need for planning the region's transportation improvements. A forward looking approach in committing limited regional transportation funds will insure that mobility can be sustained for the region's citizens, their jobs and the commodities they depend upon.

As you know, the Columbia Corridor Association primarily represents commercial and industrial interests in North/Northeast Portland. We strongly recommend that accessibility for road, rail, air and water-borne freight movements remains a critical consideration in establishing priorities and allocating transportation funds. Improvements to/from the local and Interstate highway system are essential to maintain our competitive place in the market place. Transportation delays are directly reflected in our 'bottom lines', both in terms of cost of delay and in terms of customer service and reliability. This is important not only to the business and industry in the Corridor, but to the Portland metropolitan area and the State as a whole, who rely on transport of products and goods through the Corridor. To that end, we have several specific recommendations.

### ***Develop Project Packages for Efficiency***

We would appreciate your thoughtful consideration of “packaging” together a series of individual local site improvements to provide measurable increases in accessibility for commodity movements for business in the Columbia Corridor. These could include intersection, bridge and roadway widening improvements. These linked individual projects are particularly needed to improve east-west freight movements through the Corridor, so that the efforts of individual projects truly make a difference in the even flow of traffic. Especially where restrictions for use or weight limits are being considered, reliable transportation improvements must be in place to allow good accessibility for general commodity movement.

### ***Link Project Schedules with Growth***

The Regional Transportation Plan (2000) establishes a schedule for transportation improvements. The region’s population growth and maintenance are directly tied to employment opportunities, which in turn is dependent on the ability to move goods and services conveniently and cost-effectively. Timing of transportation and accessibility improvements should be matched with increased commercial and industrial freight needs and requirements.

### ***Link Policy and Programming***

Consistency between policies and the priority of transportation improvements is important for policy to actually have meaning. For example, the recommended higher levels of service in industrial areas needs to be reflected in the timing of transportation improvements to achieve these levels of service. This is especially important for mid-day accessibility, particularly to freeways, and the movement of goods in general.

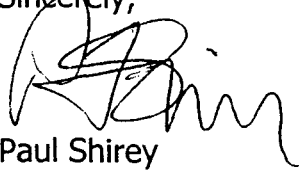
### ***We Can Help***

The Columbia Corridor Association would like to become more actively involved in the planning of the region’s transportation improvements. We suggest that Metro formalize its stated Regional Freight System Policy (No. 15) and sponsor a periodic forum(s) to solicit the comments of business interests in the Columbia Corridor and elsewhere in the region. The objective of such meeting(s) would be the development of private/public support, and potentially creative sponsorship of individual projects. The Columbia Corridor Association is interested in being a partner to jointly sponsor these forums, and to assist in making the forum participation as broad-based as possible.



Again, we appreciate the opportunity to provide our comments on the Regional Transportation Plan (2000).

Sincerely,



Paul Shirey  
Co-chair, Transportation Committee  
Columbia Corridor Association



Michal Wert  
Co-chair, Transportation Committee  
Columbia Corridor Association

**DOUGLAS J. KELSO**

1174 NE 76TH AVENUE  
PORTLAND, OR 97213

June 29, 2000

Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Re: Comments on 2000 RTP

To the Metro Council:

I submit the following comments on the December 16, 1999 Draft Regional Transit Plan.

**I. CHAPTER 4**

**Page 4-3**

The discussion of Transit Discretionary funds should mention \$475 million in bond authorization approved by voters in the Tri-Met service district in 1994 to construct a light rail line from Clark County to Clackamas County. Although voters declined to authorize a separate \$475 million bond measure in 1998 to build a North Portland to Clackamas Town Center line, that negative vote did not repeal the 1994 bond authorization.

Tri-Met retains the legal authority to issue bonds to construct a Clark County to Clackamas County light rail line. Tri-Met's ability to access the money is contingent upon the City of Vancouver, C-TRAN, Clark County, and/or the State of Washington funding light rail construction at the north end of the line. At that time, Tri-Met may issue the authorized bonds. Whether they do so, of course, will be a political decision.

In the interests of completeness, this source of money should be recognized.

**Page 4-6**

Other possible sources that should be mentioned in Section 4.1.3 (special funds and levies) include:

Local excise taxes, such as a tax on parking spaces.

Transit utility fee, in which public transit is treated as a utility and charged based on the level of transit service to a given property and the number of transit trips (number of workers, number of residents) at that property.

**Page 4-14**

Section 4.4.1 (Use Pay Systems) should mention toll facilities, which are legal within the Metro area under certain circumstances. See Oregon Revised Statutes Chapter 383.

## **II. CHAPTER FIVE**

### **A. REGIONAL TRANSIT SERVICE STRATEGY**

The following transit projects should be included in the Strategic Plan:

#### **(1) Lents Transit Center**

The transit System should include a Lents Transit Center at Foster Road and I-205. Today, many bus routes terminate in that general area. (Under Tri-Met's current system, buses 10, 14, 17, 19, and 71 all terminate near Lents.) With minor extension from current end points, all buses in that area could terminate at Lents TC. A Lents TC would be a logical station for any rapid bus routes on I-205 and/or the Foster/Powell Corridor. It would also be a logical southern terminus for a-102nd/112th Avenue Bus (see below), and a good transfer point for a 92nd Avenue bus.

#### **(2) 102nd/112th Avenue Bus**

Missing from the Transit Plan: a 102nd/Cherry Blossom/112th Avenue bus line. Several buses cover a segment of 102nd Avenue in approaching Gateway Transit Center, but a line is needed to take a rider from Sandy Boulevard to Foster Road along the 102nd/112th Avenue corridor (with the many east/west bus connections along the way). Proposed route: Begin at Parkrose Park & Ride, follow Sandy to 102nd, south on 102nd to Washington (with or without a detour to Gateway Transit Center; the current route provides a transfer to every Gateway TC bus *except* 19 and 20), Cherry Blossom lane to 112th and Market, 112th to Holgate, 111th to Foster, then follow Foster to Lents Transit Center (see above).

#### **(3) 82nd Avenue MAX Access**

Project 1263 (Banfield Pedestrian improvements) should include the 82nd Avenue MAX station. Specifically, the station needs a stairway on the west side of the 82nd Avenue viaduct. (Today, the vast majority of transit users jaywalk across 82nd Avenue when approaching or leaving the MAX station or to transfer between MAX and Bus #72 southbound. With two lanes of busy traffic each way, this is a recipe for an accident.)

#### **(4) Tigard/Tualatin/Sherwood Rapid Bus**

The RTP envisions rapid bus service from Portland to Tigard. Rapid bus service should continue from Tigard to Tualatin and Sherwood. Although the plan calls for commuter rail on the Tigard/Tualatin/Sherwood corridor, commuter rail is unlikely to provide the sort of frequent all-day service available through rapid bus.

#### **(5) Beaverton/Tigard Corridor Rapid Bus**

The Beaverton/Tigard corridor (via Washington Square) is designated as a possible LRT corridor in the Region 2040 plan. Commuter rail will take several years to implement, and will not provide all-day or frequent service available through rapid bus. Therefore, a rapid bus line should connect Beaverton and Tigard Transit Centers with a station at Washington Square.

(6) Lake Oswego-Milwaukie Transit Link

The railroad bridge between Lake Oswego and Milwaukie is underused, and represents an important potential link in the strategic regional transit plan. The RTP should contemplate use of that bridge as a transit bridge between Milwaukie TC and Lake Oswego TC.

(a) *Rail Shuttle*

One way to use the bridge is to run a diesel-powered rail shuttle from Milwaukie TC to Lake Oswego. Such a project has already been demonstrated. In that case, a new Lake Oswego TC should be built along the rail line to provide direct bus connections to the rail shuttle.

(b) *Rail/Bus Bridge*

An alternative to rail transit is to pave or plank the bridge for bus traffic (keeping the existing railroad track). Two-lane roads could approach from both sides, opening the bridge to frequent bus traffic. Signals would need to control the bridge so only one bus enters at a time. This would allow the bridge to be used for a direct bus link between Milwaukie TC and Lake Oswego TC.

As a single-lane bridge, the railroad bridge could not reasonably accommodate private cars. With proper signaling, it could accommodate two-way bus traffic.

A bus bridge could accommodate multiple bus lines connected the southeast and southwest Metro regions. It would provide a critical transit link that is uniquely competitive with automobiles; there is *no* automobile link between east and west south of Sellwood and north of West Linn.

A bus bridge would open the possibility of a Rapid Bus line on the Clackamas Town Center - Milwaukie - Lake Oswego - Tigard - Washington Square - Beaverton route, thus connecting six transit centers with fast, frequent service.

The capital cost of converting the bridge to hold buses should be relatively minor: the cost of sensors and signals, paved bridge approaches on existing grading, and installing planks and/or pavement around the rails. If the bridge is strong enough to support freight trains, it should be able to support a bus.

Since this route would require study and an agreement with the railroad, it is not imminently feasible. It should, however, be included in the 2005 - 2010 projects.

**B. CENTRAL CITY PROJECTS**

(1) Project 1051 - Burnside Street Traffic Management Improvements

Due to the narrow right-of-way on Burnside west of Park Avenue, a "boulevard retrofit" is unrealistic. This project should include a Burnside/Couch couplet between NW Eighth Avenue and NW 19th Avenue, and be so noted in the text. A couplet will allow two traffic lanes each way with parking and curb extensions on both sides of Burnside Street over the length of the couplet.

The “Boulevard” retrofit should extend along Burnside Street all the way to SE 28th Avenue, to reinforce and spur redevelopment and business growth already occurring on East Burnside between 12th and 28th. There is an incipient “East Burnside pedestrian shopping district” running from MLK to the Laurelhurst Theater. This district would benefit from a boulevard along its entire length.

(2) Project 1119: Sandy/Burnside Intersection

In redesigning the Sandy/Burnside intersection, remove Sandy Boulevard between Washington and Ankeny Streets. To mitigate this loss to traffic flow, improve SE Seventh Avenue between Washington and Burnside to be a two-way local collector, and designate it as such on the map. Install traffic signals at the intersection of Seventh and Burnside.

III. CHAPTER SIX

Most of the corridor projects and/or studies give inadequate consideration to bicycles and pedestrians. Many ignore transit solutions. Bicycle, pedestrian and transit should be expressly included in each corridor. Some specific examples:

**Page 6-26**

The transportation solutions for the Banfield Corridor should include a parallel multi-use path along the Banfield freeway with grade-separated arterial crossings.

**Page 6-30**

Interstate 5 North design should include a multi-use path with grade-separated arterial crossings from the Interstate Bridge to the Rose Quarter.

The corridor project should also include study of a new Interstate Bridge over the Columbia -- a “high” bridge that will allow continuous traffic flow without drawbridge interruptions. The bridge study should include the option of converting one or more of the existing bridge spans for local traffic, bikeways, and transit between downtown Vancouver and Hayden Island.

**Page 6-31**

I-5 South should include study of a tolled tunnel to provide straight passage and eliminate the “slow-down” bottleneck at the Terwillidge curve. The study should focus on a cost-benefit analysis: the cost of building the tunnel against the total cost of lost time and accidents at the Terwilliger curve.

**Page 6-32**

The I-205 transportation solutions should include improvement of the I-205 multi-use path. Several points along the path include difficult and/or dangerous street crossings which can and should be eliminated by grade separation. Most notable candidates: Sandy Boulevard, Glisan Street, Division Street, Powell Boulevard, and Sunnyside Road. Each crossing represents an obstacle and a hazard to pedestrians and cyclists that is best rectified by an off-grade crossing.

**Page 6-32**

The McLoughlin-Highway 224 improvements should include gradual conversion of the corridor into a freeway by providing alternate access to adjacent properties and grade-separating all intersections. At the north end of this corridor, study a possible freeway interchange with I-5 at the east end of the Marquam Bridge.

Freeway conversion should include walls and berms to minimize impact on the surrounding neighborhood and frequent pedestrian crossings.

The corridor should include a separated multi-use path with direct connections to the Willamette riverfront trail, Springwater Trail, and the I-205 multi-use path.

The railroad tracks along the McLoughlin/224 corridor should be upgraded, if necessary, to support inter-city passenger trains and commuter rail between Union Station and Oregon City at the best possible speed.

While the study is being conducted, any and all projects along the affected corridor (such as reconstruction of the MLK viaducts) should be built to facilitate possible freeway, transit, and trail projects in the future.

**Page 6-34**

The Highway 217 corridor should include a parallel multi-use path to connect planned the multi-use path along Highway 26 (noted on figure 1.18 - Regional Bicycle System) to the planned Fanno Creek Greenway path (project 3071).

The corridor should include rapid bus between Beaverton and Tigard.

The corridor study should include a study of existing trackway to create a combined commuter rail/light rail corridor between Beaverton Transit Center and Tigard Transit Center. Specific points of the study should be:

- (a) Whether scheduling and signalling can allow LRT and commuter trains to use shared track at peak hours, and if so, what engineering or operational adjustments would be needed (speed controls, "siding stations" along commuter rail tracks for light rail, triple-tracking, etc.) and possible locations of LRT stations.
- (b) If shared commuter rail/light rail tracks are viable, the cost of needed land acquisition and project construction.
- (c) In the alternative, if commuter rail and light rail cannot share track, consider replacing commuter rail with light rail between Tigard and Beaverton.

**Page 6-38**

Section 6.8.1 (Green Streets Initiative) should reference study and development of permeable surfaces for streets along waterways or in other areas where run-off is a major concern. One example: a "grass road" -- a contemporary variation of the old "plank" road, in which wood, concrete, or steel planks on risers carry traffic above a sunlit grassy surface.

#### **IV. NEW PROJECTS**

The following projects should be added to the Regional Transportation Plan as preferred and strategic projects.

##### **A: I-84/I-205/TILLAMOOK MULTI-USE CONNECTOR**

The regional bicycle and pedestrian systems require a multi-use path connecting the I-84 multi-use path at 122nd Avenue to the Tillamook Bicycle Boulevard.

Presently, the I-84 multi-use path barely ties into the regional bikeway system at all. (Simply put: the path goes from nowhere to nowhere, passes nothing interesting on the way, is difficult to access, and is an unpleasant ride due to proximity to the freeway.) As a result, it is scarcely used by pedestrians or cyclists. This trail needs good connections to the bikeway network at each end.

The planned Gresham/Fairview Trail (project 2053) will intersect the I-84 bicycle trail near its eastern end. At the western end, the "community connector" to the I-205 path is circuitous and hard to find. Extending the western end of the I-84 trail to the I-205 path would create a useful link in the regional bicycle system and a valuable corridor for bicycle commuters in the surrounding neighborhoods.

