

November 22, 1999

Mike Hoglund
Transportation
Métro
600 NE Grand Ave.
Portland, Oregon 97232-1736

Bill
RECEIVED
BY: NOV 24 1999

Dear Mike Hoglund:

Last Friday I phoned Metro requesting to speak to the "Bike and Pedestrian" planner, and was pleased to be connected with you. You informed me that your B/P planner was out for a week or so, and to write. Following are some of the questions, concerns and suggestions we discussed:

Re: The "string of orange/yellow pearls" denoting a Regional Bike and Pedestrian Path from the existing Bike/Ped path south of the Portland Golf Course to the Raleigh Hills major intersection of Oleson Road, Scholls Ferry and Beaverton Hillsdale Highway. (Figures 1.18 and 1.19)

1. Do you have a larger map delineating exactly where you are proposing that path?
2. Are the yellow/orange circles a conceptual location, or specific?
3. I realize there is a proposed Greenway along Fanno Creek, and I accept and support a riparian corridor for the purpose of restoring Fanno... it's fish and critters as well as encouraging the natural habitat. However, I do not support nor do I want a bike/ped path in the area adjacent to existing single family homes, flood plains, wetland and riparian areas.
4. At the present time Washington County residents are paying into MSTIP to specifically provide bike facilities as well as sidewalks along Oleson Road.
5. Alternatives:
 - a. Why isn't the existing path shown as extending on to Garden Home Recreation Center at Garden Home Road and Oleson, a Main Street? The path has been in existence for years, and will be officially upgraded to meet standards next year. The hope has been that it would extend to Multnomah Blvd. and proceed from there.
 - b. If you are looking for a connection to the Raleigh Hills intersection, from the almost completed existing path location, why not turn east on Vermont to the "being paid for" Oleson Road bike/ped facilities, or put a widened green corridor along Oleson in the Tualatin Hills Park property?

c. Better yet. If you must come to Raleigh Hills, continue the bike/ped path up Nicol to Laurelwood, and thence to the Core of the Raleigh Hills Town Center, Fred Meyer. Laurelwood is already tagged as a bike street, and there are off street markings on Nicol for bike/ped use already.

d. I understand there is "talk" of going along Vermont and through somehow to another old rail road right-of-way (the Red line?) and to continue on to Terwilliger. Although I do not know any details, this makes more sense for a Regional Trail than "winding up" at Kamikaze corners.

6. More disruptions:

In addition to the intrusion into flood plain, riparian areas, and wetlands, too many bridges would be required. They would also have to be large, long structures if Fanno is to be crossed near where Fanno Creek and (I think it's called) Vermont Creek converge. As I mentioned, you can go "brown" water rafting through there during the winter, and it always floods adjacent lands.

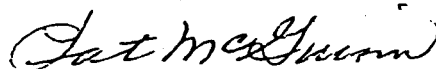
I am aware of the 50 foot buffer protection for the creek. I just hope that refers to bike/ped paths and bridges, as well as other structures. Are they required to be at least 50 feet from the creek as well? 150 feet? Further?

I really am tired of "fishing" out the human 'varmint' that fall into the creek. It is dangerous. Not only have I rescued small children who have fallen in over their heads during heavy rainfall, but many a shoe has been left in the deep mud after losing one's balance at the water's edge, or digging in the side banks during lower flow. And I haven't even mentioned the kids rafting down, shooting all the nutria/baby beavers in sight.

For all the above reasons, I hope you do not locate a Regional Bicycle and Pedestrian Path in the Fanno Creek Greenway that is planned for Fanno Creek, adjacent to the single family homes in the Montclair neighborhood. Do connect your Regional Paths to other existing, or planned for on street paths in the area.

Thank you for your consideration in this matter. I look forward to a response to my questions and concerns. Thank you.

Sincerely,



Pat McGuinn
7180 S.W. Willowmere Drive
Portland, Oregon 97225

(Copy to Jauss)

RECEIVED

Tri-Met Mass Transit
4012 SE 17th St.
Portland, OR 97202

NOV 28 1999

EXECUTIVE OFFICER

METRO
600 NE Grand Ave.
Portland, OR 97232

23-November-99

Dear Tri-Met/METRO:

I am asking you to be a bit open-minded here and consider a solution to some Portland's future problems. The suggestions forthcoming here are bold, different and may be unpopular but I believe it will prove helpful in planning the future of our community and your business.

I am a Tri-Met rider only because my work gives me a discounted annual pass, and provides no parking. Having ridden the bus for quite some time now I have had ample opportunity to observe how things flow and have developed some ideas I'd like to share and promote.

The current situation:

1. At my place of employment (Pill Hill) where parking is tight and bus passes are available still less than 50% of people ride mass transit.
2. It takes me 1 hour to get to/from work each day. If I drive myself and risk the Parking Police it takes 20-30 minutes!
3. I drive my car to a Park and Ride. {It does little good for the environment or for traffic flows if we all drive our cars each day to a closer, faster, more convenient bus stop.}
4. The Tri-Met computer gives me a 1:20 to 2:18 hour commute each day door to door!

Did it occur to anyone that more people would take mass transit if it were more convenient? Tri-Met's annual pass is normally >\$400-. If I worked 365 days per year and PAID for the bus it would cost me about the same. Who works that much? **Did it occur to anyone that more people would take mass transit if it were cheaper?**

I will propose a way to cut transit costs and yet boost Tri-Met revenue. AND we will make mass transit more convenient while keeping cars off the road! This is a 3-part solution, please bare with me.

Part One:

Tri-Met needs to basically dump all their current stock of big, behemoth, awkward, can't turn around, traffic-snarling busses! (Sorry) They should maintain a fleet of 5-6 times as many buses. The small, ergonomic, maneuverable minis. Called *The Local*, these buses are great and must be cheaper to maintain! They are ideal for traffic and commuting. **Isn't that the point of transit?** The workable solution here is that buses must run every 5 minutes! Please don't tune out here, there is more worth hearing.

Part Two:

I picture Glisan, Sandy, Stark or any other road in town looking like SW 5th mall at rush hour. If you miss a bus you can see another one coming! The way this works is that streets in town are at least half (or more) committed to bus traffic. Picture Glisan as a one-lane road. Buses run every 5 minutes, some stop at every-other odd block, others stop every 20 blocks at even numbers, others stop at major crossings, (181, 162, 148, 102, 82, 60, 39 20) others are express. Eight stops and 30 minutes from Gresham? Meanwhile, with the Banfield and major streets at one snarled lane and 60+ minutes, taking the bus in sounds great! The plan could be called 10-10-80. Less than 10 blocks, less than 10 minutes for 80% of the population.

Part Three:

Let's tell a story. Currently I leave home at 7:00 and can get to work by 7:40 without the bus. If I drive to MAX I leave at 7:00 and get to work by 8:40. **Do the math!**

Now a new story: Out my door at 7:00, catch a mini to Clackamas. Catch a downtown express (remember, every 5-10 minutes) getting me there by, say 8:00. Another express to "Pill Hill" by say, 8:20. Still slower than my current car but if Sunnyside and 224 were only one lane, driving may have taken 2 or more hours. **We have just switched places. Suddenly my car takes twice as long as the bus instead of the current numbers!** Don't you think more people would ride then?

Suddenly I only need my car for those trips to Seattle – Oh, I forgot about the train that takes 3 hours and runs every 90 minutes, 6x/day. Well, for a three-hour train ride I could have driven to Vancouver on the one-lane I-205. (One for cars, one for trucks and one for buses). Okay, suddenly I only need my car for those tri-yearly trips to Walla Walla.

In summary, if mass transit were quick and close to home, and if driving my car were a pain in the _____, I'd take the bus! Suddenly "driving sucks" and 75% of the city rides Tri-Met. We have trains and mini buses flying all over town. A bus ride to downtown takes 40 minutes and an express to the beach takes 2 hours. My car to Beaverton could take 2 hours! Suddenly a year bus pass is only \$100- because of the greater utilization.

I truly don't see you shutting down highways to make way for frequent, convenient buses but I also don't see you very committed to the future of commuters or the environment!

Sincerely,



Ron Blehm



RECEIVED

NOV 23 1999

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

EXECUTIVE OFFICER

PRESIDENT
JOHN KAYE
TEKTRONIX, INC
VICE PRESIDENT
STEVE CLARK
COMMUNITY NEWSPAPERS

November 23, 1999

(Copy for Transp.)

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BALL JANIK LLP

TREASURER
JACK REARDON
WASHINGTON SQUARE

John Kvistad, Councilor
Chair, JPACT
Metro
600 NE Grand Avenue
Portland, OR 97232

DIRECTORS

DAVID BENNETT
COPELAND LANDYE BENNETT
& WOLF

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

LOIS DITMARS
PETERKORT TOWNE SQUARE

DOUG DRAPER
GENSTAR LAND COMPANY, NIV

SONNA DURDEL
INSIGNIA/ESG, INC.

RE: Westside Economic Alliance Comments on the Regional Transportation Plan

SCOTT EATON
BIRTCHEER PROPERTY SERVICES

The Westside Economic Alliance (Alliance) has had the opportunity to review and consider the November 5, 1999 Draft Regional Transportation Plan (RTP). 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 attain 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 to our transportation needs. We look forward to working with Metro and its regional partners following the RTP adoption to implement many of the recommendations in the Plan.

NORM EDER
CONKING, FISKUM &
McCORMICK

TROND INGVALDSEN
STANDARD REAL ESTATE
INVESTORS

DICK LOFFELMACHER
PACTRUST

M. JAMES MARK
MELVIN MARK COMPANIES

SCOTT MATTHEWS
TRAMMELL CROW
RESIDENTIAL

Strategic System Plan

MARLENE ROBERTS
WELLS FARGO

The Alliance recognizes the need to identify the region's most critical improvement needs through the Strategic System Plan. Given the fact that the Strategic System Plan appears to be the recommendation of the RTP, the Alliance believes that Metro needs to clearly articulate to the public the following:

MIKE SALSGIVER
INTEL CORPORATION

MIKE SCHMID
W & H PACIFIC

KEN ZINSLI
PROVIDENCE HEALTH SYSTEM

- The implications of the Strategic Plan in terms of system performance;
- How much it will cost to implement the Strategic Plan;
- What the revenue expectations are over the 20-year period and how much of a shortfall occurs; and
- What funding strategies the region will pursue to address the shortfall.

System Performance

DIRECTORS:
EX-OFFICIO

TOM BRIAN
WASHINGTON COUNTY

ROB DRAKE
CITY OF BEAVERTON

We support developing a vision for the region's future through the Strategic System Plan. The RTP needs to set a vision for the region to attain over the next twenty years. However, we believe that the public needs to recognize that the Strategic System Plan reflects a reduction in the level of performance of the region's transportation system over today's level of service.

DAVID LAWRENCE
CITY OF HILLSBORO

LOU OGDEN
CITY OF TUALATIN

BETTY ATTEBERRY
WESTSIDE ECONOMIC
ALLIANCE

Regional 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.