The Portland Bicycle Master Plan includes a bicycle path along I-84 from the Willamette River to city limits. While that bicycle path *as a whole* is low priority, a 122nd Avenue-205 segment is an important link for the regional trail system.

Today, the Tillamook Bicycle Boulevard provides a safe, rideable route from 92nd Avenue to the Central City. However, it lacks any reasonable way to cross I-205 at the east end. The existing "crossing" involves a ride along the narrow shoulders of 92nd Avenue, a steep climb up the single sidewalk of the Halsey Street viaduct, and then a difficult street crossing at Gateway. (Crossing the "no-man's-land" of the I-84/I-205 intersection can be even more difficult for pedestrians, given the distances involved).

The Strategic Plan can and should prioritize a better connection. The best option: A multi-use path west of I-205 from Hancock Street to I-84, then a crossing beneath I-205 (just north of the railroad right-of-way) to meet the existing bicycle trail. This short "spur" would create a direct, rideable connection between the I-205 path and the Tillamook bicycle boulevard. It would also provide a much better pedestrian connection from the Rocky Butte area to Gateway.

Construction of these paths would support Policy 16.0 (continuous network of bikeways), Policy 16.1 (improve access to public transportation through better connection to Gateway Transit Center), and Policy 17.1b (closing a conspicuous gap in the Regional Pedestrian System - Figure 1.19). Finally, these paths would create a continuous east-west bikeway from the Central City to NE 207th Avenue.

##### **B. JOHN'S LANDING STREETCAR**

The strategic plan should include study of a Portland Streetcar extension to John's Landing and/or Willamette Park.

### **C. EAST SIDE STREETCAR**

The strategic plan should include study of possible eastside streetcar routes: Broadway/Weidler, MLK/Grand, and Hawthorne. The study should also include evaluation of a single "U"-shaped route that encompasses all three of the above segments.

### **D. HIGH SPEED RAIL FACILITATION STUDY**

The RTP notes the potential for high-speed intercity rail that travels "up to 79 mph." Current trains in use along that corridor include a Talgo train that can travel up to 125 mph. With adequate accomodation and crossing separations, inter-city and commuter trains should be able to move even faster than 79 mph -- perhaps up to 100 mph once outside of the Central City area.

Therefore, the strategic plan should include the study of a "high speed facilitation" of all railroad tracks along the corridor. What steps need to be taken to move commuter, intercity passenger, and freight rail more quickly along the corridor? How can high-speed passenger rail best operate concurrently with heavy freight traffic along the same corridor? How can the region best expedite movement of trains capable of traveling in excess of 100 mph? What scheduling, signalling, communications and control systems need to be installed to move trains most efficiently? Can any crossings be grade separated? Is there any need for track improvement or double-tracking? Would the region benefit from a centralized rail traffic control system?

In addition, the study should investigate possible sources of funding and determine how much of the funding responsibility should be borne by local, state and federal authorities, and how much should be borne by private carriers.

The goal: When intercity passenger trains enter the region, they should be able to move quickly, at speeds of up to 100 mph, with no delays or obstructions, between passenger stations in Vancouver, Union Station, and Oregon City. Commuter trains should be able to move at the highest possible speeds to their destinations. Freight traffic should operate around the clock, but use signalling and precise scheduling to minimize interference with passenger rail (and vice versa).

### **E. MULTNOMAH FALLS BUS**

Add to the preferred plan (but not the strategic plan) a bus from Gateway Transit Center to Multnomah Falls via I-84. Multnomah Falls is outside the Metro area, *but* is the most visited tourist attraction in the state *and* draws a lot of traffic from the Metro area. Reliable transit service would stand to alleviate traffic along the I-84 corridor by encouraging Metro residents to take transit. Incentive to use transit would come from the notorious problems with finding parking at the Falls.

### **V. GENERAL COMMENTS**

I strongly support a heavy emphasis upon pedestrian, bicycle, and transit projects throughout the plan.



In designing or retrofitting any street other than a principle arterial or rural arterial, priority should be given first to pedestrian accomodation, then to bicycles, then to transit, and finally to automobiles.

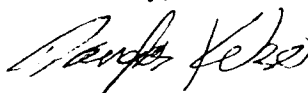
Whenever possible, I encourage projects to link together the regional multi-use trail network. In reaching a final draft of the plan, Metro should analyze the multi-use trail system for gaps, and fill those gaps whenever possible.

All multi-use trail crossings of major or minor arterials should be grade separated. In reaching a final draft, Metro should identify every point at which a multi-use trail crosses an arterial (typically, any street with four traffic lanes, any heavily-used two lane road, or any intersection controlled by a traffic signal) and mark that intersection for a grade-separated crossing on the preferred plan.

Transit projects should focus on building major regional transit links. Rapid bus should receive highest funding priority, followed by light rail. The second priority should be expansion of the community bus network to fill all areas within the urban growth boundary not currently served by public transit. (These "gaps" are conspicuous on any Tri-Met map.)

Thank you for this opportunity to comment.

Sincerely,



Douglas Kelso

Date: June 29, 2000

Handwritten signature

To: Metro C/o Regional Transportation  
Plan Review Public Comment

From: Michael Kepcha  
39215 N.E. 28<sup>th</sup>  
Washougal Wa  
98671

RECEIVED  
JUN 29 2000

BY:.....

Subject: Final Draft 1994-2040  
Metro Transportation Plan 1999-2000.  
Public comment Period.

(1) There's a question of timeliness of the process, the process might be taking too much time to be effective as a tool, by the time planning gets a snapshot of the landscape the landscape's changed.

(2) Scope, There's too much detail in the plan. Metro does not have all the money in the world and a blank check. Metro is gathering exponentially too much information for this plan. Each layer of planning adds additional cost ~~adds~~ at increasingly higher cost directly proportional to the complexity or completeness of the detail contained in it. The Plan. On planning scope there is a cut off point beyond which additional information is just re-done-donence more of the same and clouds the picture.

10/29/2000

Walter Kaplow

(3) Focus, The idea of a ~~Region~~ Regional Transportation Plan is too Lower the Risk and increase certainty that

Capital Infrastructure Investments in the Community Metro will maximize that investment in the community. The tighter the planning the shorter the time window a plan needs for completion, the shorter the plan completion the higher the degree of accuracy of the ~~sh~~ snapshot in time. The greater the certainty of a decision the lower the Risk of funding or random chance altering Plans of Action generated from a Comprehensive Plan.

(4) From the general to the specific, under the long term Plan for the Metro Area, the actions Metro has taken are counter productive to the higher density Metro is promoting. Speedclaming devices narrowed roads and forcing traffic Gridlock on dead lock freeways - and through fares does not encourage high density inner city living or force people out of their cars onto Mass Transit, it does force people out into the suburbs.

6/29/2000

Michael Kapdu

(Impacts = Pass Through Traffic Planning)

④ (continued) What Metro has by policy is force people - (Traffic) into grid Lock onto Metro's Freeways, when there are other routes which go the same places just as quick during peak hours. The best example is Bonita Road from I-5 - to Beaverton if planners had limited the number of multiply unit dwellings in the area left the secondary roads alone or not put speed claiming devices in place most of the traffic on Bonita Road would not be on it but on secondary roads. In fact the secondary road should of been widened and Apartments built ~~off~~ ~~of~~ those roads still built just not with access on to the secondary roads directly which ~~it~~ slows traffic flow.

⑤ Limits; Metro needs to limit it's Traffic Planning to Major Throughways and secondary Pass Through Roads everything else should be local Planning providing it does not effect Pass Through Traffic and Freeways. Metro needs to plan within budgetable doable.

⑥ Metro needs to address Worn out Infrastructure which it has not and to educt - PR



... business and community working together

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June 29, 2000

TO: David Bragdon, Presiding Officer  
Jon Kvistad, JPACT Chair  
Mike Burton, Executive Director

CC: Andy Cotugno, Director of Growth Management

FROM: Tualatin Chamber of Commerce  
Business Advocacy Committee

Thank you for the opportunity to comment on the Regional Transportation Plan. Although this memo has been faxed to meet the June 29<sup>th</sup> deadline, a hard copy is being mailed to you.

The Business Advocacy Committee of the Tualatin Chamber of Commerce is concerned about the transportation issues in the City of Tualatin and how they relate to the rest of Washington County and the region. As you prepare to make a decision on the Regional Transportation Plan (RTP), the Chamber would like to be on record of supporting a request by the Westside Business Coalition for Transportation and the Washington County Commissioners to delay a decision on the RTP by six months.

Our issues are similar to the Westside Business Coalition's issues. The Tualatin Chamber represents more than 300 businesses and operates the Transportation Management Association that provides alternative transportation for local employees. Traffic congestion is already affecting business costs and limiting customer markets for many businesses that offer products and services. Zonal shopping is already occurring and we predict the traffic conditions will further limit business opportunities. In addition, we believe that funding strategies need to be pragmatic and realistic given the political environment and voter disposition.

If a decision is made to delay adoption of the RTP, representatives of the Tualatin Chamber are committed to working with the local business community, local government, and Metro in developing a plan that can be supported by our chamber members.

P.O. Box 701  
Tualatin, OR 97062  
19358 SW Boones Ferry Road

Phone: 503/692-0780  
Fax: 503/692-6955  
info@tualatinchamber.com

June 29, 2000

JUN 30 2000

John Gray  
Transportation Planning  
Metro  
600 Northeast Grand Avenue  
Portland, OR 97232-2736



Reference: **Regional Transportation Plan (RTP), Revised Letter**

Mr. Gray:

Thank you for the opportunity to review the supplemental revisions to the draft 2000 Regional Transportation Plan and provide comments.

Although we have some comments regarding the proposed RTP language, we support Metro's efforts in developing this transportation plan. The strikeouts below represents language we want deleted and underlined shows the language we want included. Those changes are as follows:

The Highway 99W corridor between Highway 217 and Durham Road is designated as a mixed-used corridor in the 2040 Growth Concept, and connects the Tigard and King City town centers. This route also experiences heavy travel demand. The City of Tigard has and ~~Washington County have~~ already examined a wide range of improvements that would address the strong regional and local travel demand in this corridor. The RTP establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside the region. This emphasis is intended to change in the long term ~~changes~~ the function of 99W, north of Sherwood, to a major arterial classification, with less need to accommodate longer, through trips.

However, for much of Washington County, Highway 99W will still be a major connection, linking Sherwood and Tigard to the rest of the County and linking the rest of the County to the Highway 99W corridor outside of the region. A number of alternatives for relieving congestion have been tested as part of the RTP update, and by the City of Tigard in earlier planning efforts. These efforts led to the common conclusion the latent travel demand in the Highway 99W corridor is too great to be reasonably offset solely by capacity projects. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, no specific capacity projects are proposed south of Greenburg Road, due to latent demand and the impacts that a major road expansion would have on existing development. As a result, this section of Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing and accommodating traffic in the corridor is needed.

Since statewide, regional and local travel will still need to be accommodated and managed for some time ODOT, METRO, Washington County and Tigard should cooperatively address the means for transitioning to the future role of the facility to emphasize serving circulation within the local community. This will include factoring in the social, economic, and environmental impacts that congestion along this facility will bring. Additionally the analysis should specifically document the schedule for providing the alternatives for accommodating the regional and statewide travel. Similarly the local TSPs should include the agreed upon action plans and bench marks to ensure the local traffic and access to Highway 99W is managed in a way that is consistent with broader community goals. Additional alternative mode choices should be ensured for Tigard and King City towncenters. Tri-Met should be a major participant in the alternative mode analysis. The results of this cooperative approach should be reflected in the local TSPs and the RTP. ~~As such Therefore, the ultimate design and scale of improvements along long term system management of Highway 99W in the heavily congested Tigard section should be evaluated described as part of the Tigard, King City and Washington County TSPs, and factor in the social, financial and environmental impacts that congestion along adding capacity to this facility could bring. The primary function of Highway 99W should be the serve circulation within the local community, and implement the planned mixed used development in the Tigard town center and along 99W where the 2040 Growth Concept corridor designation applies. The local TSPs should also include specific action plans and benchmarks to ensure that traffic growth and access to Highway 99W is managed in a way that is consistent with broader community goals, and to ensure that alternative mode choices are provided in the Tigard and King City town centers.~~ In addition, other possible solutions, such as ODOT's new program for local street improvements along highway corridors, may provide alternatives for managing traffic growth on 99W. Finally, the local TSPs should also consider changes to planned land use that would minimize the effects of growing congestion.

The City of Tigard, Metro, ODOT, Washington County should all be participants in the design of Highway 99W improvements because the roadway is an area of special concern in the overall regional transportation plan.

Thank you again for the opportunity to participate in the development of the RTP. If you have questions, please call me at 639-4171 ext.336.

Sincerely,



Laurie Nicholson  
Associate Planner

C: Agustin P. Duenas, City of Tigard City Engineer



# WASHINGTON COUNTY OREGON

June 29, 2000

Mr. David Bragdon  
Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

RECEIVED  
JUN 29 2000

BY:.....

Dear David:

On behalf of the Board of County Commissioners I am requesting the Metro Council to delay adoption of the Regional Transportation Plan (RTP) for six months to allow an opportunity for additional citizen participation, in particular the Westside Business Coalition.

We appreciate that a considerable amount of resources have been invested in this process already. However, we believe the issues raised by the extraordinarily large number of Washington County's business community members and citizen leaders deserves additional time. This relatively short term delay will give all of us in the Region an opportunity to reexamine our work to make sure we clearly understand the implications of implementing the RTP as currently proposed.

If you have any questions concerning the County's request or need additional information, please contact me at 846-8681.

Sincerely,

*Tom*

Tom Brian  
Chairman

cc: Board of County Commissioners  
Cities of Washington County  
JPACT Members  
Westside Business Coalition on Transportation  
WCCC  
TPAC  
City of Beaverton CCI  
Washington County CCI's





## Willamette Pedestrian Coalition

P.O. Box 2252  
Portland, Oregon 97208-2252  
Telephone (503) 223-1597

Mike Burton, Executive Officer  
David Bragdon, Presiding Officer  
Council Members  
Metro  
600 NE Grand Ave., Portland, Oregon 97232

June 29, 2000

### **Subject: Update of Regional Transportation Plan (RTP)**

The Regional Bike and Pedestrian components of the RTP need to include the following trails:

Fanno Creek Greenway Trail, an 11-mile multi-use path for pedestrians and bicyclists connecting Willamette Park in Portland to the Tualatin River. Many parks and greenspaces would be interconnected by the trail. The 40-Mile Loop would be connected at Terwilliger Blvd. Major segments of this trail would include the old Red Electric Line rail corridor in Portland, and existing trails in Beaverton and Tigard adjacent to Fanno Creek.

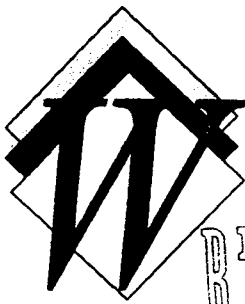
N. Willamette River Greenway Trail 7 mile greenway and trail corridor along the east bank of the Willamette River from the St. Johns Bridge to the Steel Bridge. At the south end, the trail would connect to the Eastbank Esplanade Trail and the ped/bike way on the lower deck of the Steel Bridge. The latter two projects are now under construction and will be completed by the end of 2001.

I-84 Banfield Trail a five mile corridor from the Willamette River /Eastbank Esplanade Trail to the I-205 bike lanes. The trail would be on the north side of the freeway and adjacent to the MAX Line and Union Pacific Railroad tracks. A fence would separate the trail from the rail lines. This trail would connect thousands of northeast and southeast Portland residents and commuters. Many schools, main street business areas, industrial areas and work locations are adjacent to this trail. In addition, all the MAX lines and the future AirMax would be connected to the trail. The trail currently exists east of NE 122nd and continues to NE 181st. The eastern terminus of the Banfield trail would link up to the future Gresham to Falview Trails. These corridors are critical to the completion of a truly regional bike and pedestrian system. They provide many opportunities for people to get out of their cars to reach parks, recreational facilities, schools, stores and other locations.

Thank you for your consideration.

Sincerely,

*Brian Newman* <sup>3A</sup>  
Brian Newman, President



# WESTSIDE BUSINESS COALITION ON TRANSPORTATION

RECEIVED  
JUN 29 2000

June 29, 2000

BY: .....

❖ ❖ ❖ ❖ ❖

## COALITION MEMBERS

*Baker Rock*

*Community Newspapers*

*Lawrence R. Derr, Attorney at Law*

*Fisher Farms*

*Fred Meyer*

*Hillsboro Chamber of Commerce*

*Home Builders Association  
of  
Metropolitan Portland*

*Intel*

*Gary Katsion*

*Steve Larrance*

*Nike*

*Portland General Electric*

*Ted Spence*

*Tektronix*

*Westside Economic Alliance*

*Members of  
Rural Roads Operations  
Maintenance  
Advisory Committee*

*Members of  
Washington County  
Planning Commission*

*Members of  
Washington County  
Board of County Commissioners*

❖ ❖ ❖ ❖ ❖

Some weeks ago a number of the region's business leaders requested that Tom Brian, Chairman of the Washington County Board of Commissioners, host a meeting to discuss the state of the region's transportation strategies. These leaders were concerned that the resounding defeat of Measure 82 (the legislature's gas tax proposal) further widened the immense chasm between the region's land use and transportation planning goals and a base ability to fund improvements required to implement those goals. In response to the request, members of the County Commission created an ad hoc committee of diverse business interests to advance discussion of the acute transportation situation.

The group, called the *Westside Business Coalition on Transportation*, has held three morning meetings to date. Already, a clear consensus has developed around some fundamentals.

The committee generally supports the broad aspirations in the 2040 Framework Plan, but is extremely concerned about the details and implications of implementation. As the urban growth boundary is a necessary element of Oregon's growth management strategy, they accept the need for greater density within existing communities, as well as in expansion areas. At the same time they see unacceptable levels of traffic congestion increasing, unimpeded, under the current planning approach. They do not see a strong link between planning for development and the provision of transportation infrastructure to serve it.

An efficient and a complete system of roads is critically necessary to our business needs, the functioning of a public transit system, and the general mobility needs of the public. The proposal to reduce the mobility standard to achieve an "adequate" system, in some cases to service level F in the peak hour, is not an acceptable methodology. If gridlock is to be the standard, they fear for our ongoing ability to conduct business in the Portland metropolitan region. Not only will they not be able to move people and goods, but the degraded quality of life will impact their ability to recruit and retain the employees they need.

The coalition is committed to alternative modes of travel, and particularly public transit as a key element of meeting the transportation needs of the region. Indeed, many of the coalition members are in the forefront in innovating trip reduction strategies that reduce traffic

congestion. However, they believe our existing public transit system is not meeting their current needs, and they do not see improvements in the future adequate to reverse the degradation in mobility.

Even with a reduced level of service, the needed transportation improvements will require an additional \$8 billion capital infusion. Given that we were unable to attain a minimum level of additional funding through the gas tax proposal, their collective concern about future traffic congestion has escalated to a very high level.

After considering the above, the **Westside Business Coalition on Transportation requests that Metro postpone the adoption of the Regional Transportation Plan for a minimum of six months.** During this period, they propose that Metro, in cooperation with its member jurisdictions, conduct the following efforts:

1. Develop a more thorough impact analysis of the Regional Transportation Plan on the region's economy that assesses the impact of congestion on commerce activities;
2. Evaluate the 2040 Growth Concept in light of the apparent inability to afford infrastructure that makes 2040 work;
3. Engage local jurisdictions, communities and businesses in additional discussion on the consequences of the RTP, including decisions regarding the plan's design, funding and implementation;
4. Postpone any consideration of requesting a regional gas tax/vehicle registration increase of region's voters during the six-month period.

The members of this coalition are committed to maintaining a high quality of life in the Portland area. They are, however, concerned that the region's planning efforts are progressing at a rate where the implications of those plans, and the ability to fund the required improvements, are not adequately linked.

The coalition is ready to work with Metro, local governments and others, in developing a transportation plan that is far reaching and workable. We look forward to discussing these issues with the leadership of Metro. We will be inviting you to meet with us in the near future.

Submitted at the request of the Westside Business Coalition on Transportation.

  
\_\_\_\_\_  
Tom Brian, Chairman  
Board of County Commissioners

  
\_\_\_\_\_  
Roy Rogers, Commissioner  
Washington County JPACT Rep

## TESTIMONY ON THE REGIONAL TRANSPORTATION PLAN

Bruce M. Pollock June 29, 2000

I wish to express my great concern over this plan, not necessarily with its content as a REGIONAL plan, but with the fact that it will work only if it is supported by LOCAL bus service, and it lacks discussion of what would be required to provide that service. Without local buses, not only is the regional plan pointless, but all the Metro-dictated Town Center plans are pointless. In fact, Metro itself may be pointless.

According to the RTP, new roads will be built to maintain specific congestion standards based on SOV rush-hour commuter traffic. However, expensive new homes in northeastern Washington County are being constructed for families who will own at least 3 cars. Building new roads to accommodate these cars merely stimulates this excessive land use and encourages urban sprawl. Putting the same amount of public money into local bus service would permit development of a public transportation system without increasing tax rates.

In presenting this RTP, Metro is relying on another organization, Tri-Met, to provide the local bus service. However, lacking a major tax base, Tri-Met is organized and functions as a profit-making organization. It expends its resources on the money-making routes, the commuter routes. People needing buses at other hours are provided only minimal bus service.

At age 74, I am a senior. I can see the end of my capacity to drive a car. When that day comes, will I be trapped in my home or will I be able to continue my life by walking to the street and boarding a bus which will take me to the MAX and the rest of the world?

Unfortunately, I know the answer to that question. I am already trapped in my home, even though I live within a mile (as the crow flies) of the Sunset Transit Center. Tri-Met bus #60 is a commuter bus, operated only to pick up workers in the morning and bring them back at the end of the day.

My need is to attend Senior Studies Institute classes which meet either in the morning or in the afternoon at several PCC campuses. On bus #60 I can **either** get to class in the morning **or** get home at the end of the afternoon. I cannot return home from a morning class nor get to an afternoon class. So I cannot take classes unless I drive.

I cannot go to an evening or weekend movie unless I drive. I cannot get to the store, local library, or ATM machine unless I drive. I cannot attend a meeting such as this unless I drive or someone drives me to the MAX at Sunset Transit Center.

My needs are real, they are shared by many. The Regional Transportation Plan addresses the physical needs of drivers, able-bodied pedestrians, and bicyclists. But it gives only lip service to public transportation as part of a "multi-modal transportation system." It fails to address the disconnect between the RTP and Tri-Met's funding in terms of the providing the money necessary to create an effective public transportation system.

I was a member of the CPO #1 transportation committee which helped Tri-Met set up the Cedar Mill taxi shuttle service. Tri-Met recently sent representatives to a CPO meeting to plead for riders for mid-day use of that service. This emphasizes that the problem of providing full-coverage public transport service is not restricted to bus route #60.

Tri-Met's budget data show it is operating the present system within budget. I suggest that, in the final RTP, you analyze the cost of adding "non-peak" service—days, evenings, and weekends—to a commuter-only bus such as #60. Then compare this cost with that of adding one traffic lane accessing the planned Cedar Mill Town Center ( the town center to which I should be associated). This analysis would allow taxpayers to understand the taxes to required to build and support highways primarily for Single Occupant Vehicles relative to the taxes necessary to support a multimodal transport system.

A further question to be analyzed is whether Tri-Met's expenditures can be lowered while still providing increased service. The best way to do this is to shift schedules so that need for drivers remains relatively constant during the day. For example, in Washington County a school bus system entirely separate from Tri-Met requires drivers only in the morning and afternoon. In Portland, much of the school bus load is handled on normally-scheduled Tri-Met buses. Therefore, one way to stabilize scheduling in Washington County would be to have many students ride Tri-Met buses instead of a separate school bus system.

Another way would be to assign individuals in Tri-Met's administrator-heavy bureaucracy to drive rush-hour buses while they perform their administrative duties during mid-day hours. This could also change the relationship between labor unions and Tri-Met administration in a positive way. My impression is that one of the factors driving Tri-Met's introduction of the Cedar Mill taxi shuttle was to substitute low-paid taxi drivers for more reasonably-paid union bus drivers. According to Tri-Met's history of the bus system, threats of driver strikes have driven major transit decisions in the past. Although I know of no specific problems between management and drivers at this time, perhaps this would be a good opportunity to create a stronger management-driver relationship.

I hope Metro will act on these suggestions to create a stronger and more practical RTP than the one under consideration today.

Bruce M. Pollock  
9601 NW Leahy Road #201  
Portland, OR 97229  
(503) 297-5084



June 29, 2000

## Testimony on the Regional Transportation Plan Presented to the Metro Council

Lynn Ann A. Peterson, Transportation Advocate

Chair Bragdon and Members of the Council,

My name is Lynn Peterson, Transportation Advocate for 1000 Friends of Oregon. 1000 Friends of Oregon is a statewide non-partisan, non-profit organization that advocates for healthy, compact urban form for protection of farm, forest, range, and scenic lands. I am also a citizen member of Metro's Transportation Policy Alternatives Committee.

The Regional Transportation Plan (RTP) has been a long time in the making. It contains countless hours of work and discussion by citizens, jurisdictional and Metro staff, good policies that will move the region in the direction of implementing the Functional Plan, and policies that our organization believes will help achieve a better modal mix for traveling throughout the region. However, those policies are only as good as the implementation tools. We have two concerns that we would like to voice at this time and some reminders for the council of actions called out within the plan that must remain a high priority as we move to implement.

### Concerns/Suggestions

First, the RTP does not provide a fiscally conservative plan for the region. We have voiced this concern continually throughout the process at TPAC meetings and before Council in previous testimony that the plan for the region is the Strategic and Financially Constrained is for federal use only. In fact, USDOT-Federal Highway Administration's written comments, dated May 23, 2000, clearly state that the RTP "...does not meet federal planning regulations."

Having two parallel plans, one for the federal government and a separate implementation plan, does not allow for full disclosure of what is actually being built in the region and whether that system meets air quality standards. We acknowledge that Metro staff has indicated that they will model the strategic system for air quality conformity but I don't believe that information is available yet.

***The Financially Constrained Scenario ought to be the regional plan with the Strategic providing guidance as to what other projects are available should transportation revenues increase.***

Second, we would like more clarity on the region's requirements for project development and selection. The TEA-21 requirements for Congestion Mitigation are referenced in the RTP as the process for determining the type of project to solve a congestion issue. It should be helpful to make this language more specific as to how regional projects will be selected. The following language should be considered for adoption into the RTP on pages. Note-this language is modified from the Oregon Highway Plan-Major Improvement Policy (1G) and has recently been

before discussions begin. This could come in the form of specific goals or affirmation of the project criteria that were used in the last round of the MTIP.

Another area of the plan that needs immediate attention is areas of the region that do not have specific projects associated with their traffic/travel issues. In the RTP, these areas are to have specific corridor plans created. ***These corridor plans must be prioritized and funded.*** An action plan should be created to implement these corridor plans immediately following adoption.

Finally, I would like to add that although the plan is not perfect, the Council should move to adopt the plan, with their proposed changes by next month, July 2000.

## Walker Road 5 Lane Expansion Project 3143

Thank you for the willingness of the Metro council to hear us. (Mike Burton and David Bragdon).

We had the opportunity to visit with Kim White an associate transportation planner from Metro and with Clark Berry senior planner of Washington County. They gave us great overview of Metro and how they help form progress for our future. They touched basis on Metro's RTP and Washington County's TPU.

3014  
We are a group of citizens live along Walker road in Beaverton in a community named Cedar Hills. The currently proposed project number 3143 recommended by Metro's RTP we believe is excessive for the livability of our community. We would like to formally go on record against fully implementing the proposed project number 3143 in its currently drafted version. It is not our intent to stifle change but rather we would like to help direct and mold change in our community for our future and children's future.

Project 3143 Walker Rd increases our rural community road of 1 lane each way with bike lanes into a 5 lane road with bike lanes each way and adding sidewalks. Now we know that we can't hinder progress for our future population growth however a drastic change as proposed on project 3143 Walker Road will surely effect the livability of your neighbors, (pause) The citizens of Walker Road. We are concerned about child safety, ecological disturbances, property values and safety of those homeowners that have to back onto an already busy road that will attract more traffic if Walker Road is widened to 5 lanes.