We are also concerned about the performance of the transportation system during off-peak (or mid-day) hours. 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.

Project Funding

Both the Preferred System and the Strategic 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. For instance, given the recent difficulties at the state level to secure transportation funding and the large funding gap, should the region take another look at a local funding package for regional highways and arterials? The RTP could establish a process and set of criteria that would be considered if a regional funding program was pursued.

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 Strategic System Plan. This annual report should identify the consequences of not obtaining funding for the Strategic System Plan on the 2040 Plan.

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 but, as we discussed earlier, 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.

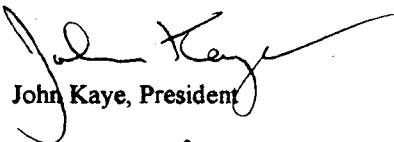
One specific project the Alliance would request Metro to take a closer look at is the proposed overcrossing of US 26 at 143rd Avenue. We are unclear what the benefits of this proposed project are to the transportation system and are concerned about the potential land use impacts to properties and the local circulation system on both sides of US 26. Also, under the existing constrained funding program it would be difficult to justify funding for a project that does not have a clear benefit to the area's transportation system. Rather than provide a level of policy project commitment as a part of the Regional Motor Vehicle System Map, we would suggest that this potential connection be removed from the identified system until further analysis of the impact to the local circulation system and land uses is performed and discussed with the community.


Other Issues

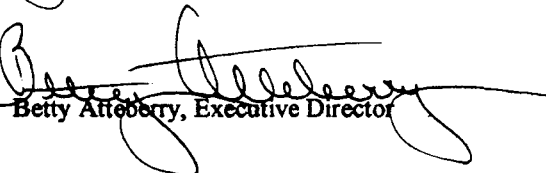
- The legal requirements of the RTP should be clearly spelled out in the document. The objective here is to define for local jurisdictions and the business community what are the legal requirements of the RTP as opposed to guidelines.
- Chapter 6.4.3 of the RTP identifies Metro's review role in local plan amendments. Is the intent to define Metro's role in the adoption of local Transportation System Plans or on specific land use applications requiring a plan amendment? This should be clarified.

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,
WESTSIDE ECONOMIC ALLIANCE


John Kaye, President


Frank Angelo, Chair
Transportation Committee


Betty Atteberry, Executive Director

Cc: Metro Councilors
Andy Cotugno, Director, Transportation for Metro
Westside Mayors and County Commissioners
Westside Legislators
Westside Economic Alliance Members

November 30, 1999

To: Metro Transportation group

Subject: Written Testimony on the RTP

I gave testimony at the RTP meeting on October 28th, but I did not submit any written comments. In addition to amplifying on the comments I gave at the Clackamas meeting I want to speak to issues which could only become known after Chapters 2-6 of the RTP was released. I first got a copy of these chapters of the RTP on the Internet about November 8th or 9th. The hard copies did not become available until November 15th. This is troubling. "How can citizens make meaningful comments until complete and accurate data is available?" I do not believe that "Getting There" and the 8 subdivision booklets adequately describe the plan.

The public was asked to discuss funding in their RTP testimony yet several funding ideas are discussed in the RTP (Pages 5-75 through 5-80) which were not covered in the Funding section on Pages 20-22 of "Getting There". I realize the level of detail found in the RTP could not be included in "Getting There", however some reference should have been included which would lead the diligent observer to move from reading "Getting There" to the RTP.

Light Rail has been and continues to be a "Hot Button" issue in Clackamas County. The "Getting There" booklets plus the discussion by staff seems to spread confusion about the Light Rail issue when read in concert with the RTP. It was stated at the Clackamas RTP meeting that Light Rail was not part of the discussion and that Light Rail would not be an issue for four years. This would lead one to believe Light Rail could or would be proposed after the four year period or that it was not part of the RTP for Clackamas County. Because the region is adopting a twenty year Transportation Plan and Light Rail to Clackamas County is referenced numerous places in the RTP serious discussion of the Light Rail issue must be included. Without that dialogue one might later read the RTP assuming that the area supports continued development of Light Rail in Clackamas County. I fear nothing is farther from the truth. The RTP, page 4-3, shows a source of Federal Funds being the Federal match for Light Rail to the Clackamas Town Center and to Oregon City. This makes one believe Light Rail is still the proposed option for transit into Clackamas County. The Light Rail issue should have had some factual, accurate and unemotional discussion.

Another Clackamas County issue which seems to have eluded attention is the definition which best fits Milwaukie. In booklet 5 it is described as a Town Center; however if one looks at the map in booklet 5 it is color coded as a Regional Center. I do not believe Milwaukie wants the Regional Center designation. The RTP clearly refers to Milwaukie as a Regional Center in several places including pages 5-3 and 6-30. The map in booklet 5 shows a map insert for Milwaukie but no insert was included in the booklet. Also in the RTP page 5-57 Milwaukie is color coded as a Regional Center.

Page 2

In summary the RTP should have become available when the "Getting There" booklets were distributed. This should have happened before the public meetings.

The following comments summarize my verbal comments made at the RTP meeting in Clackamas.

In booklet 4 Urban Clackamas County no reference to the South Corridor Transportation Options Study is made. Many of the Clackamas County projects should be left undefined or with some notation that the projects are subject to completion of the new Study. Without such connectivity between the RTP projects and the new Study, Citizens will be unwilling to participate in the South Corridor Study thinking they are to be cheer leaders for a Metro preplanned plan.

The area along 172nd and Sunnyside Road shows roads improvements going north on 172nd and farther north with project 2045 to approximately 182nd and Powell. It would seem prudent to continue a project/projects north on 182nd to I-84. With most of the undeveloped industrial property in the region being either in the Columbia Corridor or farther north into Clark County and with the major housing area near 172nd and Sunnyside the most direct route to employment is north via 182nd to I-84.

I think the answer to the "how to pay for?" question which Metro had requested responses people might be more willing to pay if the projects being proposed are clearly to relieve congestion. When budget packages have overall objectives rather than being project specific are proposed the likelihood of defeat is greater.

The technical scoring system referred to on page 22 of "Getting There" clearly does not send the dollars to Clackamas County in proportion to the transit/transportation issues in Clackamas County. The system used in Priorities 2000 favors the Central Business District, Light Rail Corridors, Regional Centers and Town Centers in that order of importance and all else later. Clearly Clackamas County is at a disadvantage because we have one regional center, two town centers and no Light Rail Corridor, yet Metro plans for most of the region's housing growth to occur in Clackamas County.

The biggest single hurdle in obtaining local dollars to implement transportation plans is the comments which come from Metro and some of their regional partners. Statements like limiting parking and creating congestion as tools the region is using to implement their transportation strategy. Attached is an example I have in my files from a slide presentation made on Airport Light Rail by the Port and Tri-Met in the fall of 1998. This type of comment, and I speak as one who goes to many Transportation meetings, is not an isolated example of tying increased congestion to a measure of success in fulfilling the regional Plans.

Submitted by Dick Jones *Dick Jones*
3205 SE Vineyard Rd.
Oak Grove Or 97267 Phone 503-652-2998

Regional Transportation Plan Public Survey Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one) → ~~same~~
- e. Needs more or less maintenance, safety and street repair (circle one) → SAME.
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 30 % to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

THIS WOULD BE COST OF LIGHT RAIL TO CLATSOP COUNTY

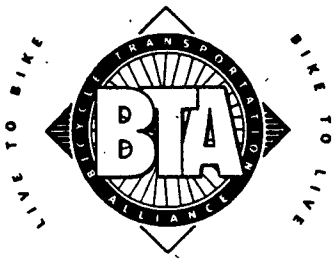
3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)



RECEIVED

BY:

November 23, 1999

To: John Kvistad
Chair, JPACT

From: Catherine Ciarlo
Executive Director, Bicycle Transportation Alliance

Re: Comments on the Regional Transportation Plan update

1. General Comments.

a. Policy considerations. It is difficult to provide meaningful comments in the context of a plan that so vastly outstrips the resources available to build the projects it envisions.

In light of severely constrained finances, however, Metro should be focusing its efforts on increasing mobility for the region's residents at the lowest possible cost. This means shifting investment priorities away from expensive projects that are designed primarily to reduce auto congestion (a strategy that has been shown again and again to fail as newly-created capacity quickly fills up again) and toward projects that improve multi-modal levels of service. It means making investments that provide options for the region's residents who do not have access to automobiles, and for those who choose alternative means of transportation to escape the region's worsening – and, in light of severely constrained resources, inevitable – auto gridlock. Finally, it means directing funds toward projects that truly implement the vision contained in the Region 2040 vision – not toward projects that merely add capacity to roads at the region's suburban edges.

None of the three scenarios envisioned in the RTP Project List achieves this. The Bicycle Transportation Alliance urges JPACT to revise the Project List to prioritize projects that increase local connectivity and improve access for cyclists and pedestrians. These projects are of critical importance for the region's residents who don't own cars – including youth and senior citizens. Improving local connections and providing safe routes to walk and cycle will provide options for these residents, allowing them greater independence and mobility. It will help create communities where residents have transportation options that decrease the time they spend stuck in traffic and improve their quality of life. And perhaps most importantly, these projects are vastly less expensive than adding auto capacity to freeways and arterials – meaning that a much smaller investment can result in a much greater increase in mobility for the region's residents.

b. Preferred System. While the Preferred system does contain projects that substantially improve bicycle access and increase local connectivity, the revenues needed to actually build the system are far beyond the region's reach. This makes it difficult to provide meaningful citizen comment.