### Potential Future Testimonial:

There are a majority of young homeowners starting the American dream of homeownership. They are also staring their family with children that need to be under constant supervision but with the proposed dramatic change to Walker Road will increase the absolute necessity for their little ones never to go into the front yard. Imagine that, (pause) "my parents never let me go into the front yard till I was in Junior High". "Why is that" a friend asks? Well we use to have a good sized front yard but after Project 3143 we lost 64% of our front yard and the bike path was 6 feet from our front door. That was not the worst of it. "How so" the friend replied. When Dad had had to take a job in another city and move the family we had a hard time selling the house. Because of proposed project 3143 many homes immediately went onto the market and the demand was far too little for the supply and the housing prices along Walker Rd. plummeted. In June 2000 there were already 4 homes for sale between our home towards Cedar Hills Blvd. alone. When dad finally sold the home it was 15% below what mom and dad paid for it just 2 short years ago. You see they had not been in the home long enough to recoup the closing and bank fees.

At the end of my public comment I will present to you our proposal.



## The Facts:

**33 ft. wide:** Current Walker Rd w/1 lane each way, bike lanes East & West, no sidewalks.

**45 ft. wide:** 1 lane each way w/center turn lane, bike lanes East & West, no sidewalks.

**54 ft. wide:** 2 lanes each way, bike lanes East & West, no sidewalks

**63 ft. wide:** 2 lanes each way w/center turn lane, bike lanes East & West, no sidewalks. (72 feet including sidewalks)

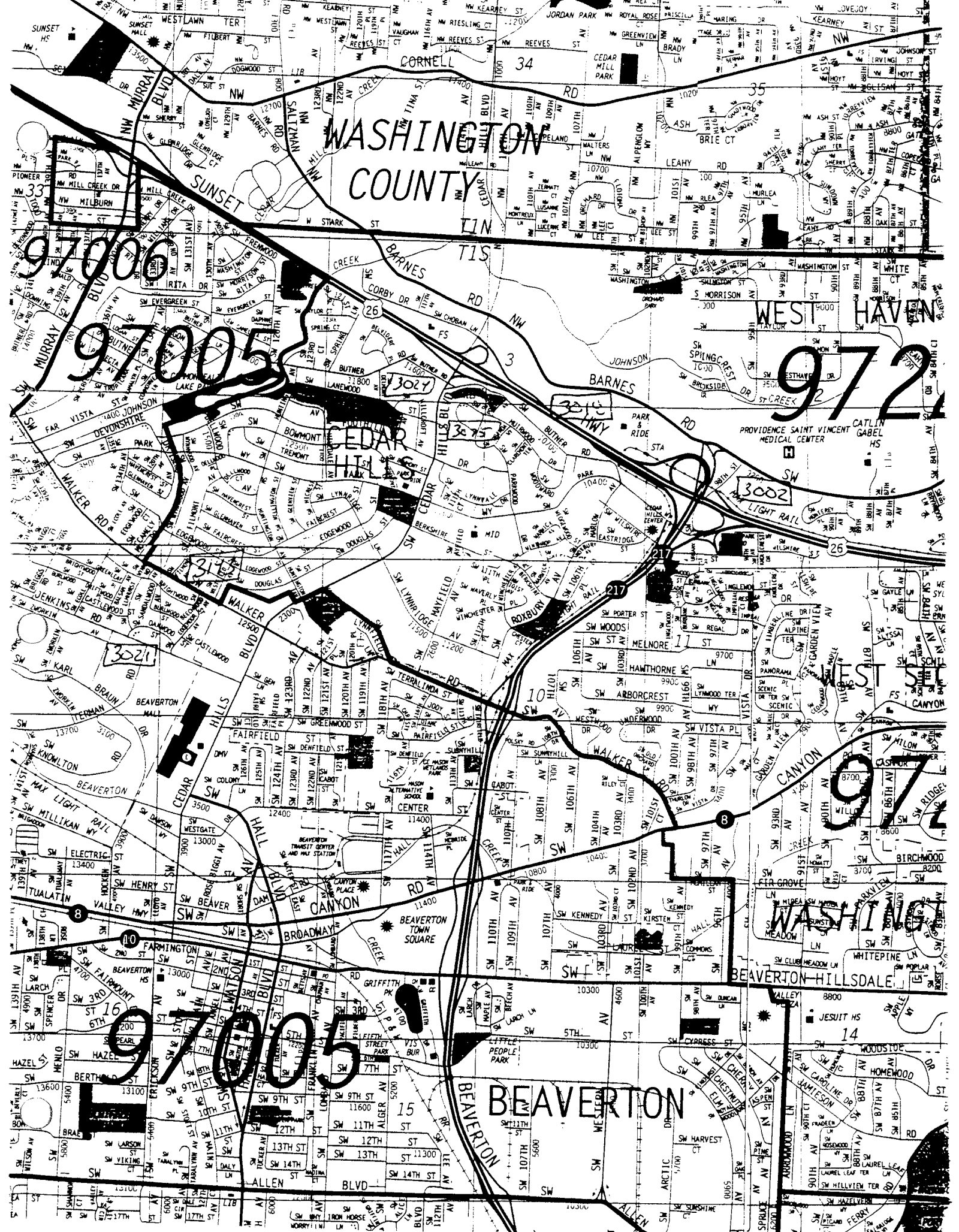
We are in the process of setting up a web site and email addresses to focus our efforts on the 52 homes that are directly impacted and the 300+ homes that are indirectly impacted by the proposed 3143 project. We will be obtaining signatures from many of our neighbors to show that we as a neighborhood community are committed to steer progress versus fight and short-sightedly admonish the inevitable growth of our healthy economy.

The potential future testimony I mentioned a few minutes ago could be mine, as if you force the implementation of 3143 I will loose 64% of my front yard. There are not many companies that I can go to work for here in Portland with my specialized skill. I would have to transfer to Seattle or to the Californias. There are currently 57 homes that will be directly negatively impacted along our shared Walker Rd. All of us have now been directly effected with the announcement that Walker Rd. may become 5 lanes. Our property values will not share in the community growth other will enjoy because of being on the wrong street. It is not just financial or safety issues but also ecologically as with a 5 foot widening on my side of the street they will have to uproot over 100 trees.

In closing it is our intent and proposal to have the road widened to 3 lanes with bike paths and paved sidewalks. In the near future we will be providing to Washington County a signed proposal by neighbors along Walker Road. We hope that your share a common vision with us in fostering safe and livable communities with in the tri-county/Metro area.

Respectfully,

The Walker Road Citizens in Favor of Community Development  
Working with and supported by the Cedar Hills Homes Association



# WASHINGTON COUNTY

## CEDAR HILLS

## WEST HAVEN

## BEAVERTON

97006

97005

972

97005

97005

L

Map labels including street names (e.g., SUNSET BLVD, WALKER BLVD, CEDAR BLVD, HILL BLVD, FAIRFIELD ST, DENFIELD ST, GREENWOOD ST, TERRALINDA ST, HAZEL ST, BROADWAY, ALLEN BLVD), lot numbers (e.g., 3021, 3024, 3027, 3028, 3029, 3030, 3031, 3032, 3033, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3041, 3042, 3043, 3044, 3045, 3046, 3047, 3048, 3049, 3050, 3051, 3052, 3053, 3054, 3055, 3056, 3057, 3058, 3059, 3060, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200), and landmarks (e.g., CEDAR HILLS PARK, BEAVER TOWN SQUARE, WEST HAVEN MEDICAL CENTER, JESUIT HS, WASHINGTON MEADOWS, BEAVER TOWN SQUARE, CEDAR HILLS PARK, BEAVER TOWN SQUARE, WEST HAVEN MEDICAL CENTER, JESUIT HS, WASHINGTON MEADOWS).





Morgan Will  
2627 NE 12th Ave.  
Portland, OR 97212  
June 29, 2000

Dear Metro Councilors,

I would like to request that you place the Banfield Corridor Project on the Master Plan of regional trails. The Banfield Corridor Project is a greenway project which will include a bicycle and pedestrian transportation trail, habitat restoration, garbage clean-up and the creation of new urban openspaces.

I have been working on this project for almost two years. I have spoken with home owners along the corridor, non-profit organizations, business owners, transportation planners, local and regional government officials and I can attest from these conversations and meetings that there is strong support from the community for a trail project in this area.

The trail is presently on the City of Portland's Master Plan as a proposed trail. This project needs to be on the Metro Master Plan as well. This is essential for the project to move into the planning stages.

I have attached a brief discription of the project. Please feel free to contact me if you have any questions, [morgangwill@hotmail.com](mailto:morgangwill@hotmail.com). I hope you will place this project on the Master Plan of regional trails so we can improve the variety of transportation options available to the citizens of this region.

Sincerely,



Morgan Will

encl. Project Summary

# THE BANFIELD CORRIDOR

## *BICYCLE AND PEDESTRIAN TRANSPORTATION*

### PROJECT

#### Concept

The project is a unique community based effort toward a public work. The effort will combine the resources of average citizens, community groups and associations, non-profit organizations, foundations, churches, schools, businesses, private institutions and government agencies to design, fund and complete this project. The goals are improved quality of life, a healthy environment and increased opportunities for transportation, recreation and education.

#### Location:

The Banfield Corridor is the area along Interstate 84 from the Willamette River to I-205 at Rocky Butte. This corridor includes a highway, a light rail line, and a rail line. The exact area being considered for this project is the open space on the north side of the rail line.

#### Objectives:

- Create a greenway corridor from the Willamette River to I-205 at Rocky Butte.
- Build a bicycle and pedestrian trail from the Willamette River to I-205 at Rocky Butte.
- Remove invasive species and replant native plants throughout the new greenway.
- Remove garbage and litter.
- Create new parks and open spaces along the greenway.

#### Important Features:

- The trail will connect with the Eastbank Esplanade, the Willamette River Greenway, and the I-205 Trail, completing a network of urban trails.
- The trail will connect Downtown Portland, the Rose Quarter and Convention Center, the Lloyd District, the Hollywood District, 82nd Ave., and the Gateway District.
- The trail will connect all MAX light rail stops from the Rose Quarter TC to the Gateway TC with homes and neighborhoods.
- The trail will not cross any roads or train tracks. (It will cross one driveway.)
- There is a potential for approx. 50 access points on the north side and 17 existing bridges will connect the south side of the corridor to the trail.

#### More:

If you would like more information about the Banfield Corridor Project contact: Morgan Will, 249-8496, w) 282-8846 ext. 12; or Mel Huie, Metro Parks and Greenspaces, 797-1731.







Transportation Hotline Comment  
RTP  
June 1, 2000

Daniel Petersen  
Southeast Portland  
(503) 788-5159

I have two major concerns with regard to transportation.

1. I think a new bridge located south of the Sellwood Bridge is in order to serve the best needs of Portland. Too long a gap between the Sellwood Bridge and 205 to cross the Willamette.
2. There are a lot of proposals to increase the number of paved roads especially in SE Portland which are currently unpaved. I think that for the two dozen vehicles that use my particular block each day constituting a total of only three minutes use, it would be a shame to pave it when kids can enjoy riding it and playing in the street as they do now. Rather than devoting extra pavement to cars, I think we should go more for the alternative, and keep the area in a more natural state.

Thank you.

Transportation Hotline Comment  
RTP  
June 6, 2000

Vern Shahan  
3000 SW 214<sup>th</sup> Avenue  
Beaverton, OR 97006

He saw an article on the RTP in the Hillsboro Argus about plans for TV Highway and would like to receive a Metro report about improving Alexander. It is a cross-street that goes by his house and there is a 25 mph speed limit in this residential zone. He is concerned about diverting traffic off a busy road into the residential area to alleviate a traffic problem. He is concerned about children and pets in the area. He stated that improving a side street is not a valid answer. He wants to see the plans dealing with these proposed improvements for TV Highway.

June 29, 2000

Telephone comment

John Hepler  
4701 SE Vineyard Rd #308  
Oak Grove, OR 97267

Mr. Hepler's comments are concerning pedestrian safety in the McLoughlin corridor. He stated the need for additional signage at 4 pedestrian islands along SE McLoughlin Blvd. between Milwaukie and Gladstone. The intersections at these locations are SE Hull, SE Boardman, SE Vineyard Rd and SE Risley. He said there are no warning signs for these crossings and suggests that illuminated overhead signs and actuated push-button flashing lights be installed.

June 29, 2000

3:15 p.m. public comment taken over the telephone from:

Richard Webb  
7735 SW Brentwood Street  
Portland 97225-2315

Mr. Webb said his comment was best expressed and his main points covered in a letter he had previously sent to the editor of the Valley Times newspaper, and he would like to submit this as his comment: ==

Before anyone starts to uncork the champagne for Metro's 2040 Town Center concept, let's ask a few questions, such as:

1. Does this plan intend to seriously alleviate the congestion in Raleigh Hills and actually expedite traffic flow?
2. Has the public's trust in either Metro or Washington County's administrators been compromised by the financial contributions of developers?
3. Who stands to gain the most if the Plan is implemented?
4. Has the Beaverton Town Center proven to be a sound model for alleviating traffic congestion through that city?
5. Is Washington County making many of the same mistakes regarding development that the state of California made 35 years ago?
6. Why not take advantage of the wise counsel of someone like retired architect Gordon Trapp who has something to offer and is knowledgeable in this area of expertise?



# MINUTES OF THE METRO COUNCIL MEETING

June 29, 2000

Metro Council Chamber

Councilors Present: David Bragdon (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, Rod Monroe

Councilors Absent: Jon Kvistad

Presiding Officer Bragdon convened the Regular Council Meeting at 2:00 p.m. and noted that Councilor Monroe would be late to the meeting as he was on other Metro business.

## 1. INTRODUCTIONS

None.

## 2. CITIZEN COMMUNICATIONS

None.

## 3. EXECUTIVE OFFICER COMMUNICATIONS

**Mike Burton**, Executive Officer, summarized the activities of Regional Transportation Plan (RTP) process since 1995. He noted the sheet, Public Involvement Timeline (a copy of which may be found in the permanent record of this meeting). He also noted that the RTP was under funded. He urged proceeding with the planned timelines.

## 7. ORDINANCES –FIRST READING/PUBLIC HEARING

**Ordinance No. 00-869**, For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C, Ordinance No. 97-715B.

**Presiding Officer Bragdon** assigned Ordinance No. 00-869 to Transportation. He reviewed the public hearing process and said the public comment period would close as of 5 p.m. today.

**Tom Kloster**, Transportation Department, Transportation Program Supervisor, provided a power point presentation of the RTP. (A copy was included in the permanent record of this meeting.)