Two specific comments:

- 1) It is our understanding that the Caruthers Bike/Pedestrian Bridge (RTP #1077) was tied to South-North Light Rail funding. If this is not the case, the \$15,000,000 price tag for that item would be better spent to improve other bicycle facilities and connections.
- 2) The Morrison Bridge bicycle access project (RTP #1062) should be moved up in time from 2000-2005, as it was the highest-ranked bicycle project in the 1999 MTIP process.

c. Existing Resource Concept. This system absolutely fails to meet Metro's stated commitment to increasing multi-modal transportation options in the metropolitan region. Its failure is particularly acute in relation to bicycles. Out of fewer than 20 bicycle projects identified in the list, approximately half are City of Portland projects and several of the identified projects have already been funded. This list reflects virtually no regional commitment to increasing bicycle access in coming years, despite Metro's stated policies to the contrary. At a minimum, the following projects should be prioritized to receive funding:

#1009 Springwater Trail Access Improvements – critical north/south connection for bicycles along the east side of the Willamette River

#1062 WRBAP/Morrison Bridge Bicycle Pathway – top-ranked bicycle project in the 1999 MTIP process

1065 N. Interstate Bikeway – Essential bicycle connectivity in relation to the Interstate MAX line

#1069 East Burnside Bikeway

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX line

#1144 N. Portland Rd. Bikeway – critical connection to Interstate MAX line

#1169 SW Vermont Bikeway – provide access and connection where there currently is none

#1175 SW Capitol Highway Pedestrian and Bicycle Improvements – key access

#1177 SW Sunset Pedestrian and Bicycle Improvements – key access

#1213 NE/SE 122nd Avenue Bikeway - critical connection to Interstate MAX line

#1258 N/NE Skidmore Bikeway – critical connection to Interstate MAX line

#2053 Gresham/Fairview Trail – key crosstown bicycle connection between two well-used routes in a place where bicycle access is extremely difficult

#2054 Springwater Trail connections – leverage this outstanding bicycle corridor

#3012 Rock Creek Greenway Multi-use Path – critical access in an area with poor bicycle/pedestrian access

#3013 Bronson Creek Greenway Multi-Use Path – critical access in an area with poor bicycle/pedestrian access

#3014 Powerline Beaverton Trail Corridor Trail – critical access in an area with poor bicycle/pedestrian access

#3015 Beaverton Creek Greenway Corridor Study – critical access in an area with poor bicycle/pedestrian access

#3045 Farmington Road Bikeway – critical access in an area with poor bicycle access

#3046 Hall Boulevard Bikeway – critical access in an area with poor bicycle access

#3047 Watson Avenue Bikeway – critical access in an area with poor bicycle access

#3055 Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements - critical access in an area with poor bicycle access

3071 Fanno Creek Greenway Multi-Use Path – this is a high-priority project that will create superb regional access in an area that is less and less pedestrian- and bicycle-accessible

#3073 Hall Boulevard Bikeway - critical access in an area with poor bicycle access

#3078 Canyon Road Bicycle and Pedestrian Improvements – provide much-needed bicycle and pedestrian access

#3098 Walker Road Bike/Ped Improvements

#4074 Rivergate Bicycle and Pedestrian Trail – key bicycle connection to improve transportation benefits of the 40-Mile Loop trail

#5026 Portland Traction Co. Multi-Use Trail – important trail connection in an area of difficult bicycle and pedestrian access

#5089 Sunnyside Road Bikeway

#5091 Causey Avenue Bikeway

#5165 Willamette Greenway Path – key bicycle access

#6051 Hall Boulevard Bikeway and Pedestrian Improvements

#6077 Tualatin-Sherwood Road Bikeway

#6081 Nyberg Road Pedestrian and Bike Improvements

#8000 Bicycle Travel Demand Forecasting Model – essential planning tool to prioritize bicycle investments

d. Strategic System. As with the preferred system, it appears that the Strategic System far outstrips available resources, especially should the proposed statewide gas tax fail. Again, it is difficult to comment on the list under these circumstances. Metro's Strategic System should reflect investment priorities that allow residents to choose walking or bicycling as an accessible, convenient and universally-available alternative to using an automobile to meet daily transportation needs.

Specific comments:

- 1) Comments 1 & 2 re the Preferred System apply here as well.
- 2) As with the Existing Resource Concept, a disproportionate number of the bicycle projects included on the Strategic System list are located in Portland. Bicycle projects dropped from the Preferred list tend to be stand-alone bicycle, pedestrian and trail projects (not connected to road widening) located in suburban jurisdictions. This will severely limit those jurisdictions' ability to give residents the option of bicycling or walking as an alternative means of getting around in their community.
- 3) At a minimum, the Strategic System should include the following projects in addition to those outlined in the current plan:

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX

#1259 N/NE Skidmore Bikeway – critical connection to Interstate MAX

#3078 Canyon Road Bicycle and Pedestrian Improvements

#3079 Allen Boulevard Bike/Ped Projects

#6135 Boones Ferry Road Bike Lanes

2. Comments on Chapter 1: Regional Transportation Policy.

- a. **Page vii : The Regional Transportation Plan.** Recognize that congestion is part of urban living and not necessarily a bad thing as long as there are options available.

Amend first bullet: ~~limit the amount of congestion motorists experience, and~~ provide alternatives to avoid congestion;

- b. **Policy 1.0 Public Process.** Public involvement fails to discover the public's wishes and concerns, leading to plans which lack public support (funding). Planning process should begin at the level of determining what the public wants and doesn't want (good access at low cost but not air pollution and traffic). The public involvement process as currently practiced basically asks people their opinion about projects and policies that have been developed by staff based on their criteria (e.g., fast movement of traffic).

Recommendation: Add objective: (c) Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities.

- c. **Policy 2.0 Intergovernmental Coordination.** Metro has a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation investment. The role of the Metro Council, as the regional elected officials, is to direct regional investment in transportation as well as set policies for land use. As currently configured, the major decisions are made by staff (TPAC and MTAC), refined by the coordinating committees (JPACT and MPAC) and then reviewed and ratified by the Council. This staff-driven model results in the unaffordable, auto-oriented system proposed which fails to meet citizens' needs for access and affordability.

Recommendation: Amend language: The Metro Council sets transportation policy and priorities for the region. Metro coordinates with ~~among the local, regional and state~~ jurisdictions and private entities that own and operate the region's transportation system to better provide for state and regional transportation needs.

- d. **Policy 11.0 Regional Street Design.** The goal of improving bicycle movement and access is clearly stated in Policies 3.0, 5.0, 6.0 yet is lost at the implementing level by the recommendation of substandard, unsafe accommodations for cyclists on a number of street designs. The level of traffic determines whether bike lanes are warranted. The State of Oregon requires bike lanes whenever traffic volumes

exceed 3000 ADT. This is the situation on all roadways of regional significance. Therefore, bike lanes are the only proper bicycle facility. Metro should not be recommending substandard bicycle facilities in the RTP

Recommendation: Strike all references to “wide outside lanes or shared roadways” in all descriptions of regional street designs. Page 1-20, regional boulevards, page 1-22, community boulevards, regional streets; page 1-24, community streets.

- e. **Policy 13.0 Regional Motor Vehicle System.** Revise language of objective (d) to prioritize local streets that increase connectivity over arterial improvements that add motor vehicle capacity.
- f. **Policy 16.0 Regional Bicycle System.** Include objectives for system completion (i.e. 80% by 2005, 90% by 2010; 95% by 2015; 100% by 2020), recognizing that a partially completed system provides severely limited mobility.

Include objective: ensure that development of other mode systems (i.e. transit, motor vehicle) does not eliminate existing bicycle access or system components.

- g. **Policy 16.1 Regional Bicycle System: Recommendation.** Eliminate references to “wide outside lanes” as per argument above under Policy 11.0 Regional Street design, p. 1-46.
- h. **Policy 20.1 Transportation Finance: Recommendation:** Add objective: (e) Place lowest priority on projects that expand auto-oriented road capacity at the edges of the region.

3. Comments on Chapter 6: Implementation.

- a. **6.4.5 Design standards for street connectivity. Recommendation:** amend 2 (h) to read: Includes a street design, with exemplary street cross sections, that support expected speed limits of under 20mph on local service streets and under 25 mph on collector streets.
- b. **Modal System Completion Goals.** Implementation should include benchmarks for Metro and local jurisdictions for system condition and modal element completion as a means to direct transportation investment that is easier to measure than modal splits.

Recommendation: Maintenance: Set goals for pavement condition and targets for regional and local facilities, e.g., Goal is 90% of roads in good or better condition with 80% within 5 years, 85% within 10 years, etc.

Completion of Modal Elements: Under the current system it is difficult for the public and decision-makers to assess progress and therefore difficult to direct investment.

Recommendation: Set goals and appropriate benchmarks for progress for each modal element of the RTP; e.g.,

Modal element	Current % of preferred system		5 year goal		10 year goal		15 year goal		20 year goal	
	Local	regional	Local	regional	Local	regional	Local	regional	Local	regional
Pedestrian				80		90		95	100	100
Bicycle				80		90		95	100	100
Transit (bus)									100	100
Light rail									100	100
Motor Vehicle									100	100

(need to know existing baseline of systems completion in order to complete this table)

c. MTIP program 6.5.2 How the MTIP is developed: It is essential that the projects proposed for regional funding are understood and supported by the local elected officials as well as local residents. Review of project lists by the elected council, with appropriate public hearings, should be required for consideration in the MTIP process.

Recommendation: Project lists should be adopted by resolution/ordinance of local jurisdictions, with required public hearings, before being submitted to Metro for consideration.

d. 6.6.3 Congestion Management Requirements: Metro and local jurisdictions should go beyond considering the list of alternatives to capacity expansion. Experience shows that when capacity is increased, even existing alternatives fail to stem an increase in VMT.

Recommendation: Require implementation of Congestion Management Techniques listed in this section before capacity increases are funded. (this may require setting priorities among these actions appropriate to the scale of the project)

CORNELL OAKS

CORPORATE CENTER

December 1, 1999

VIA FACSIMILE

Metro RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Transportation Plan Project 3187

Dear Members of the Transportation Committee:

Talcott Realty is the owner of the 117-acre development known as Cornell Oaks Corporate Center. Norris, Beggs & Simpson is the on-site property manager for Cornell Oaks. We have reviewed the preliminary plan of the proposed 143rd Avenue connection between Cornell Road and Walker Road by way of an overpass across Highway 26, and wish to express our concern with the plan.

Our concern is the effect on traffic through our development and the minimal impact on overall traffic flow. While this project produces a negligible reduction in traffic across the Murray Road and Cornell Road overpasses, a 90% increase of traffic is projected on Blueridge Drive and Greenbrier Parkway. Greenbrier Parkway is the main road through Cornell Oaks Corporate Center connecting the majority of the facilities located in the development, and was designed as a cul-de-sac, not a through road. This amount of additional traffic is a safety concern as well as a livability issue for the companies doing business in Cornell Oaks Corporate Center.

This letter expresses our opposition to the project, its expense, and its lack of a positive impact on overall transportation in the region.

Very truly yours,

NORRIS, BEGGS & SIMPSON


Randall O. Young
Associate Vice President

ROY/lpd
rtp.doc

cc: John Reynolds, Talcott Realty



Management, Sales and Leasing, Norris, Beggs & Simpson
15455 NW Greenbrier Parkway, Suite 200, Beaverton, OR 97006, (503) 629-9400, FAX (503) 629-4821





CITY of PORTLAND


OFFICE of TRANSPORTATION

Charlie Hales, Commissioner
Office of the Director
Victor F. Rhodes, Director
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204-1914
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December 1, 1999

MEMORANDUM

To: Tom Kloster, Metro

From:  Deborah Stein, Acting Planning Director, Bureau of Planning
Steve Dotterrer, Chief Planner, Transportation Planning, Portland Office
of Transportation

Subject: **Comments on RTP Chapter 6 Requirements**

These comments identify issues for the City of Portland relating to Chapter 6 of the November 5 draft of the RTP. Most of these comments have already been forwarded to you by Transportation Planning staff. We hope that these issues will be addressed at the next TPAC and MPAC meetings.

1. 6.4.1 Requirement to adopt Table 2.2 in Chapter 2. It is inappropriate for Metro to require local jurisdictions to adopt Table 2.2 in Chapter 2. Title 1 of the UGMFP contains another set of population and employment targets. Adoption of two different sets of numbers is confusing to the public, particularly when they represent different boundaries and are for different purposes.
2. 6.4.3 Process for Metro review of plan amendments and facility and service plans. This conflicts with the City's requirements to process quasi-judicial comprehensive plan amendments within a specific timeframe. Typically the staff reports are not ready for review 4 weeks in advance of a hearing (10 days is typical). This would not allow amendments to be processed within the required time lines.
3. 6.4.4 Require transportation analysis for additions of "significant" SOV capacity to arterials or highways beyond what is identified in the RTP for comprehensive plan amendments and any local studies. The use of the word significant means that this section could have broad applicability to comprehensive plan amendments and studies. At a minimum, we recommend that "significant" be defined (e.g, only projects that add additional motor vehicle travel lanes) and/or a threshold be

established to give guidance to local jurisdictions (e.g., changes that exceed x acres in size and result in an increase in trips of y).

This section also states that local jurisdictions must submit a "congestion management system compliance" report as part of the system-level planning other studies and through findings consistent with the TPR in the case of amendments to applicable plans. While Metro is required to do congestion management system analysis, this has not been a requirement on local jurisdictions. The language of the requirement is very broad and, as written would apply to any land-use action including minor adjustments, greenway or environmental reviews. At a minimum, this language should be rewritten to limit congestion management system analysis to transportation system plans and amendments to it and to comprehensive plan map changes that meet some threshold.

4. 6.4.5 Street connectivity requirements. Although it appears that this requirement has been simplified somewhat from Title 6, it says the design option conceptual streets plan must be adopted as part of the TSP. We will be preparing a Master Street Plan for the Far Southeast and Southwest districts of the City through a TGM grant. This work is not scheduled for completion until June 2001. We may want to request a time extension for this work as the due date for the TSP is one year after adoption of the RTP (April 2001?). We are scheduled to complete our TSP even sooner, by next Fall.
5. 6.4.7 Requires adoption of LOS as part of Comp Plan. We are still not convinced that this is appropriate. Metro does not include LOS in the Framework Plan. Can we include this in an implementation piece other than the Comp Plan? This section also says, "localized congestion is addressed through the local TSP process and includes any locations on the Motor Vehicle map not addressed by the RTP". What does this mean? Are these the areas of special concern? Again, are we being required to solve congestion that is due to regional traffic if the RTP doesn't have a solution? What about the alternative measures option that was discussed for the areas of special concern? This is particularly difficult when comprehensive plan map amendments occur within an area of special concern or in an area where alternative performance measures are used. Will it be possible to use only the alternative performance measures in this case rather than LOS?
6. 6.4.10 Transit stop locations. Requires local jurisdictions to show (on a map) the location of major and regionally significant transit stop locations and facilities - shelters, park-and-rides and transit centers. It also requires us to "Provide pedestrian crossings at transit stops and marked crossings at major stops." What does this mean? This is an unfunded mandate that would potentially require significant resources. Metro agreed that we wouldn't be held to the "major stop concept" during earlier phases of the RTP - has this now changed? The TPR says local jurisdictions can go further than the rule requires which is why we designated all transit streets as requiring TPR building orientation (which is the purpose of identifying major transit stops). Since this is already a requirement of the TPR why put an additional burden on local jurisdictions? We continue to be concerned with

Metro requiring marked crosswalks when marking crosswalks is not a universally accepted method of increasing pedestrian safety.

7. 6.5.3 Benchmarks. This section states that benchmarks "shall be established" but the document doesn't appear to include them. It would help us if we knew what the regional benchmarks were as we develop ours. Also, it says that the benchmarks should be applied to the MTIP process. Shouldn't it also be applied to building the program year phases of the RTP Project List?
8. 6.7.4 Corridor Refinements. Given the long list of refinements, it will be impossible to address all of these issues within the three-year timeframe indicated in the TPR. All the corridor refinements are stated as "should consider" except the Banfield which says "shall consider". The issue of additional park-and-ride capacity along the eastern portion of MAX should be weighed against the mode split goals and density targets for station communities. Will Metro be asking for an extension at the time of RTP adoption?

cc: John Gillam
Jeanne Harrison
Susan Feldman

Testimony of October 20, 1999 by Don Waggoner, Leupold & Stevens Inc, 14400 NW Greenbrier Parkway, Beaverton, OR 97075. Phone 526-1404

Commenting on the RTP

Earlier this year Leupold & Stevens discovered that there was a plan to construct an overcrossing connecting to 143 rd Ave. (RTP project #3187) As originally designed it would have come through the company's parking lot (that had been erroneously determined to be an undeveloped area). Speaking in opposition to this current proposal which would take out significant amount of their property which they were planning on using for future development on both northerly and southerly property that was purchased several years ago with the understanding that the area would be for their long-term growth.

With their 1993 expansion they were required to close off Meadow Drive where it comes into the company's property. This had been their primary entrance. Employees and visitors were coming down Meadow Dr. going down to Walker. The company agreed that this was a potential problem for people that lived on Meadow and felt it was OK to connect to Greenbrier Parkway. If this overcrossing proposal was to be carried out the previous improvement to the Meadow Drive traffic patterns would be lost and there would be a great increase in the average daily trips on Meadow Drive over the pre 1993 levels.

The reason this alignment is being proposed is to get North/South connectivity. The problem is that when you continue south on Meadow Drive you come to Walker and the Nike campus area. Nike won't be happy about traffic going on through their campus to get to Jenkins or further and will be able to prevent that extension. This causes the project to fail as a North/South connector. It would be nice shortcut, however, from the tennis center area on 185th, along Greenbrier Parkway, to get to 143rd and Cornell. This would make a major change in the way that Greenbrier works. Instead of serving Cornell Oaks would become an arterial through the office park.

The proposed project does not significantly help unload either the Murray Road or the Cornell Road interchanges, resulting in changes of less than 10% change in the amount of traffic. In the process it destroys a business building, makes certain properties significantly less useful for Leupold and Stevens, ruins the Meadow Drive neighborhood and Greenbrier Parkway, AND costs about fifteen million dollars.

Two parts of the proposed multi-modal activity that should be kept are the bicycle and pedestrian elements. Long term these elements should be connected underneath BPA lines creating a nice bike and walking path. To bring cars into area would be disruptive and produce no advantage.

This proposal originally was brought forward to help the Cedar Mill Town Center by unloading Cornell. All studies show that there would be a zero change to Cornell yet this project still shows up,

Wants this project eliminated from the RTP. If at some future time that there is some major reason to revisit it, then reintroduce it but do it on its own merits.



WASHINGTON COUNTY

OREGON

December 2, 1999

To: TPAC

From: Brent Curtis, Planning Manager *BC*

Subject: **Comments on RTP Adoption Draft**

The WCCC Transportation Advisory Committee appreciates the opportunities it has been given to review the developing RTP and has taken advantage of these opportunities to comment on various RTP drafts over the past year. Although Metro has shown a good faith effort in attempting to respond to many of our concerns, we believe that several major outstanding concerns exist with the November 5 adoption draft that need to be addressed prior to final adoption of the RTP.

We see two options for addressing these concerns: (1) Delay adoption by resolution until these issues have been adequately addressed, or (2) Adopt the RTP by resolution in December as scheduled with the understanding that issues that have not been resolved prior to this adoption will be discussed and resolved prior to adopting the RTP by ordinance in the spring/summer of 2000. Although many of these concerns have been expressed by us before, they continue to be problematic and are therefore reiterated here as follows:

1. Preferred vs. Strategic System: We understand that the Preferred System is intended to represent an "optimal set of improvements" that achieves RTP LOS standards to the extent possible and that the Strategic System is intended to be a high priority set of projects used to make TPR "adequacy" findings. We continue to believe that the "adequate" system should meet LOS standards, as separating the two systems causes problems in many areas of plan implementation. Given this position, we recommend that the Preferred System be identified as the "adequate" system, and that the Strategic System be identified as representing the region's 20-year political and financial strategy for moving toward the Preferred System. As currently defined, these systems confuse the context for local transportation decision-making. The meaning of the LOS standard itself becomes unclear and its application in plan implementation becomes confused. For example:
 - If a plan amendment is submitted for a mixed use development whose projected traffic will cause a road segment to exceed the LOS standard despite its having an improvement project on the RTP Strategic System, then must the local jurisdiction reviewing this application approve the application because it meets the "adequacy" findings even though it does not meet the adopted regional LOS standard? What is the meaning of the standard in this case, and how do we respond, formally or informally, to constituents who point out that we are not meeting it?

- If the local jurisdiction has a project that is only identified on the Preferred System (and which would meet the LOS standard) but not on the Strategic System in the above case, can the jurisdiction require right-of-way dedication from the developer for this eventual project need?
- If we are undertaking preliminary engineering on an intersection project but intersection turn movements are drastically different between the Preferred and Strategic Systems, how should we design the project?

In our opinion, the Preferred System and not the Strategic System should be identified as adequately serving regional transportation needs. Our understanding of the term "adequate" is that it demands a system that is equal to or sufficient to meet a specific requirement – in this case, the regional LOS standard. Because the Preferred System is the only system defined in the RTP solely to meet a specific LOS standard, it therefore must be by definition the adequate system.

2. Areas of Special Concern – This seems to be another area where the link between LOS, the Preferred System, and the Strategic System is dealt with inconsistently. We can think of at least 10 more areas that have LOS problems in the Strategic System but don't show up as Areas of Special Concern. (If the Preferred System is deemed the "adequate" system, then some of these problems disappear.)

The RTP states in Section 6.7.6 that if congestion has a local origin and no feasible capacity project has been identified to address this congestion, then a road segment can be designated as an Area of Special Concern subject to alternative performance measures. The RTP states that there should be "alternative travel routes that would conveniently serve regional travel needs" for roadways designated as Areas of Special Concern. However, there are facilities that are not designated as Areas of Special Concern and where LOS is exceeded. One example is Walker Rd. from Cedar Hills to Murray, where projected volumes exceed the LOS standard even with the five-lane proposed improvement. Yet, this segment has neither a proposed seven-lane project to meet the LOS standard nor is it designated as an area of special concern. It seems as though one or the other should apply, however there appears to be no fix for this problem in the RTP. Furthermore, under the current definition, it seems unlikely that this segment could qualify as an Area of Special Concern given that parallel routes such as Hwy. 26 and T.V. Hwy. will be so congested that they can't realistically be considered as alternative routes that *conveniently* serve regional travel needs.

Rather than designating some of these areas as Areas of Special Concern, it seems more appropriate to develop a RTP "hot spot congestion" map of locations where the LOS standard will be exceeded and there is no practical project solution. This approach would be a clearer statement that there is no identified solution to the projected future congestion problem, and we will have to live with extreme congestion at these locations.