**Councilor McLain** asked staff to reiterate how many times the local jurisdictions have reviewed the maps for the RTP.

**Mr. Kloster** responded there had been extensive local review leading up to the Framework Plan adoption in December 1997. The two iterations since were a cooperative process. The comments were approximately 5 percent of the lines on the map where there was some discussion between Metro and the local jurisdictions. Typically the discussions involved how designations would match

up between adjacent jurisdictions. He said that was the best time for Metro to step in and suggest an appropriate designation for a street.

**Councilor McLain** asked how often they were obligated to look at the RTP.

**Mr. Kloster** said that it should be reviewed every 3-5 years.

**Councilor McLain** asked if funds became available could the RTP be amended between reviews.

**Mr. Kloster** responded yes, the plan as written required amendments to change the project list. Critical changes that were adopted by a local plan required an immediate amendment. Other changes would wait the next review.

**Councilor McLain** summarized that this was a living document. She asked what the importance was of having a finished product, an action.

**Mr. Kloster** responded that the RTP guided the funding allocations. When the plan was updated the out years were massaged. Those projects would not be built for a long time, but were a guide so that improvements were done in a consistent manner, rather than piecemeal. The key thing, which Metro did not have in the past, was a really updated RTP that reflected the 2040 Plan. Metro had a current plan that described the most critical projects for decisions on how to allocate federal funds.

**Councilor Atherton** noted a letter from the Westside Economic Alliance. Their key point was that the region usually came up short in identification and commitment to funding strategies. The RTP had lots of options rather than a clear direction.

**Mr. Kloster** responded that the purpose of the plan was not to identify specific funding for the next 20 years, it was to identify the improvements and raise the money that were needed. If no population increase had been forecasted for 20 years the funding situation would have been totally different and there would not be a funding crisis. His interpretation of the RTP was to set the table for how to go out and raise the money, typically done in shorter 3-5 year increments.

**Councilor Atherton** asked if Metro drew lines on maps and then went looking for money to do the work, or drew the lines depending on how projects were to be paid for. He felt the alliance was suggesting a different approach and asked if that was a key question.

**Mr. Kloster** said he would make a case that Metro viewed its level of service policy as an appropriate response to the land use plan. There were places where Metro did not want to set a high standard for motor vehicle mobility during peak periods, e.g. downtown Portland. He felt that was a responsible policy and was a change. If Metro had continued its 1995 policy there would be a lot more projects. In a way this RTP represented a scaling down of the system. It had been painful for local planners to deal with this change. The reasons were dealt with in the alternatives analysis. He felt that the RTP represented a different philosophy in terms of how the plan was sized and how big the dreams were for raising money.

**Councilor Atherton** said he heard Mr. Kloster saying that the key way of paying for this plan was by lowering the level of service standards.

**Mr. Kloster** said he would argue that this level of service policy reflected what was on the ground today. It had been pretended in the past that the traffic on the Banfield could be smoothed out at rush

hour. While pricing on the facilities could smooth out the traffic peaks, planners were facing the music; in some cases it was not only impossible but also inappropriate. Metro had reviewed travel time benefits traveling from Beaverton to Portland at rush hour in different level of service scenarios. Only a couple of minutes were gained. The perceived time was not as bad as it was made out to be. One problem was that it had been set up for a long time on a grading system with 'F' as a failing grade. Yet 'F' was a little better than what was seen on the Banfield during the rush hour. In the balance between livability and mobility in places like downtown Portland he was saying it worked, it seemed to be a good system.

**Councilor McLain** asked him to expand on why this RTP addressed an appropriate level of service as well as demanded fiscal constraints.

**Mr. Kloster** responded that everyone wanted to be able to travel quickly and easily, but not to pay for the improvements or have them happen on a street near their own house. For example, major street improvements in Beaverton to allow easier travel to the coast from the eastside were popular with people who did not live around those improvements or pay for them. He noted that in the RTP series of workshops Metro held a couple of years ago, the staff pressed the issue of what was acceptable in their own community. When cost, the environmental impact and ease of movement was discussed it was easier for people to come up with a compromise. When these compromises were added up it came close to Metro's level of service policy. He said the result of the JPACT (Joint Policy Advisory Committee on Transportation), MPAC and Council workshop staff held was that it was reasonable to assume congestion for 2 hours during the rush hour at night, 1 hour in the morning and possibly another hour around lunch time. It was less trying to reduce the standard to save money, but the \$14 billion dollar plan, an impossible to raise figure, would require every freeway in the region to be 10 lanes or more, and most arterial streets to be 7 lanes. It was not only expensive, who would want to live near those improvements.

Mr. Kloster noted the last plan was interim, to keep up with improvements and did not look at levels of service. He said planners who came to the Metro workshops did not want to report back to their constituents that it would be harder to get around, or that the roads would be widened from 2 lanes to 7 lanes. It was a tough issue to resolve. That was why Washington County and the cities of Cornelius, Hillsboro and Forrester Grove had their own transportation plans. Not all issues could be solved on a regional level. Metro established a context from which the jurisdictions could work with the more detailed questions on land use and local streets.

**Councilor McLain** agreed and said that if a local jurisdiction chose a different strategy and could demonstrate its fiscal responsibility to fund it, Metro would put it on the plan.

**Councilor Atherton** asked why the level of service on Interstate 205 decreased significantly.

**Mr. Kloster** responded that Clackamas County had a historic problem in keeping up with urbanizing its growth system at the level of Washington County over the last 20 years, nor wasn't even close to the level of Multnomah County in the 1960s when it urbanized rapidly. That problem created a backlog. A federal freeway (I-205) made it easier to ignore the backlog because of its capacity, but that did not last long as it grew and filled up. Metro exacerbated the problem with expansions to the urban growth boundary (UGB) in Clackamas County. He noted there was a disproportionate number of housing units going into the area. Metro was also trying to add employment, because of the historic jobs/housing imbalance. I-205 fails regularly between Oregon City and I-5. He agreed that there was a lot to be done there, a lot of projects called out. Metro also laid that out as an issue on the land use



side. An outstanding issue staff had noted, could not be resolved in the RTP, was how the county could get caught up a little bit and not put every trip that goes through the county on I-205.

**Councilor Atherton** commented that it was difficult to do.

**Presiding Officer Bragdon** opened a public hearing on Ordinance No. 00-869.

**Matthew Whitman**, Cedar Hills Homes Association, 621 SW Morrison, Ste. 1300, Portland, said his group was a homeowners association formed in 1946. It represented more than 2,100 homes and 8,000 people within the area south of Highway 26. He felt his association could be of value in the ongoing process Metro was engaged in, along with the local planning bodies. While he knew Metro was at the tail end of the RTP process and had been unintentionally excluded from the planning process, he felt the association was a uniquely perfect community organization for the purposes of public planning. It represented every homeowner within a defined geographical area that was intimately affected by a number of specific projects within the RTP. Last month the association had met with Kim White, Transportation Department, Associate Transportation Planner, and a Washington County planner (who would implement the process). He felt it had opened up lines of communication for the ongoing planning process and future fine-tuning. There were several projects, numbers 3014, 3075, 3024, 3008, 3018 and 3021 that directly affected the Cedar Hills area. Association involvement in Metro's continuing public outreach about these projects would allow them to disseminate information to its members and funnel information to the regional and local planners.

**Matt Palmer**, Citizens in Favor of Community Development on Walker Road, 13270 SW Walker Rd., Beaverton, 97005, read his testimony into the record. (A copy and photographs were included in the permanent record of this meeting.)

**Presiding Officer Bragdon** asked if the proposal widened the road without adding sidewalks.

**Mr. Palmer** responded that the proposal would increase Walker to 5 lanes plus sidewalks. Currently it was one lane each way, with bike paths and no sidewalks.

**Presiding Officer Bragdon** asked what Washington County's reaction had been.

**Mr. Palmer** responded that his group had not visited with Washington County beyond the meeting with Ms. White and Clark Berry, Washington County Planner. They planned to do so in the coming months, but since the RTP window of opportunity was closing they began at Metro.

**Presiding Officer Bragdon** said he was happy Mr. Palmer had done so. He encouraged him to work with Washington County, too.

**Bob Akers**, President of the 40-Mile Loop Land Trust, 1038 SE 224, Gresham, commented on four projects he felt were important and wanted to get into the RTP for 2000. One he would like to get on the RTP maps with a dashed line was a trail his group proposed to build. It would go from Kelly Point Park on the Columbia and Willamette Rivers, through Smith and Bybee Lakes, Pier Park, Reno Street and under the St. Johns Bridge. Then a trail would be built along the Willamette River from the St. Johns Bridge to the Steel Bridge, tying in with OMSI-Springwater Trail. They felt it was very important and would be even better than the Springwater Trail, which was hard to beat. The trail would allow people to commute from North Portland, even from Washington State, via Marine Drive.

Mr. Akers said the second important trail was the East Butte Trail that would take off from the Springwater Trail at about 158<sup>th</sup> off Foster up Kelly Creek, across some of the Metro open space property recently purchased with bond money and property bought by the City of Gresham. It would tie into the Springwater Trail east of Gresham. The third item was a trail already on the regional trails map, a section of the 40-Mile Loop in Troutdale. He said the trail from Blue Lake Park to Troutdale was recommended to be on Marine Drive to Frontage Avenue. He felt most of the Council was aware that Frontage Avenue had been a one-way street heading east for the past two years. It was completely unsafe for a recreational trail. He proposed to move the dashed lines from Blue Lake Park to Troutdale on the dyke next to the Columbia River on the north side of the old Reynolds Aluminum plant to tie in with the new development in downtown Troutdale. He said it was very important for safety, future planning and getting grants to build the trail.

Mr. Akers said the final item was a new project that he was not personally involved with, but had looked at for almost 30 years. It was a trail from the bike path at I-205 to downtown via I-84. It would tie in with the Springwater and St. Johns and Steel Bridge trails. Some people were calling it the Banfield Corridor project. He felt it would get people downtown from I-205 and it would mean a lot to the City of Portland to have decent landscaping from the Airport to downtown Portland. Each time he drove west on I-84 he wondered what out-of-town guests thought when they saw the graffiti, trees, brush, blackberry bushes and the complete lack of organization. He thought this project would mean a lot to the whole community. He requested that all four projects be put on the Regional Trails Map.

**Bruce M. Pollock**, 9601 NW Leahy Rd., Apt. #201, Portland, (Cedar Mill area), testified on his own behalf. He read his testimony into the record. (A copy was included in the permanent record of this meeting.)

Mr. Pollock said he had testified many times before Tri-Met. Currently, he served on an ad-hoc committee for the Tualatin Hills Park District concerned with acquiring property and saw a lot in that area. He was using that experience but did not represent anyone at today's public hearing.

**Ross Williams**, 426 SE 19<sup>th</sup> Avenue, Portland, represented Citizens for Sensible Transportation. He read his testimony into the record. (A copy was included in the permanent record of this meeting.) Mr. Williams said he was currently chair of the Transportation Reform Working Group of the Coalition for a Livable Future.

Mr. Williams made additional comments. In looking at the plan, Citizens for Sensible Transportation was very satisfied with the RTP policy document. They thought it expressed the regional vision that the 2040 Plan created. However, they were concerned about the implementation. The actual project list does not reflect those policies. The people responsible for creating the list compiled the priorities of the local jurisdictions that were responsible for various road building and other transportation projects, instead of approaching the task with a regional vision. They were local elected officials responsible to their constituents for specific services in their community, who did not get elected to provide a regional vision. Therefore, the Mayor of Beaverton was not responsible for the trails or bus service in his community, but he was very much responsible for the roads in his community and he had staff to work on that issue.

Mr. Williams said the Metro Councilors, as regionally elected officials, even though they represented different districts of the region, needed to provide a stronger voice for the region and regional vision for the plan, to have a truly regional plan. That more forceful regional stand from the Metro Council

would create conflict with some of the local officials and Metro was under attack from many. But the danger to the institution and the entire regional system of government resulted from the Metro Council being too timid, not from it being too bold. He urged the Council to be bolder in asserting its authority as the regional planning agency. He asked that the plan have a regional vision, not simply a compilation of local visions or projects in its implementation. He thought the policies were very good, but the projects were pretty lousy.

Mr. Williams said, in terms of specific concerns with projects, there were simply too many that served commuters, which represented a minority of the trips in the region. There were too many projects that served people travelling from one place to another but did not serve the communities in which they were located. In fact, they damaged the quality of life of people who currently lived in those communities. The region needed more projects that improved the communities the projects were in, rather than projects that simply provided a way for people to drive through those communities. If the region focused on that it would produce a regional vision that would satisfy the 2040 Plan goals.

**Lynn Peterson** represented 1000 Friends of Oregon, 534 SW Third Avenue, Suite #300, Portland. She read her testimony into the record. (A copy was included in the permanent record of this meeting.) Ms. Peterson also said Metro had a great planning document (the RTP). She was proud to have been a member of TPAC (Transportation Policy Alternatives Committee) and a member of Metro during the time in which the RTP was created. Her organization was most concerned about the implementation process.

**Morgan Will**, 2627 NE 12<sup>th</sup> Ave., Portland, testified and requested that the Council place the Banfield Corridor Project (a regional bicycle and transportation trail project) on the Master Plan of Regional Trails. He read his testimony into the record. (A copy was included in the permanent record of this meeting.)

**Councilor Atherton** commented that Mr. Will's slide show and written remarks were outstanding communication. They supported Mr. Akers's remarks regarding how useful and lovely the Banfield Corridor could be, except for having to breathe the car exhaust.

Councilor Atherton also asked Ms. Peterson about air quality problems associated with the RTP. The federal financially constrained strategy was required to satisfy the air quality standards. He asked her to provide an explanation.

**Ms. Peterson** said yes, she understood that to be true. The modeling done demonstrated that Metro's federally required financially constrained strategy was just within satisfying the minimum air quality requirements. However, that same modeling procedure had not been completed on the strategic plan. It would be done in the future, possibly after RTP adoption.

**Councilor Atherton** said in essence, the RTP as currently presented to the Council might or might not satisfy air quality standards.

**Ms. Peterson** said the federally required financially constrained system satisfied the minimum requirements. However, they did not know whether the strategic system (the RTP) would meet those same requirements.

**Councilor Atherton** asked Mr. Kloster to clarify the federal air quality requirements.

**Tom Kloster** said the federal government required that Metro predict how much money the region's elected officials would raise during the next 20 years, and program it toward projects that would not exceed current revenue sources. There was less on the non-transit side. Metro planned to use state employees who frequently performed this type of work. The financially constrained system was much smaller (about one-third the size) than the strategic system. Therefore, the federal government required Metro to demonstrate that the system would meet air quality requirements. Generally, the fiscally constrained system would be more congested, therefore it was the least likely to meet air quality requirements, because Metro was not fixing bottlenecks, but instead adding all the growth the region expected during the next 20 years to the system. The system was also limited in terms of transit. The region could not assume a huge transit system. That was what drove the regulation. Metropolitan areas wrote off their congestion and air quality problems by citing transit projects on their plans that they never intended to build. That explained the financially constrained system. The federal government asked Metro to feature it more prominently in the RTP. That was one of the Metro Transportation Department's recommendations for TPAC tomorrow morning.

**Councilor Atherton** asked if Metro projected the revenue would be "x" and it was enough to build a system. Then they determined through Metro's modeling that the system would still violate air quality standards. He asked if that means the federal government can intervene and take regulatory action to ensure the air quality standards were met.

**Andy Cotugno**, Planning Director, said if Metro's modeling demonstrated non-conformity it would not be acceptable. Metro would have to make further amendments and not submit the RTP for federal approval until it conformed. The federal government could not approve the RTP until Metro could demonstrate it would conform. Further Metro action would be necessary. If Metro was unable to define further transportation actions to conform, the agency would have to return to the DEQ (Department of Environmental Quality) and ask for changes to other air pollution sources to meet the federal standards. He asked the Council to remember air quality resulted from a variety of sources. The DEQ would not have to make changes, but it was an option.

**Councilor Monroe** asked for clarification from staff regarding the procedure for how the Council could add the Banfield Corridor Project to the RTP, because part of it was located in his district. He was interested in the project and wanted to see it move forward.

**Bill Barber**, Transportation Department, Senior Transportation Planner, agreed it was a very interesting corridor and was on the city of Portland's bicycle master plan. It was not currently on Metro Regional Parks and Greenspaces Department's 1992 trails plan, but the plan was being updated. The Metro Transportation and the Parks and Greenspaces staffs considered the corridor, and decided to wait until it was added to the Parks and Greenspaces Plan before adding it to the RTP. He said the Parks and Greenspaces staff could be contacted or it could be added to the preferred RTP system. There was no funding for the project, but it would be put on the map.

**Councilor Monroe** said he knew there currently was no funding for the project, but he wanted it on the radar screen. He was providing notice that he would continue to push the issue, but he did not want to delay adoption of the RTP.

**Councilor Washington** noted that this corridor project was in his district also. He asked if there had been any discussion prior to today.

**Mr. Barber** said not before Council but there was some discussion at the Greenspaces Technical Advisory Committee (GTAC).

**Councilor Washington** asked Mr. Barber when the project could go on the radar screen.

**Mr. Barber** said the city of Portland considered it a long-range project (10-20 years).

**Presiding Officer Bragdon** noted a slide show that Mr. Will shared with some of the councilors.

**Mr. Will** said Mel Huie, Regional Parks and Greenspaces, Senior Regional Planner, supported the plan and suggested Mr. Will participate in today's RTP public hearing.

**Councilor Atherton** said bicycle trails that were separate from roadways were used much more, and were safer and cleaner. Mr. Will's proposal would accommodate a trunked facility. He mentioned Mr. Williams's comments and said despite the policy principles, Metro was not carrying out the principles with lines drawn on maps. He asked Mr. Barber how Metro could blend Mr. Will's project and other trails into a trunked system.

**Mr. Barber** said the idea of the trunk regional bicycle system was one piece of the puzzle. Planning in the city of Toronto was implemented approximately 20-30 years ago.

**Councilor Atherton** said the hub in Toronto was the trunked, off-roadway bicycle system.

**Mr. Barber** said it was very similar to what the Portland region was trying to accomplish. But the region needed all the elements (on-street and off-street) to make the system work.

**Presiding Officer Bragdon** asked Councilor Monroe if his Transportation Planning Committee was a good venue to get the issue on the radar screen.

**Councilor Monroe** said the committee would be doing that. He also planned to discuss the issue with the Metro Regional Parks and Greenspaces department to determine the most constructive way to pursue the project.

**Steve Larrance**, Citizens Against Irresponsible Growth (CAIG), 20660 SW Kinnaman Road, Aloha, requested that the Metro Council vote to extend for at least six months the comment period and ultimate adoption of the RTP. He read from written testimony. (A copy was included in the permanent record of this meeting.) He concluded by asking the Councilors to put aside their personal agendas and realize the unique time and place in which they find themselves serving as elected regional officials.

**Councilor Washington** asked on what Mr. Larrance based his request that Councilors put aside their personal agendas.

**Mr. Larrance** said he did not mean his statement to be inflammatory or derogatory. He meant that there was a great need in the region right now to create capacity on the roadway system. As had been alluded to many times, it was only because people had a great deal of vision in the past that the region had capacity overbuild in the system. Because the region had used up all of that excess capacity, and was at capacity everywhere, to think that it was possible to create more capacity by lowering the level of service was not realizing what had made Portland what it is. The fact that people had foresight in

the past had gone a long way towards creating the livability that draws people to the region and for which elected officials sometimes take credit. Current elected officials have to realize that it was their time to create something for the next generation. He said he was not thinking of the people in the region today, he was thinking of the long-term livability. He was general contractor, and does remodels, so he sees land use planning as a remodeling exercise. One cannot throw away opportunities, which he thinks the 2040 Growth Concept does, where it creates the thought that one needs smaller streets, that the arterial system can be thrown away, and call that connectivity when really it was the opposite of connectivity. How can one go back and remodel when buildings have been built right up against skinny streets?

**Councilor Washington** said he was only concerned about why Mr. Larrance's stated that the Councilors have personal agendas. He said he understood Mr. Larrance's other comments. He noted that if everyone on the Council had a personal agenda, nothing would get done in the region. Councilor Washington said Mr. Larrance had every right to say what he wants, but he asked that he be fair about it.

**Mr. Larrance** said he did not say the Councilors had personal agendas. He asked that they put them aside if they did.

**Councilor Washington** said that if Mr. Larrance put the statement in writing, he must think it exists, which was a concern.

**Councilor Atherton** asked Mr. Larrance about his comment that, "We continue to question the 'throwing away' of our existing through trip based principal arterial system by down grading those facilities as they pass through proposed 2040 city centers..." He said that was a clear policy choice in a regional strategy. He asked Mr. Cotugno or Mr. Kloster to respond to that policy option. How does the RTP address this basic question?

**Mr. Cotugno** said this proposed RTP reduced the function of arterioles through some regional centers and town centers in a couple of different ways. The Tualatin-Valley (TV) Highway was the one in question here. This RTP proposes that through downtown Beaverton and through downtown Hillsboro, that route be designated a "major arterial." A major arterial was still an important, traffic-oriented street, but it was one step down from a "principal arterial." A principal arterial was intended to carry statewide traffic. Other examples of principal arterioles around the region include Highway 217, Highway 99W, Highway 99E, and Highway 212 out to Sandy. Through downtown Beaverton, it was recommended that it not be viewed as that kind of long-distance regional trip maker. In order to be compatible with the area as a downtown, it ought to be a more localized oriented trip maker. Major arterioles still carry a lot of through traffic. It was intended as an arterial function.

Mr. Cotugno said furthermore, the second way the RTP addresses this issue was with a design classification. The RTP assigns a boulevard classification to most built-up areas on various kinds of routes, such as a street classification to areas outside downtowns that still need to be multi-modal in character. The boulevard classification was very carefully designated on routes that were intended to be oriented toward the buildings much more than toward through traffic. A boulevard could be on a major arterial, a minor arterial, or a principal arterial. Either way, the designation of major, minor, or principal arterial was intended to call out the kind of through traffic it was intended to carry. The boulevard classification was intended to deal with its orientation to the surrounding buildings. In the case of TV Highway through Beaverton, the RTP does not recommend classifying it as a boulevard. Calling it a boulevard would have the most limiting kinds of traffic oriented functions. While it was

going through a downtown area, the RTP recommended designating the Hall-Watson couplet, in a north-south fashion, as the boulevard treatment, and as the most pedestrian and building oriented street in the downtown Beaverton area.

**Councilor Atherton** asked if staff recommended Beaverton create two one-way couplets.

**Mr. Cotugno** said there was an existing north-south one-way couplet that can more readily be retrofitted with boulevard treatments than the east-west traffic carriers, because of the access to Highway 217. The design for the project that was just completed in Beaverton on TV Highway, was laboriously hammered out between the Oregon Department of Transportation (ODOT) and Washington County, which was concerned about the traffic characteristics, and the city and the businesses along there, which were concerned about the streetscape environment. Staff was not proposing to tear out that project and make it more restrictive. That project was on the ground, and the RTP recommendations simply recognize its current state. Staff does not want to make it bigger by calling it a principal arterial, nor constrict it further by calling it a boulevard.

**Councilor Atherton** said this scenario was played out all over the region. He was most intimately familiar with Highway 43.

**Mr. Cotugno** thought Highway 43 through downtown Lake Oswego was classified a boulevard.

**Councilor Atherton** said that 20 years ago, Highway 43 served as a true connector, with the city off to the side. Then the City of Lake Oswego made the mistake of creating it into a boulevard, and now it was impassible and had lost its function.

**Mr. Cotugno** said in downtown Lake Oswego, Highway 43 had lost its function as a major through traffic carrier. The rest of the length of Highway 43 was a through traffic carrier. In downtown Lake Oswego, it was called out as a boulevard so that traffic slowed down, and there were more pedestrian crossings, because a downtown surrounded that street.

**Councilor Atherton** said yes, but it was the wrong place to make a downtown. It was a design choice, and the path of least resistance. He said he was not trying to debate Mr. Cotugno, he was trying to see the direction so he can understand the RTP and describe it to others. Mr. Larrance's analysis was pretty right on target, in that maybe they were not learning from the mistakes in the past. He asked if the Council was making a clear choice here, and said it seemed that they were. They were throwing away existing through capacity. That concerned him, and he wanted to hear Mr. Cotugno's analysis.

**Presiding Officer Bragdon** asked that Councilor Atherton continue his conversation with Mr. Cotugno at a later time.

**Councilor Atherton** said he appreciated Mr. Larrance for asking succinctly framed questions.

**Presiding Officer Bragdon** noted Mr. Larrance's statement about 'dumbing down' level of service standards. He asked if Mr. Larrance understood level of service to mean strictly the volume and speed of automobiles moving through a particular point?

**Mr. Larrance** said that was several of the factors.

**Presiding Officer Bragdon** asked if, in Mr. Larrance's opinion, adding crosswalks and trees was downgrading a street?

**Mr. Larrance** said no, downgrading was not in the classification. Adding trees does not degrade a street, but declassifying a street from a principal arterial to an arterial was downgrading. It means that there can be more cross streets, and more driveways with direct access, which will dissuade people from using the street for through trips. He noted that a principal arterial does not necessarily mean statewide significance; it can also mean regional or county significance. He noted that with Sunset Highway at capacity, even mid-day, people were again using TV Highway as the principal arterial from Forest Grove to Portland. In a time of short money, why would that classification be eliminated unless there was an alternative?

**Larry Derr**, 53 S.W. Yamhill Street, Portland, testified on his own behalf. Approximately six months ago he appeared before the Council to urge them to defer the tentative adoption of the RTP. His concerns included the degrading to an unacceptable level of mobility, the lack of a link to growth management planning, and the absence of a funding program. Those problems still exist in the plan before the Council today. In three minutes, there was not time to document all of them, but he shared an anecdotal piece of information concerning mobility. In yesterday's *Oregonian* newspaper, there was a quote from the Tualatin Valley Fire and Rescue District Fire Marshall in a letter addressed to the Beaverton City Council referring to the difficulty of servicing some of the new multi-family high-density developments. The Fire Marshall said, "Many of these new developments feature so-called skinny streets – narrow drives that inhibit response and access by fire equipment. Increased density also had resulted in increased traffic congestion on public roadways, further slowing response."

Mr. Derr said the unfunded RTP was not only a problem of not being able to build the infrastructure, but more critically, this will be the first time that a regional transportation plan performs the function of a transportation system plan under the TPR (state Transportation Planning Rule). The significance was that development would be permitted and gauged under the serviceability under that plan, when everyone knows that that development will not be there, whether it was transit, streets, or anything else. The money was not there. Six months ago the Council said that Metro would come up with a funding plan in the next six months. It was not here. Today the public was told that Metro would do it in the future. He urged the Council to take heed of the letter sent from the Westside Business Coalition. He said he understands that it was human nature and natural to say, "Where were these people for the last six months, year, three years?" For the most part, some of those business organizations were not here at the table. That was the bad news. The good news was that they were now stepping forward. When a list of companies (including Fred Meyer, Nike, Portland General Electric, Tektronics, and United Parcel Service) signed a letter saying they were fearful of what they saw happening, but now want to join in finding a solution for public financing, the Council needs to take that into account. Rather than adopt the plan today and hope to figure out how to fund it tomorrow, he urged the Council to stop, get those people on Metro's side, come up with a program, and then go forward with a plan that the community get behind.

**Presiding Officer Bragdon** said for the record that Chair Tom Brian, Washington County Commission, had wanted to express verbally that it was not the County's intent to send the letter at the last minute. Chair Brian wanted to assure the Council that the way the timing came together was just activated by the businesses involved.



Presiding Officer Bragdon closed the public hearing. He said Council would hold another public hearing on August 3, when it was scheduled to vote on Ordinance No. 00-869. He announced that the public comment period would close at 5:00 p.m. today.

**Councilor McLain** appreciated the people who testified today, especially those with specific suggestions or additional information. Specificity helped Metro deal with amendments and items that could be changed. She knew from personal experience that Metro and local jurisdictions' staff had talked to business, local property owners and other jurisdictions. They, along with Metro must find the funding. Metro did not have the tax base and could not fund the RTP without a coalition of local, regional, state and federal entities working together. She had never seen a plan more thoroughly reviewed. She took the conversation and dedication of the people who had come today to testify very seriously. Staff would analyze all of the information and responses would come back from TPAC, JPACT the Transportation committee and the Council as a whole. This plan provided a jump-start in order to find the needed financing. There must be a plan in place in order to gather dollars. Each and every jurisdiction, including Washington County, had to update their RTP. If they came up with good suggestions Metro would not turn them away or be afraid to amend or change the plan. It was a living document that would never be completed and always updated and reviewed.