3. Mode Split Targets – The RTP contains some ambitious mode split targets as a means of helping achieve VMT reductions. Despite assumptions of increased intersection density, parking fees, subsidized transit passes, and fareless squares, many of these areas still fail to meet the prescribed mode split targets in the RTP

analysis. Nevertheless, local jurisdictions are required to establish similar targets and develop additional strategies in local TSPs in an effort to reach these targets. We fail to see what additional strategies could be developed in local TSPs beyond those already assumed in the RTP modeling. Moreover, additional strategies are likely to be beyond local control, relying on agencies such as Tri-Met or DEQ for implementation. This is doubly concerning because progress toward meeting mode split targets is one of the considerations in decisions of whether to add capacity to the system. If the targets are unachievably high – if all practicable strategies have been assumed and are in place and the targets are not met – then adding capacity to the system may be warranted.

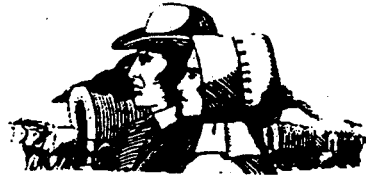
While we are certainly supportive of increasing the non-SOV mode split, we believe the targets unfairly place the burden on local government. OAR 660-12-0035(4) is clear that the vmt/capita target is for the entire MPO area and not a portion of the region. Findings as to whether or not the RTP meets the vmt/capita target need to be made when the RTP is adopted, and not as part of local TSPs. As such, we believe the mode split targets are unnecessary and unworkable at the local level.

4. Implementation - A number of implementation issues remain either unresolved or sources of confusion. We would prefer to see more time spent developing RTP Chapter 6 before it is adopted by resolution.

Our preference is that the RTP not be adopted by Resolution in December, but rather continue to be reviewed and refined during the first several months of 2000. Recognizing that others may not support this position, we strongly believe that if the RTP is adopted by Resolution in December, that Chapter 6: Implementation not be included in that adoption.

If the entire RTP is adopted by Resolution, at a minimum Implementation provisions should be identified among those issues that need further investigation and refinement prior to adoption by ordinance.

We understand and sympathize with Metro's desire to complete this RTP, but would hope that Metro understands our discomfort and desire to get these issues resolved before adopting any RTP that commits us to something we don't fully comprehend or can't be implemented in our local TSPs.



CITY OF OREGON CITY

Incorporated 1844

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TEL 657 0891 | FAX 657 7892

MEMORANDUM

To: Tom Kloster, Metro
From: Nancy J.T. Kraushaar, P.E., City of Oregon City
Date: December 2, 1999
Subject: RTP Review - Oregon City Issues

The following comments and concerns are offered by Oregon City staff and Commissioners who have reviewed the RTP.

1. Oregon City is grappling with the proposed Performance Measures (Table 1.1). LOS thresholds are often used to identify transportation improvements needed to accommodate new development. The developer is then often required to provide certain infrastructure to mitigate the development's impact on the transportation system. The City understands the objectives of reducing performance measures, but we are concerned about the inherent reduced accountability of a new development to contribute to transportation impacts. We are seeking Metro's suggestions for alternative or substitute mitigation requirements.
2. Pages 3-55, 3-57, and 3-59 project a situation where Oregon City's part of the region is falling behind in mobility and transportation alternatives. There is a concern for freight mobility as well. It would seem that Metro could consider moving up the dates of the Oregon City projects for Washington Street and McLoughlin Boulevard (# 5135 and 5137) from the years 2006-2010 to 2000-2005.
3. Page 1-57, Parking management: Add "reduce impervious surfaces, and" after "efficiently in next to last line. This statement supports earlier policy on reducing impervious surfaces.
4. Page 3-55, Highway 213:
 - a) Oregon City is concerned about the findings that expanded transit is not proposed for the Highway 213 Corridor. Environmental and physical constraints (Newell Canyon) will not allow Highway 213 roadway expansion between Redland/Abemethy Roads and Beaver Creek Road. In addition, severe physical limitations exist along all parallel routes (steep slopes, water resources, and historic, built-out land uses). The City cannot close the door on transit service along this route and believes that the region must continue to explore effective transit along this corridor.

CITY OF HILLSBORO



DEC 03 1999

December 2, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Winslow C. Brooks, Planning Director *WCB*

Re: RTP – November 5, 1999 Draft Comments

Dear Tom:

This letter contains the City of Hillsboro comments regarding the November 5, 1999 Draft Regional Transportation Plan (RTP). We are extremely concerned about the short timeline for review, consideration and discussion of this document, a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at TPAC and the second section contains consent items. We also are commenting on the discussion and consent items contained in the December 3, 1999 TPAC Workshop packet.

Discussion Items:

1. Non-SOV Targets:

We do not agree that this topic is appropriate as a consent item for two reasons. First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, we do not agree with Metro's response to this WCCC comment: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." Metro's response creates even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

Tom Kloster, Metro
December 2, 1999

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been glad to receive the LRT expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?
- 4) How do we insure that discounted transit passes such as the PassPort program continue?

2. Local Jurisdiction Implementation of the RTP:

We are still not comfortable with the implementation section of the RTP. We appreciate the efforts Metro has made in attempting to clarify the responsibilities of local governments, however we feel that in some cases, Metro has either raised more issues or made the processes more confusing. A case in point is Metro's response to this comment by MTAC and the City of Portland: "define 'significant' in section 6.4.4, using a threshold number of SOV trips". The questions or concerns we have regarding Metro's response are:

- 1) What kind of project would generate 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile? Specific projects should be given as examples. Are we talking about a Fred Meyer or Intel expansion?
- 2) This number may be too low. Where did it come from?
- 3) If Metro says no to RTP amendment, then would the only alternative to adding roadway capacity be to designate the regional facility for a refinement plan or an area of special concern?

Tom Kloster, Metro
December 2, 1999

We also do not have a clear understanding of how the "Implementing the RTP Performance Standards" flowchart works. Using an example that takes a jurisdiction through the process from when regionally significant exceedence is identified to how the jurisdiction arrives at the recommended solution would help our understanding of this process. Without more clarification of the implementation section we're probably unable to move forward toward effectively implementing the RTP.

Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.

Tom Kloster, Metro
December 2, 1999

6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus, it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road

Tom Kloster, Metro
December 2, 1999

6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.
10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Tom Kloster, Metro
December 2, 1999

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.
4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such a fashion that they are separate from transit corridors where pedestrian amenities are provided but **not** as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 2: Land Use Growth and Travel Demand and Section 6.4.9 of Chapter 6:

As part of our Periodic Review requirements to revise and update our comprehensive plan, we are preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. To the extent that Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where in which~~ barriers such as topography, railroads, freeways, ~~or~~ pre-existing development, ~~or environmental constraints or regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.~~

Section 6.5.4 Improvements in Urban Reserves:

~~As part of~~ During the MTIP Process, improvements that add capacity or urban design elements to rural transportation system facilities in urban reserves should: ~~be evaluated to determine whether the proposed improvements would:~~

- ~~be implemented upon~~ be coordinated with the eventual expansion of the urban growth boundary;
- ~~prematurely not~~ encourage development outside the urban growth boundary;
- ~~negatively affect~~ not disrupt the economic viability of ~~adjacent~~ nearby rural reserves; and
- ~~conflict~~ be coordinated with planned urban development or other transportation facilities.

Tom Kloster, Metro
December 2, 1999

Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analyses, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be purpose multi-modal evaluations of possible transportation solutions in that response to needs identified in the RTP. The evaluation solutions may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to annual periodic updates as part of the Unified Work Plan (UWP).

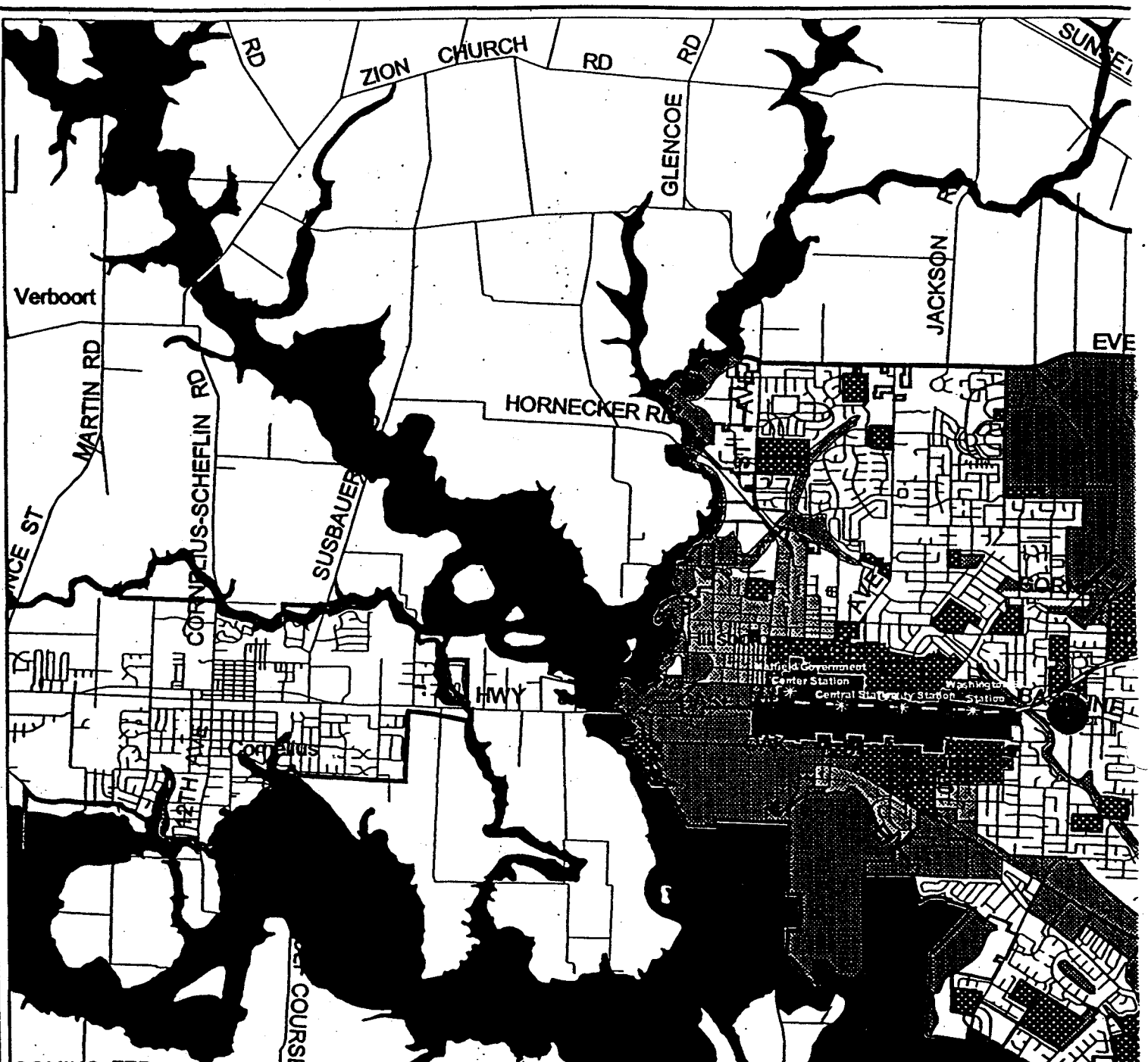
Section 6.7.5 Specific Corridor Studies:

The purpose of ~~the~~ corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that ~~must~~ should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively manageing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, and grade separation Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads



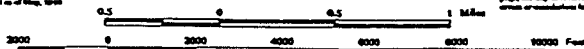
GEOGRAPHIC - INFORMATION - SERVICES

HILLSBORO 2040 GROWTH CONCEPT
BOUNDARIES

Legend

- | | | |
|-----------------------|--|-----------------------------|
| Urban Growth Boundary | Open Space | Hills Designated Employment |
| City Limits | P.M.U. Facility | Hills Designated Employment |
| Work Center "Islands" | Senior Neighborhood | Light Rail Station |
| Urban Residential | Other Neighborhood | Light Rail Line |
| Commercial | Station/Community Planning Area | Church |
| Industrial | Growth III IIII | Parks and Schools |
| Flood Plain | 2000 Island Line Army | |
| Inland Park | Light Rail Station, Train Station & Mode Station | |

SOURCE:
Washington County - Duration of May 1999
City of Hillsboro - Current as of May, 2001
Hillsboro Regional Land Information System - Current as of May, 2001
2001 City of Hillsboro

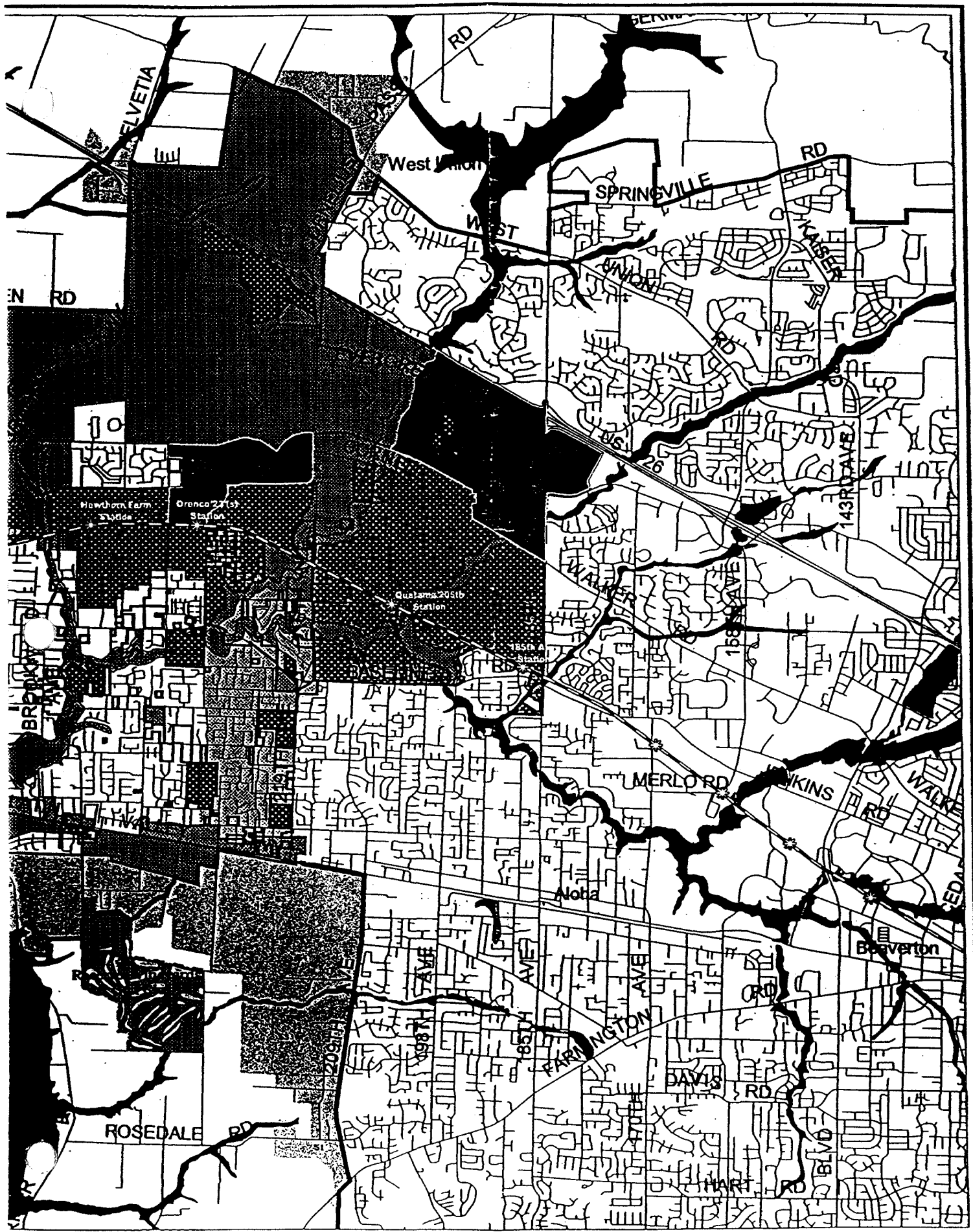


DISCLAIMER:
This map is derived from various digital data sources. While every effort has been taken to ensure the accuracy of the information shown on this map, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. This map is provided "as is."



CITY OF HILLSBORO





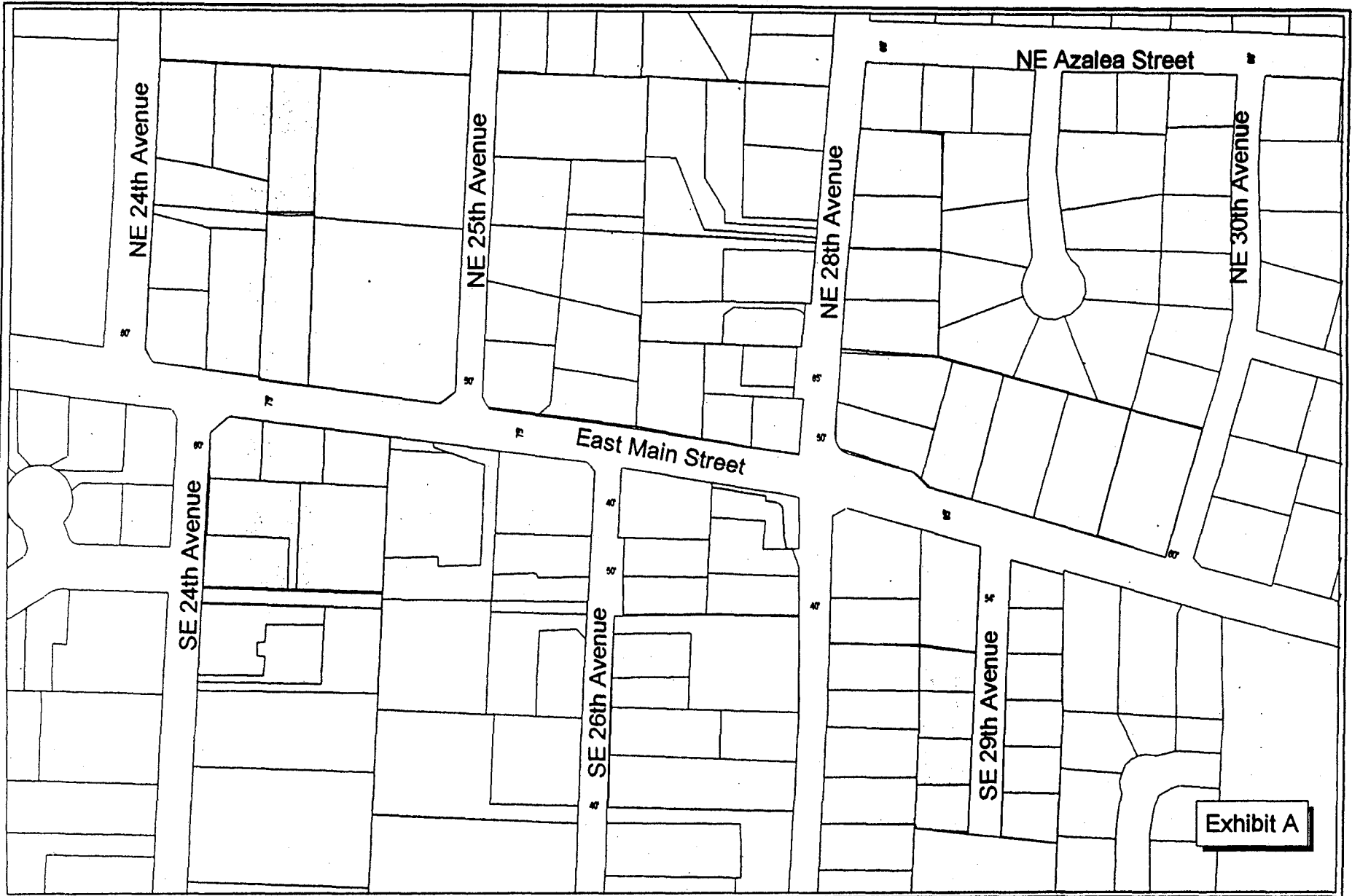


Exhibit A

Legend

 Planning Area



**NE 28TH AVENUE
EAST MAIN STREET
PLAN AREA**

Plot Date: August 20, 1999

DISCLAIMER

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this page, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. All data presented on this map is continually updated and is current as of the dates listed above. This map is provided "as is".

SOURCE

City of Hillsboro Planning, City of Hillsboro GIS, Current as of June 4, 1999
Washington County, GIS, Current as of May, 1999



Susan Garland

2023 SE Madison #5 Portland, OR 97214 ☎ 503 231-1690

December 2, 1999

RTP Comments
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232

RECEIVED
BY: _____

Dear Transportation Committee:

I am writing to encourage support for transit, bicycle, and pedestrian projects in the 2040 Regional Transportation Plan. A very disproportionate number of these projects did not make the cut from the Preferred to the Strategic plans. Without these options, it will become increasingly difficult to meet federal air quality standards as the region grows. Building larger roads always brings more traffic. Building better roads, which incorporate sidewalks, bike lanes, and transit options, gives a safe and convenient alternative to driving, and encourages a sense of community.

I had never needed to own a car before I moved to Portland. I ended up accepting a job in Hillsboro, since so many of the high-tech jobs are located outside of the city. My only practical option to get to Hillsboro was commuting by car. Although Portland's cost of living index was about 30% lower than Boston's, where I had lived before, my own cost of living went up astronomically because I had to buy, maintain and insure a car.

In July, I was finally able to find a job downtown, and have since become a very satisfied bike and bus commuter. I can even walk if I have extra time, thanks to the well thought out renovation of the Hawthorne Bridge, which is now so safe and accessible for walkers and cyclists. That kind of project is the most valuable to the people who live in a community, and not just those who travel through it.

If regional centers like Hillsboro had more amenities like sidewalks, bike lanes, and a sense of true neighborhoods, I would have considered living as well as working there. Many of these "small" improvements can be built for the same cost as one freeway bypass, which will still cost commuters years of construction delays.