**Councilor Park** noted that staff had done an excellent job. He congratulated Mr. Cotugno on covering both Transportation and Growth Management. He appreciated Mr. Kloster's presentation – it was a good one. He was concerned about Washington County's request for an extension. He would gauge that against their other requests in asking Metro to go faster on the growth management side. Delay because we do not have capacity and yet at Growth Management he heard people saying go faster because they want to build something. Metro needed a clear message as to their desires.

**Councilor Atherton** echoed the excellent work of the staff on the RTP. He appreciated people taking the time out of their day to talk about this. As he listened to Mr. Derr and Mr. Williams, he heard his grandfather's advice: "any damn fool can learn from his mistakes". The principle was to learn from mistakes; that was the point of this exercise. That was what concerned him most. The funding issue was so overwhelming and straight forward he thought it was out on the table and would be addressed. There was a key issue of regional strategy and transportation-land use connection that Mr. Larrance phrased here that Metro was repeating the past mistakes. It would be most graphically borne out in his district, Clackamas County, where Metro followed the path of least resistance. They took old farm market roads and pretended that they really meant something. Metro allowed little developments to go up around them, expand them into major arterioles, but never followed through with clear direction. He believed the 2040 Growth Concept directed that the region had nodal centers of activity, but provided connection to the urban core. For example Sunnyside Rd. He asked if it were expanded, then should nodal centers be allowed to build up around the roadway and destroy its capacity? The same principal came up on I-205; would the mistakes made at I-5, I-205 and Sunnyside Road be made at I-205 and Wankers Corner? He felt this issue had not been resolved. He asked for help in resolving it.

**Councilor Washington** said that everything that went on impacted every district in the region. Growth and transportation were tied together and were inseparable. He hoped that we did learn from past mistakes, but suggested that these mistakes were not all Metro's. Mr. Cotugno did not build Hwy. 43.

**Presiding Officer Bragdon** asked Mr. Cotugno if that was indeed correct.

**Mr. Cotugno** said in 1982 Metro funded a State St. project with Interstate Transfer funds from the Mt. Hood Freeway withdrawal to build the current configuration of Hwy. 43 and for the section from Sellwood up to Bancroft. Yes, he had helped build Hwy. 43.

**Councilor Washington** said he appreciated everybody's interest and testimony. There were more things to be done than could be accommodated, even with a magic wand.

**Presiding Officer Bragdon** asked where the Westside Economic Alliance was 1 ½-years ago. They were in Salem lobbying for the westside bypass. That told him something about this testimony. He felt the reference made about 'dumbing down' levels of service got it exactly opposite. This RTP smartened up the term to make it mean more than just how many cars could be moved, how fast through a particular point. It turned things in the right direction after 30-40 years of engineering that took us in the wrong direction in terms of urban and suburban form. He was supportive of the direction. Councilor Monroe made his support clear on the Banfield, that was a great example, and looked forward to working with him on tweaking some things. In terms of making that connection between land use and transportation staff was finally on the way to doing that, or we were collectively as a region. It was not easy, but hats off to staff for trying it.

**Councilor Monroe** wanted to include his accolades to the process and staff. He particularly supported the new type of urban transportation structures, the boulevard design structures that were being looked at. Large fast highways through dense urban communities divided them and were destructive to the communities' livability. There was a time and place when these highways need to be "downsized" in terms of their speed, but upsized as far as accessibility for pedestrians, bicyclists, shoppers, etc. this new urban design certainly was being done purposely and Metro understood that not all citizens supported it; he supported it.

**Councilor McLain** wanted to thank everyone. When Councilors said 'staff', they meant real people who were working hard – she appreciated everything that had been done by staff and knew it was a team approach on the RTP. This staff had been very sensitive to citizen comments and local jurisdictions. They leaned over backwards to listen and work with them. Not only did Mr. Cotugno make the connections between land use and transportation, but he also spoke before 200 people this morning where he put together that plus fish, greenspace issues and stormwater. He was very impressive.

**Councilor Atherton** remarked that the Highway 43 issue was so illustrative. In aerial photos from 1970 there was no commercial development along the highway. A state or regional government might have prevented the mistakes of changing a highway into a main street.

**Councilor Park** asked if Councilor Atherton meant that Metro should step in if it thought a local government was making a mistake.

**Councilor Atherton** said that was what regional government should do.

**Presiding Officer Bragdon** noted that what he had learned from Mr. Cotugno's response was that Hwy. 43 and the Mt. Hood Freeway was that if a big highway project was killed, it could be lived on for 20 years. Now the 20 years were up and there was no money to spend.

<b>Document Number</b>	<b>Document Date</b>	<b>Document Title</b>	<b>TO/FROM</b>	<b>RES/ORD</b>
062900c-01	None	2000 Regional Transportation Plan Power Point Presentation	TO: Metro Council FROM: Tom Kloster, TP Planner	Ordinance No. 00-869
062900c-02	None	2000 Regional Transportation Plan Public Involvement Timeline	TO: Metro Council FROM: Andy Cotugno, Director of TP and GM	Ordinance No. 00-869
062900c-03	None	Walker Road 5 Lane Expansion Project 3143 letter, map and pictures	TO: Metro Council FROM: Matt Whitman and Matt Palmer	Ordinance No. 00-869
062900c-04	6/29/00	Testimony on the Regional Transportation Plan	TO: Metro Council FROM: Bruce Pollock	Ordinance No. 00-869
062900c-05	6/28/00	Comments on the Regional Transportation Plan	TO: Metro Council FROM: Ross Williams, Citizens for Sensible Transportation	Ordinance No. 00-869
062900c-06	6/29/00	Testimony on the Regional Transportation Plan	TO: Metro Council FROM: Lynn Peterson - Transportation Advocate and representing 1000 Friends	Ordinance No. 00-869
062900c-07	6/29/00	Testimony on Regional Transportation Plan – The Banfield Corridor	TO: Metro Council FROM: Morgan Will	Ordinance No. 00-869
062900c-08	6/29/00	Caig Testimony on the Regional Transportation Plan update and letter from Dept of Transportation to Jon Kvistad re: Hillsboro/Farmington UGB amendment	TO: Metro Council FROM: Steve Larrance, CAIG	Ordinance No. 00-869
062900c-09	6/20/00	Testimony on RTP of 1999: Projects 6030 & 6013	TO: Metro Council FROM: Pat Whiting, Chair CPO 4-M	Ordinance No. 00-869
062900c-10	6/29/00	Written testimony from Tom Brian and Roy Rogers, concerning request for delay in RTP	TO: Metro Council FROM: Westside Business Coalition on Transportation	Ordinance No. 00-869
062900c-11	6/29/00	Letter on behalf of Washington Board of County Commissioners concerning request for delay in adoption of RTP	TO: Metro Council FROM: Tom Brian, Chairman, Washington County Commission	Ordinance No. 00-869
062900c-12	6/28/00	Letter concerning RTP Westside Economic Alliance Comments	TO: Andy Cotugno FROM: Frank Angelo and Betty Atteberry, Westside Economic Alliance	Ordinance No. 00-869
062900c-13	6/29/00	Update of Regional Transportation Plan letter	TO: Metro Council and Mike Burton FROM: Brian Newman, President of Willamette Pedestrian Coalition	Ordinance No. 00-869

062900c-14 6/29/00

Email and map concerning  
Pedestrian issues for SW  
Portland on the RTP

TO: Metro Council  
FROM: Don Baack

Ordinance No.  
00-869

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RTP 2000 Public Comment Report  
**Summary of Notification**

## **Summary of notification for RTP final comment period** (Comment period from May 10 – June 29, 2000)

### **RTP notification flyer/letter**

2,080 flyers mailed 5/8 and 5/17

398 government coordination letters mailed 5/15-17

### **News release**

Sent to all media May 17, 2000

### **Advertisements (6" wide X 5" deep)**

The Oregonian (5/8/00)

5 Community Newspapers: (Tigard, Tualatin, Beaverton Times,  
Lake Oswego Review and West Linn Tidings)

Clackamas Review/Oregon City News

Portland Observer

The Skanner

Sellwood Bee (June 1)

Asian Reporter

Hillsboro Argus

Gresham Outlook

El Hispanic News (in English and Spanish)

### **News release notification of hearing**

News release sent to media June 26, 2000

### **Web page**

RTP comment period information

Summary and complete text of RTP available

### **Hotline**

Dates of comment period, how to comment


Comments could be left on hotline

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: May 15, 2000  
TO: Cities, Counties and Special Districts in the Metro Area  
FROM:  Andrew C. Cotugno, Director of Transportation and Growth Management  
SUBJECT: Final Opportunity for Government Coordination on RTP

\* \* \* \* \*

Over the past five years, Metro has been involved in a major, three-phase update of the Regional Transportation Plan (RTP). During that period, Metro has received comments on the draft RTP from cities, counties and affected special districts on all aspects of the new plan. Metro incorporated as many of these comments as possible into the final draft, which was approved by the Metro Council by resolution in December 1999. The resolution signaled the Council's intent to adopt this final plan in upcoming months, once findings on compliance with state and federal planning and air quality laws have been completed.

The updated RTP marks a dramatic departure from past transportation plans. More than half the 20-year list of projects are new to RTP, with many of these projects proposed by local governments to implement the desired urban form set forth in the 2040 Growth Concept. The plan is more multi-modal, with hundreds of pedestrian and bicycle projects that will bring balance to the region's transportation system. The plan also include major improvements to the region's roadways and transit system to address the dramatic growth expected here over the next 20 years.

On May 15, the final comment period on the updated RTP will begin, culminating with a public hearing before the Council on June 29. For local governments and special districts that continue to have concerns about the RTP, or how a particular comments was disposed of in the resolution draft, this is the final opportunity for government coordination comments to be addressed in this plan. If governments are not satisfied with Metro's response to any of their coordination request to date, any remaining coordination requests should be submitted by June 29, 2000 to:

Tom Kloster, RTP Project Manager  
Metro Transportation Department  
600 NE Grand Avenue  
Portland, Oregon 97232

All comments received during the final public comment period will be reviewed, and a final set of revisions recommended to the Metro Council as part of the final adoption ordinance. The Council is scheduled to take final action on the RTP in July, setting the 24 cities and three counties in the region in motion to update their own transportation plans to incorporate the new direction set forth in the RTP. State regulations require local plans to be updated for consistency with the state portions of this plan within one year of the Council action on the RTP.

For more information on the RTP update, please visit our website at: [www.metro-region.org](http://www.metro-region.org), or call our hotline at 797-1900, option 2, for up-to-date information on how to get involved.



**RTP comment period  
May 15-June 29**

**2000 Regional Transportation Plan final adoption timeline**

May 15	45-day public comment period begins
June 6	Metro Council Transportation Planning Committee financial discussion
June 8	Joint Policy Advisory Committee on Transportation concludes financial discussion
June 29	Council public hearing and end of 45-day comment period
July 12	Proposed Metro Policy Advisory Committee action on RTP
July 13	Proposed JPACT action on RTP
July 27	Proposed Metro Council action on RTP
August	Begin air quality conformity process Begin review and update of Metro Transportation Planning Public Involvement Policy
September	RTP implementation program begins
September/October	Public review, comment period and adoption of final air quality conformity resolution and of public involvement policy
October	2000 RTP published

**Metro – planning that protects the nature of our region**

It's better to plan for growth than ignore it. Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs. Metro manages regional parks and greenspaces and the Oregon Zoo, and oversees the trade, spectator and arts centers managed by the Metropolitan Exposition-Recreation Commission.

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer – Mike Burton; Auditor – Alexis Dow, CPA; Council: Presiding Officer – David Bragdon, District 7; Deputy Presiding Officer – Ed Washington, District 5; Rod Park, District 1; Bill Atherton, District 2; Jon Kvistad, District 3; Susan McLain, District 4; Rod Monroe, District 6.



# Final comment period opens May 15

## on Regional Transportation Plan

The final public comment period on Metro's draft Regional Transportation Plan (RTP) begins May 15 and ends June 29, 2000. During the 45-day comment period, input on the draft plan is requested to further improve the document.

The Metro Council will take oral and written comments at a June 29 public hearing. Final action by the Council is tentatively scheduled July 27.

In September, the 24 cities and three counties within the Metro boundary will begin to update their transportation plans. State regulations require local plans to be consistent with the regional plan within one year of adoption.

## New projects for a balanced system

The updated plan marks a dramatic departure from past transportation plans. More than half of the 20-year projects are new to the plan. Many projects are an important part of achieving Metro's 2040 Growth Concept vision for the region. The plan calls for a balanced transportation system that serves all types of travel, with hundreds of pedestrian and bicycle projects as well as major improvements to the region's road and transit system. These projects are needed to address the region's current and future transportation needs as the number of people living and working in the region increases during the next 20 years.

## Five years of citizen input

The update of the Regional Transportation Plan began in 1994. In 1995, the Metro Council adopted an interim plan that addressed new federal requirements. After consulting with residents, businesses, local governments and community groups from around the region for more than two years, a Metro citizen advisory committee created a list of guiding principles for use in updating the plan. In 1996, these guiding principles helped launch many of the programs and projects now included in the draft plan. During the past five years, hundreds of citizen meetings and community workshops were held, along with several hearings and public comment periods to help Metro finalize the plan. The Regional Transportation Plan, under consideration for adoption now, was approved in draft form by the Metro Council on Dec. 16, 1999. Revisions to this draft will be considered based upon input received during this final public comment period.

## How to comment

**By mail** – to Marci LaBerge, Regional Transportation Planning, Metro Regional Center, 600 NE Grand Ave., Portland, OR 97232

**By fax** – to (503) 797-1949

**By hotline** – on the transportation hotline, (503) 797-1900, option 2

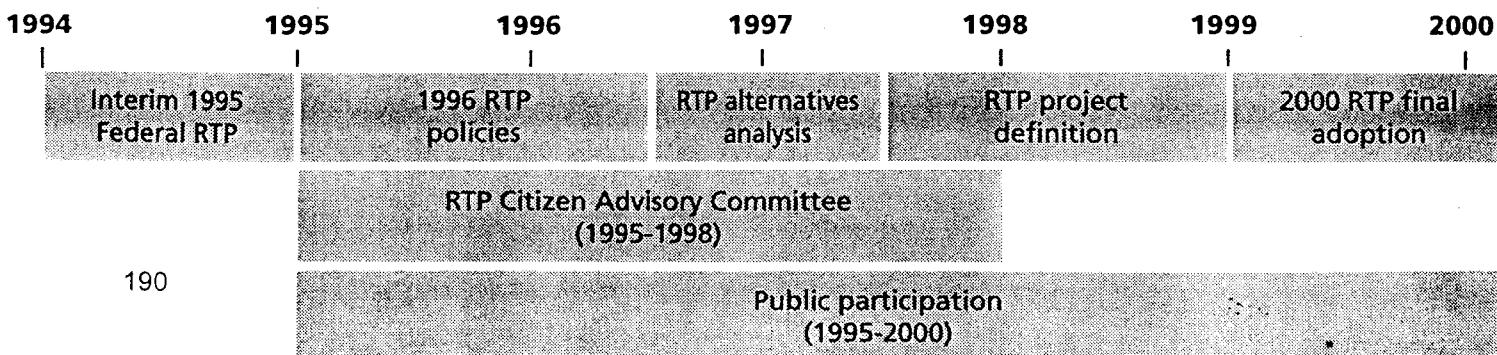
**By e-mail** – to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

**In person** – at the June 29 Metro Council meeting, Metro Regional Center, 600 NE Grand Ave., Portland

All comments must be received at Metro by 5 p.m. June 29, 2000.