Please include more transit, walking, and cycling projects in the final Strategic Plan. Neighborhoods and communities are what make this area great.

Sincerely,

Susan Garland

Susan Garland

DEC 06 1999

Written Comments for the RTP

This comment pertains only to the Transit Service Strategy. I propose that an additional project be undertaken within the timeframe of the RTP. I assume that this project could be funded by a grant. I know of no American city that has undergone a wholesale re-design of its transit routes.

I believe that 2040 is a great plan, and that it deserves a great transit plan to go with it. A transit plan with more reach. The same cognition that brought us to the regional and town center concepts brings me to community centers.

A map at your RTP hearing showed community bus routes as largish arrows going outward from selected places as an indication of a commitment to identify and introduce community bus routes over time. (Great!) To me, however, these buses would not just be going out into the "the community" (some amorphous entity) but would be passing through at least one community center on their loop from the regional or town center. To me, a community center is something like the business district at the intersection of Terwilliger and Taylor's Ferry. A dense portion of any Main Street could be a community center, and so on.

If you can accept the concept of a community center, I claim that we should be able to build a transit system based on regional, town, and community centers. The TRIMET 1998-2003 Strategic Plan includes the caption "The region's transit map will increasingly look like an airline's map of America, with many hubs". The body of the plan admits that there needs to be "very different transit patterns".

I therefore propose a project to design a whole transit system map starting from nearly scratch. The goal of this project would be to develop a system map so strikingly familiar that most anyone's response to it would be "I could get around that system".

The project would start by developing a mathematical model with the usual inputs such as the regional roadway network (neighborhood collectors and larger), rail stations, transit stations, bus stops; various kinds of travel data such as workers commute to jobs, students to schools, errand, shopping; et cetera. The model would generate optimal transit basins (a tree structure) but would also include connecting routes to adjacent communities and towns from each community, town, and regional center. Optimality would be determined by minimizing some results, such as travel time, while maximizing other results such as coverage area. Perhaps some research group has already developed such a model.

One of the sets of parameters for the model would be an inventory of resources available to operate the transit system -- drivers, buses of all kinds, max trains, and so on. If constrained to existing resources, the result would be a corresponding finite system coverage (i.e. depth or reach into the community). Countering that would be projected ridership to help pay for it. Subsystems could be operated and supplemented by local service districts, perhaps an obstacle present in the the current operational guidelines.

With the stability of regional and town centers, the upper levels of the system structure would not change overnight, while community centers could be added easily. Capacity should be able to be added or reduced (reallocated) as needed. The system would be scalable, so that links could be upgraded to the next level of service. The new system would start operation within existing resources and would reward those in areas where use is high as part of the system feedback. This is common transit planner practice.

People must also be a part of this process. First approximations of a Portland metro area system transit map would be reviewed by planners and refined by exploring various "What if's", by upgrading, downgrading, and/or adding hypothetical new links. For example, consider a one-way alternating link used only by a shuttle operating at 5 minute intervals.

Then the map would be shown to an advisory committee. (You'd have people begging to be on that committee). Iterate the model if needed. Then show the map in a series of open houses. Iterate. You need to have input from people throughout the region because people can tell you immediately if it will work for them, and what to do to improve it.

The public would of course have to understand that this would be an experiment, and that the map might change radically between iterations. But I think that the public would understand just from looking at such a map that there are underlying principles at work. If a given system has overall integrity, it would be hard to criticize the fact that for some riders a particular trip downtown might take three minutes longer (whatever) when in fact they might also be able to go quite number of other places practically unreachable under the current system.

I have hardly hinted at the many ways such a system would be different from the current set of legacy routes, but I must close now.

Some may reject this project based on the perception that "adding a new transit link is not to be considered" at this time. If the introduction of a link such as example above would make the overall system perform where needed, it should not be overlooked in a 20 year plan because of some broad current state legislation or city guideline.

Many of you will reject this project because (while not described explicitly above) it depends on transfers for moving people around the region. I can only say then that all attempts at configuring a system to serve more than just corridors will fail without the intelligent, planned use of transfers. It is no wonder that user feel transfers are avoided *in the current system*. Going from one point to another within the current system, there is no consistency in dwell times between all possible transfers. Minimum transfer times cannot be programmed into a system where that has not been a design parameter.

The real truth is that people don't mind transfers so much if they are safe and comfortable. To that I would add predictable, i.e. the dwell time is known, or if there is going to be a delay in boarding time (either in originating or transferring) the length of the delay can be known. This can be accomplished via the judicious use of information technology. (Remember this is a 20-40 year plan). I most likely would not mind if my connection was going to be 15 minutes late -- if I knew that, and did not have to wait at the stop to find out - I could go have a beer or latte with that time. At least I would not be chained to the stop. There is all kinds of things that people could do with that information.

All people need to be encouraged to use transit. The TRIMET system, and the few things I see in the current RTP are going to attract the public marginally at best, in my opinion.

Thank you for the opportunity to comment, and for your time. I would appreciate any thoughts you may have.

John Miller, 8959 SW Boone's Ferry Road, Portland, OREGON 97219 --- miller@lclark.edu ---

CC



DEC 06 1999

December 2, 1999

Metro Regional Council
600 N.E. Grand Avenue
Portland, OR 97232

Dear Councilors,

The Sierra Club Oregon Chapter would like Metro Regional Council to refer the Regional Transportation Plan (RTP) draft back to its Joint Regional Policy Advisory Committee on Transportation (JPACT) and staff, with instructions to:

- Abandon the projects for more capacity between inter-regional centers, which take funding well beyond what is available and encourage more driving
- Focus funds on making getting around within regional and town centers easier
- Define zoning and other land use plans and pricing measures to bring businesses to existing residential centers, and residences to business centers, and tie these to funding

Our Observations on the RTP

1) The Strategic System is too large to provide the basis for setting priorities for investing the region's transportation money. It is very unlikely that there will be anything close to four times the existing resources available for transportation over the next 20 years.

2) The plan provides no criteria for prioritizing projects in the very likely event that substantially less money is available than is required to implement the entire system. As a result there is no meaningful way for this system to provide guidance to the biannual process of allocating the region's transportation funds.

3) The plan has too many projects to expand road capacity at the edge of the region and between regional centers. These projects will encourage sprawl and increase commutes from outside the region. An example is the sunrise corridor (Highway 224) project that creates a new freeway from Clackamas to Highway 26.

Oregon Chapter

3701 SE Milwaukie Ave. Suite F, Portland OR 97202 Tel. (503) 238-0442 Fax: (503) 238-6281
email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



- 4) Priority should be given to transportation investments that improve transportation within existing communities, rather than serving new development at the urban edge. This includes improving local links to regional and town centers. It also includes providing improved transportation options such as transit, bike and pedestrian facilities.
- 5) The Strategic System has much less transit than the Preferred System, while road projects are not cut proportionately. These should be reversed, with transit solutions being given priority before new road capacity is added. The RTP should encourage new development to be transit oriented by making transit investments the first priority.
- 6) The plan fails to identify specific solutions for transportation corridors in some existing communities such as highway 99 in Tigard. It also fails to set priorities for developing those solutions. The result is that it is likely that these existing communities will continue to suffer while limited funds will be spent on lower priority, but already identified, projects at the urban edge. Improving the livability of existing communities should be the first priority, not the last.
- 7) Instead of attempting to reduce air pollution and use of the automobile, the proposed RTP will result in increased vehicle miles traveled and increased air pollution. It would substantially increase the risk that we will fall into air quality non-attainment, with substantial economic consequences for the region.
- 8) The plan should make maintenance and preservation of existing systems its first priority. Numerous small improvements should be implemented before single, large, expensive solutions adopted. In many cases better results can be obtained from better connectivity of local street than from large increases in capacity.
- 9) Since we already have an extensive street network, priority should be given to developing the transit, bike and pedestrian networks to a similar degree of convenience, reliability, safety and access.

Oregon Chapter

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email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



10) The plan fails to adequately address environmental concerns of adding road capacity. These include the impact on endangered salmon from bridges over salmon streams, runoff from roads and parking.

Thank you for your consideration.

Respectfully,

Scott Chapman
Sierra Club Oregon Chapter
Transportation and Land Use Coordinator

Oregon Chapter

3701 SE Milwaukie Ave. Suite F, Portland OR 97202 Tel. (503) 238-0442 Fax: (503) 238-6281
email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



BROOKLYN ACTION CORPS
NEIGHBORHOOD ASSOCIATION

December 3, 1999

Tom Kloster
600 NE Grand
Portland, OR 97232

RECEIVED

BY:.....

TPAC and Others To Whom It May Concern:

I oppose any designation changes that would effect McLoughlin Blvd in the area from Division Street to Powell Blvd. As you know McLoughlin runs through Brooklyn Neighborhood and changing the designation to allow higher speeds would result in dire effects to our neighborhood.

Please keep in mind the vulnerability of the inner SE neighborhoods in the changes you are considering. We will have to live for many years with what you decide now.

Another project underway that will have the same effect on our neighborhoods is the McLoughlin Overpass north of the Ross Island Bridge. Both the designation and the overpass being considered do not allow for two-way pedestrian and bicycle access.

The rebuilding of this viaduct on 99E and change of designation should take into account the following:

1. The viaduct will be in close proximity to the Eastbank development, which is already in the planning stages. We should not be building a new structure for only cars and trucks so close to a "walking environment."

2. The only roadways that are built new without pedestrian walkways are freeways. What are we thinking? Making room for commuter traffic and destroy the neighborhoods in doing so?

3. Without pedestrian and bicycle access, it would be in direct opposition to the 20/40 plans put out by Metro which emphasizes pedestrian friendly roadways and streets.

4. This viaduct and change of designation would take McLoughlin Boulevard another step closer to becoming a freeway. The businesses and homes in close proximity to McLoughlin is a big obstacle to the obvious goal of ODOT of turning McLoughlin Boulevard into a commuter's freeway.

Please keep McLoughlin a Boulevard. The livability of the neighborhoods that McLoughlin borders is at stake here. Not allowing pedestrians and bicycles to use the roadway reflects the thinking of the 50's. Any new construction should take into account our future needs, not just present.

Please consider the above when dealing with these two issues.

Thank you.



Marie Phillippi

Brooklyn Neighborhood Resident and Chair

4014 SE 9th

Portland, OR 97202

Email: mariep@ocp.org

Cc Charlie Hales, Jim Francesconi, Erik Sten, David Bragdon



WASHINGTON
COUNTY,
OREGON

December 6, 1999

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

Subject: **Regional Transportation Issues**

Dear Mr. ^{Ro} Monroe:

The WCCC appreciates the opportunities it has been given to review the developing RTP and has taken advantage of these opportunities to comment on various RTP drafts over the past year. Although Metro has shown a good faith effort in attempting to respond to many of our concerns, we believe that the November 5 RTP adoption draft contains several major issues that need to be addressed. Although many of these concerns have been expressed by our staff before, they continue to be problematic:

1. **Funding** - As you are aware, both the Strategic and Preferred System call for funding that far exceeds our current sources of revenue. We understand that JPACT will begin the funding discussion in the next month or so. Necessarily, an important part of this discussion should be to more address the significant imbalance between the amount of resources expected to be available and the cost of systems and services identified in the plan. Without greater clarity in this area, we may create overly high expectations with regard to the region's ability to address transportation needs identified in the plan. The plan may also lose credibility without a stronger funding strategy.