For more information on the Regional Transportation Plan update, visit Metro's web site at [www.metro-region.org](http://www.metro-region.org) or leave a message on the transportation hotline, (503) 797-1900, option 2. For a copy of the plan, call Cheri Arthur at (503) 797-1857 or visit the Metro web site.

## Visual Timeline





**METRO**

**Regional Services**

600 NE Grand Ave.  
Portland, OR  
97232-2736

Tel (503) 797-1700  
Fax (503) 797-1797

*Recycled paper*

**For immediate release** – May 19, 2000  
Contact: Gina Whitehill-Baziuk, (503) 797-1746

## **Regional Transportation Plan moves toward final approval**

After five years of citizen input, Metro's Regional Transportation Plan (RTP) is getting close to being adopted. Final public comments are being taken until June 29 on the draft 2000 RTP that will shape the area's transportation system for the next 20 years and beyond. A public hearing on the plan will take place at 2 p.m. June 29 before the Metro Council.

The Joint Policy Advisory Committee on Transportation, comprised of elected officials from around the region, will make its final recommendation on July 13. The Metro Council currently is scheduled to take final action on July 27. The 24 cities and three counties in the Metro region will begin updating their transportation plans this fall. State regulations require local plans to be consistent with the regional plan within one year of adoption.

The plan calls for a balanced transportation system that serves all types of travel. A total of 650 projects are recommended by the plan, including pedestrian and bicycle projects, as well as major improvements to the region's roads, bridges and transit system. These projects are needed to address the region's future transportation needs as the number of people living and working in the region increases during the next 20 years.

### **How to comment**

By mail – to Marci LaBerge, Regional Transportation Planning,  
Metro Regional Center, 600 NE Grand Ave., Portland, OR 97232

By fax – to (503) 797-1949

By hotline – on the transportation hotline, (503) 797-1900, option 2

By e-mail – to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

In person – at the June 29 Metro Council meeting at Metro Regional Center, 600 NE Grand Ave., Portland

All comments must be received by 5 p.m. on June 29, 2000.

- more -

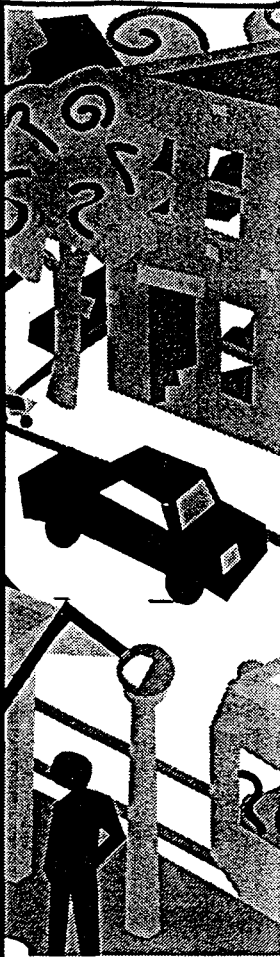
For more information on the Regional Transportation Plan update, visit Metro's web site at [www.metro-region.org](http://www.metro-region.org) or leave a message on the transportation hotline, (503) 797-1900, option 2. For a copy of the plan, call (503) 797-1857 or visit the Metro web site.

### **2000 Regional Transportation Plan final adoption timeline**

May 15	45-day public comment period began
June 6	Transportation planning committee review
June 8	Joint Policy Advisory Committee on Transportation (JPACT) review
June 29	Council public hearing and end of 45-day comment period
July 12	Proposed Metro Policy Advisory Committee action
July 13	<u>Proposed</u> JPACT action
July 27	Metro Council final action
August	Begin air quality conformity process; begin review and update of Metro Transportation Planning Public Involvement Policy
September	RTP implementation program begins
September/ October	Public review, comment period and adoption of final air quality conformity resolution and of public involvement policy
October	2000 Regional Transportation Plan published.

# # #

**Note to editor: Here's background information.** The update of the Regional Transportation Plan was started in 1994. The Metro Council adopted an interim plan that addressed new federal requirements in 1995. After consulting with residents, businesses, local governments and citizen groups from around the region for more than two years, a Metro citizen advisory committee created a list of guiding principles for use in updating the plan. In 1996, these guiding principles helped launch many of the programs and projects now included in the draft plan. During the past five years, hundreds of citizen meetings and community workshops were held, along with several hearings and public comment periods to help Metro finalize the plan. A wide variety of information tools were developed to obtain public input. The Metro Council approved the Regional Transportation Plan, now under consideration for adoption, in draft form on Dec. 16, 1999. Revisions to this draft will be considered based upon input received during the final public comment period.



## Keep us moving!

### Final comments due on transportation choices in the region

Final comments will be taken on the draft Regional Transportation Plan starting May 15 and ending June 29, 2000. The Metro Council will take oral and written comments at a June 29 public hearing.

The plan meets the region's growing needs with a balanced transportation system serving all types of travel. A total of 650 projects are recommended, including improvements to the region's roads, bridges and transit system as well as better pedestrian and bike access.

#### How to comment

**By mail** – to Marci LaBerge, Regional Transportation Planning, Metro Regional Center, 600 NE Grand Ave., Portland, OR 97232

**By fax** – to (503) 797-1949

**By hotline** – on the transportation hotline, (503) 797-1900, option 2

**By e-mail** – to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

For more information, visit our web site at [www.metro-region.org](http://www.metro-region.org) or leave a message on the transportation hotline. For a copy of the plan, call (503) 797-1857 or see the Metro web site.



**METRO**  
Regional Services  
*Creating livable communities*

## Manténganos en movimiento!

### Se salicitan comentarios finales sobre las opciones de transporte para la región

A partir del 15 de mayo y hasta el 29 de junio de 2000, se estarán aceptando comentarios finales sobre el bosquejo del Plan de Transporte Regional. Se llevará a cabo una última audiencia pública ante el Consejo de Metro (Metro Council) el 29 de junio para recibir comentarios verbales o por escrito.

El plan satisface nuestras crecientes necesidades con un sistema de transporte equilibrado que sirve a todo tipo de transportación. Se recomienda un total de 650 proyectos, incluyendo mejoras a las carreteras, puentes y sistema de

tránsito de la región, así como un mejor acceso peatonal y para bicicletas.

#### Cómo hacer llegar sus comentarios

**Por correo** – a Marci LaBerge, Metro, 600 NE Grand Avenue, Portland, OR 97232

**Por fax** – al (503) 797-1949

**Por correo electrónico** – se pueden enviar a [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)

**La línea de ayuda de transporte** – (503) 797-1900, opción 2.

Para mayor información, visite nuestro sitio Web en [www.metro-region.org](http://www.metro-region.org) o deje un mensaje en la línea de ayuda. Para recibir una copia del plan, favor llamar al (503) 797-1900, opción 2 o ver el sitio Web de Metro.



**METRO  
COUNCIL**

**FOR IMMEDIATE RELEASE**

June 26, 2000

CONTACT: Beth Anne Steele  
(503) 797-1942  
[www.metro-region.org](http://www.metro-region.org)

***FINAL HEARING SCHEDULED ON 2000 REGIONAL  
TRANSPORTATION PLAN***

A final public hearing will be held before the Metro Council on the draft 2000 Regional Transportation Plan at **2 p.m. on June 29, 2000**. Oral and written comments will be taken during the hearing at Metro Regional Center, 600 NE Grand Avenue in Portland. June 29th also marks the end of the public comment period.

The Metro Council will then take final action on the plan August 3. Following adoption of the regional plan, the 24 cities and three counties in the Metro region will update their transportation plans. State regulations require local plans to be consistent with the regional plan within one year of its adoption.

**NEW PROJECTS FOR A BALANCED SYSTEM**

The plan calls for a balanced transportation system that serves all types of travel. The plan recommends a total of 650 projects, including pedestrian and bicycle projects, as well as major improvements to the region's roads, bridges and transit system. These projects address the region's future transportation needs as the region grows by a half-million people during the next 20 years.

The Regional Transportation Plan, now under consideration for adoption, was approved in draft form by the Metro Council on Dec. 16, 1999. The final version of the plan will take into account the input received during this final public comment period.

### **HOW TO COMMENT**

People may make comments in person or in writing at the public hearing. Comments may also be mailed to Transportation Planning, Metro Regional Center, 600 NE Grand Avenue, Portland, OR 97232 or faxed to (503) 797-1949. Oral comments may be left on the transportation hotline, (503) 797-1900, option 2 (option 3 for Spanish). E-mail comments may be sent to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us). All comments must be received by 5 p.m. on June 29, 2000.

For more information on the Regional Transportation Plan update, visit our web site at [www.metro-region.org](http://www.metro-region.org) or leave a message on the transportation hotline, (503) 797-1900, option 2 (for Spanish, option 3). To receive a copy of the plan, call (503) 797-1857 or see the Metro web site for the document.

### **ABOUT METRO**

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in Portland metropolitan area, provides planning and services that protect the nature of our region.

###



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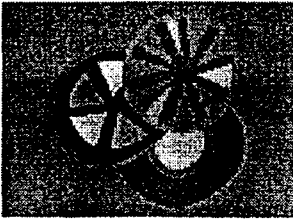
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## Regional Transportation Plan

People all across this region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives.

Metro has spent the past several years working with our local partners as well as citizens, community groups, and businesses to update the Regional Transportation Plan. The plan lays out the priority projects for roads and freight movement as well as alternative transportation options such as bicycling, transit, and walking. It also works to ensure that all layers of the region's transportation system work together in the most effective way possible. On Dec. 16, 1999, the Metro Council approved by resolution a draft plan.

Additional information is available:

- [RTP resolution draft](#)
- [Supplemental revisions](#) to the RTP resolution draft
- [Getting There newsletter](#) (Fall 1999) includes the RTP in brief
- [Public comment report](#)
- RTP public comment timeline (below)
- [RTP Frequently Asked Questions](#)
- Call Metro's transportation hotline, (503) 797-1900, option 2
- contact Metro via e-mail at [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).

### How to get involved

The final public comment ends on June 29, 2000. For the latest information on public comment opportunities, call the transportation hotline at 797-1900, option 2.

### RTP public comment period timeline:

**June 29, 2000:** Metro Council public hearing at 2 p.m. in the council chamber and first reading of final 1999 RTP ordinance; public comment period ends - all comments must be received by 5 p.m.

**August 3, 2000:** Metro Council action on 1999 RTP ordinance

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Posted on Oct. 1, 1999



# Metro should walk its talk with transportation plan

*Pedestrian safety, thoughtful design and convenience must be addressed in our regional plan*

By **DOUGLAS KLOTZ**  
**TERRY MOORE**  
and **ELLEN VANDERSLICE**

**O**n Thursday, the Metro Council will hold a final hearing on the Regional Transportation Plan, which determines how the region's transportation system will look and how the tax dollars to build it will be spent.

Last February, two Metro councilors wrote *The Oregonian* decrying unsafe and often nonexistent pedestrian facilities on our public streets. This is their chance to change the draft plan to benefit pedestrians.

The past 50 years of "modern" street design have greatly compromised walkers' environment. The Metro Council should use the regional plan to require design and engineering that returns a

"sense of belonging" to the person walking along or crossing the street. This should be done by enforcing design guidelines adopted by Metro in November 1997 — "Creating Livable Streets, Street Design Guidelines for 2040." These guidelines should be incorporated into the design manuals of local jurisdictions.

Because existing conditions make it hard to strictly adhere to those guidelines — rights-of-way are often smaller than needed — the plan should require a space-allocation formula known as the green transportation hierarchy. This formula assumes auto travel as an important, but not dominating, travel mode. In designing or redesigning streets, the hierarchy requires engineers to design first for walking; second, for cycling; third, for transit use, goods movement, and shared rides; last, for the single-occupant vehicle.

Vehicle speed is one of the biggest safety factors facing walkers, especially at street crossings. Existing engineering and design standards often give drivers a sense of being on a highway — and in fact some of these roads are classified as highways.

Three major thoroughfares in the urban areas come to mind. To increase safety for walkers, the Metro Council should change the highway classifications of McLoughlin Boulevard between Southeast Stephens and Highway 244; Tualatin Valley Highway in Beaverton, Aloha, and Hillsboro; and St. Helens Road in Linnton.

Other street classifications also lead to designs that discourage walking, such as high vehicle speeds, multiple wide lanes and access restrictions that reduce the frequency of legal crosswalks. We suggest Metro remove the arterial designation of streets serving residential areas with high-pedestrian activity, such as Southwest Oleson and Garden Home roads, where arterial alternatives exist.

Many specific improvements to our present design practices could also be championed by the Metro Council. These include:

- ◆ Require street designs that will result in desired driving behavior, such as slower speeds, rather than relying on signs.
- ◆ Increase the separation between pe-

destrians and vehicles by requiring planting strips, street trees or increased sidewalk width.

- ◆ Limit driveway width to 24 feet.
- ◆ Require legal crosswalks at least every 400 feet along transit streets and in pedestrian districts and no farther than every 1,000 feet on other streets.

The Metro Council should finance pedestrian and other improvements before committing further funds to expand automobile facilities, and it should create a permanent regional fund for construction of stand-alone pedestrian facilities.

We applaud the concern for all the people who walk or would walk if there were safe, attractive and continuous pedestrianways throughout the region. We hope that concern will be followed by action.



*Douglas Klotz is pedestrian advocate with the Willamette Pedestrian Coalition; Terry Moore is a former Metro councilor and Ellen Vanderslice is president of AmericaWalks.*



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