We believe that the results of this funding discussion could significantly reshape the RTP as currently drafted. With that in mind, JPACT should ensure that the RTP remains flexible in order to incorporate potentially significant changes in policy that could result from the funding discussions.

2. **Implementation** - A number of implementation issues remain either unresolved or sources of confusion. As you are aware, the implementation issues are described in Chapter 6 of the RTP. We would prefer to see more time spent developing RTP Chapter 6 before it is adopted by resolution. This is a critical component of the RTP and we are uncomfortable having even mild support for language that we don't fully comprehend or can't be implemented in our local TSPs.

Our preference is that the RTP not be adopted by Resolution in December, but rather continue to be reviewed and refined during the first several months of 2000. Recognizing that others may not support this position, we strongly believe

that if the RTP is adopted by Resolution in December, that Chapter 6: Implementation not be included in that adoption.

If the entire RTP is adopted by Resolution, at a minimum Implementation provisions should be identified among those issues that need further investigation and refinement prior to adoption by ordinance.

3. Mode Split Targets – The RTP contains some ambitious mode split targets as a means of helping achieve VMT reductions. Despite assumptions of increased intersection density, parking fees, subsidized transit passes, and fareless squares, many of these areas still fail to meet the prescribed mode split targets in the RTP analysis. Nevertheless, local jurisdictions are required to establish similar targets and develop additional strategies in local TSPs in an effort to reach these targets. We fail to see what additional strategies could be developed in local TSPs beyond those already assumed in the RTP modeling. Moreover, additional strategies are likely to be beyond local control, relying on agencies such as Tri-Met or DEQ for implementation. This is doubly concerning because progress toward meeting mode split targets is one of the considerations in decisions of whether to add capacity to the system. If the targets are unachievably high – if all practicable strategies have been assumed and are in place and the targets are not met – then adding capacity to the system may be warranted.

While we are certainly supportive of increasing the non-SOV mode split, we believe the targets unfairly place the burden on local government. OAR 660-12-0035(4) is clear that the vmt/capita target is for the entire MPO area and not a portion of the region. Findings as to whether or not the RTP meets the vmt/capita target need to be made when the RTP is adopted, and not as part of local TSPs. As such, we believe the mode-split targets are unnecessary and unworkable at the local level.

4. Preferred vs. Strategic System - We understand that the Preferred System is intended to represent an "optimal set of improvements" that achieves RTP LOS standards to the extent possible and that the Strategic System is intended to be a high priority set of projects used to make TPR "adequacy" findings. However, the relationship of these systems to local transportation decision-making and the level-of-service (LOS) standard remains unclear.

In our opinion, the Preferred System and not the Strategic System should be used as the basis for adequately serving regional transportation needs. Our understanding of the term "adequate" is that it demands a system that is equal to or sufficient to meet a specific requirement – in this case, the regional LOS standard. Because the Preferred System is the only system defined in the RTP solely to meet a specific LOS standard, it therefore must be by definition the adequate system.

We understand Metro's desire to complete this RTP, but would hope that Metro understands our discomfort and desire to get these issues resolved before the RTP is adopted.

On a more specific issue, the WCCC requests that project number 3187, the 143rd Overcrossing of Sunset Highway (Exhibit B, Verson 1, Comment 64, page 26) be moved from the Consent Items category to the Discussion Items category for discussion at JPACT. At it's December 6 meeting, the WCCC voted to recommend removal of this project from the RTP.

Finally, I have attached a December 2, 1999, letter from Brent Curtis to TPAC that reflects WCCC TAC discussion on some of these matters. It provides additional detail regarding our concerns.

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

Sincerely,



Roy Rogers, Chair
Washington County Coordinating Committee

Attachment

cc: JPACT
WCCC

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CITY OF HILLSBORO



December 7, 1999

Fax Transmitted:

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

RE: Resolution No. 99-2878A Adopting the RTP as Amended

Dear Chair Kvistad:

This letter contains the City of Hillsboro comments regarding "Resolution No. 99-2878A: For the Purpose of Approving the 1999 Update to the Regional Transportation Plan and Refinement Process". Generally, we are extremely concerned about the short timeline for review, consideration and discussion of this document (the November 5, 1999 Draft Regional Transportation Plan (RTP), a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at JPACT and the second section contains consent items. We also are commenting on the discussion items contained in the December 9, 1999 JPACT packet.

Discussion Items:

1. Local Jurisdiction Implementation of the RTP (Chapter 6: Implementation):

Considerable discussion occurred at the December 3, 1999 TPAC Workshop regarding the number of implementation issues that remain either unresolved or sources of confusion. Given the level of our discomfort, TPAC is recommending that more time and analysis needs to be devoted to Chapter 6: Implementation prior to adoption of the RTP. Language was added to Resolution No. 99-2878A to address this concern, however we feel that it does not adequately address our concerns. We suggest altering this language to read as follows:

WHEREAS, Chapter 6 of this 1999 RTP Update and other information related to Chapter 6 should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it RESOLVED,

Addition of this language will address our concerns that other chapters of the RTP that contain policies, tables, maps or other requirements that are required to be implemented in Chapter 6 may be revised prior to adoption.

Jon Kvistad, JPACT Chair
 December 7, 1999
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2. Non-SOV Targets:

We do not agree with the TPAC recommendation regarding JPACT Discussion Item Comment 7: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." (Washington County Coordinating Committee, 10/27/99). The proposed revisions to Section 6.4.6 do not address the fact that more work needs to be done regarding non-SOV targets particularly with regard to the ability of local governments to meet them and identifying strategies for meeting the targets. There are two reasons why these proposed revisions are inappropriate.

First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, the proposed Section 6.4.6 revisions create even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few rapid bus, regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been grateful for the LRT Westside expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?

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4) How do we insure that discounted transit passes such as the PassPort program continue?

3. Section 6.4.1: Local Compliance with the RTP:

We agree in part with this City of Portland comment regarding Section 6.4.1 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "It is inappropriate for Metro to require local jurisdictions to adopt Table 2.2 in Chapter 2. Title 1 of the UGMFP contains another set of population and employment targets. Adoption of two different sets of numbers is confusing to the public, particularly when they represent different boundaries and are for different purposes". Table 2.2 shows the 2020 population and employment forecasts by RTP subarea, which are primarily subareas of counties and do not show individual city forecasts.

In addition, each jurisdiction under Periodic Review that is revising and updating comprehensive plans must prepare 2020 population, employment and housing needs forecasts pursuant to ORS 197.296. To the extent that a local jurisdiction's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to updates of TSPs in compliance with the adopted RTP. We are currently preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. If Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) this reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

We suggest that addition of the following language to Section 6.4.1 will address our concerns.

Chapter 6 as applicable, 2020 population and employment forecasts contained in Section 2.1 and 2.3, or alternative forecasts as provided for in Section 6.4.9 of this chapter.

4. Section 6.4.10: Transit Service Planning:

We agree with this City of Portland comment regarding Section 6.4.10 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "Transit stop locations. Requires local jurisdictions to show (on a map) the location of major and regionally significant transit stop locations and facilities, shelters, park-and-rides and transit centers. It also requires us to "Provide pedestrian crossings at transit stops and marked crossings at major stops." What does this mean? This is an unfunded mandate that would potentially require significant resources. Metro agreed that we wouldn't be held to the "major stop concept" during earlier phases of the RTP - has this now changed? The TPR says local jurisdictions can go further than the rule requires which is why we designated all transit streets as requiring TPR building orientation (which is the purpose of identifying major transit stops). Since this is already a requirement of the TPR why put an additional burden on local jurisdictions? We continue to be concerned with Metro requiring marked crosswalks when marking crosswalks is not a universally accepted method of increasing pedestrian safety". Portland's concern regarding this section also relates to our concern regarding designation of rapid, regional and frequent bus routes, which is a responsibility of Tri-Met. How can we designate major transit stops and marked pedestrian crossings if we don't even know where transit service may be provided? It is our hope that this issue will be addressed as part of the additional work needed on Chapter 6.

Jon Kvistad, JPACT Chair
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Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.
6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Jon Kvistad, JPACT Chair
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Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus, it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road
6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.

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10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.

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4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such as fashion that they are separate from transit corridors where pedestrian amenities are provided but not as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where~~ in which barriers such as topography, railroads, freeways, ~~or~~ pre-existing development, ~~or environmental constraints~~ or regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.

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Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be purpose multi-modal evaluations of ~~possible~~ transportation solutions ~~in that response~~ to needs identified in the RTP. The evaluation solutions may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to annual periodic updates as part of the Unified Work Plan (UWP).

Section 6.7.5 Specific Corridor Studies:

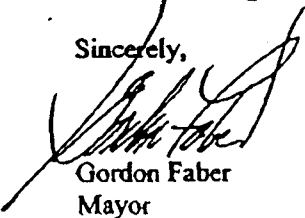
The purpose of the corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that ~~must~~ should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively managing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, ~~and grade separation~~ Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

Sincerely,


 Gordon Faber
 Mayor

Cc: MPAC

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

December 7, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave
Portland OR 97232

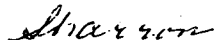
Dear Mr. Kvistad:

The East Multnomah County Transportation Committee, (EMCTC) has had many discussions about transportation financing in recent months. At the December 6, 1999 meeting, it was reported that the Metro Policy Advisory Committee (MPAC) has convened a Finance Subcommittee. As we understand it, the subcommittee is looking at financing strategies for a variety of issues, one being transportation. EMCTC would like to see participation from JPACT representatives in this subcommittee.

In addition, we believe the subcommittee would benefit from people with expertise and experience in non-traditional sources of financing strategies. This may be done with a consultant to research new financing strategies or by inviting guest speakers to the subcommittee.

We believe that working together is our best strategy to finding solutions to the financial challenges we as a region face.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

KSCK2436.LTR (L0078)

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

December 7, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Dear Mr. Kvistad:

The East Multnomah County Transportation Committee (EMCTC) has been an active participant in the preparation and review of the 1999 Regional Transportation Plan (RTP) over the past four years. We are pleased to see the RTP finally heading for approval, as we recognize the tremendous effort in bringing the RTP to this point.

Sometimes we tend to forget that a document such as the RTP really represents a dynamic process as it is continually under development. Selecting a cut-off point is difficult, as there will also remain a number of outstanding issues that require resolution. With this in mind, EMCTC supports approval of the RTP. EMCTC would like to point out several remaining issues that we would like to see addressed in the coming months.

The most recent MTIP process devoted a considerable amount of attention and resources to building on Regional Centers at the expense of Town Centers. The rationale for this support was based on leveraging the existing investment in Regional Centers. However, many of the Regional Centers are mature to the point of essentially being self-sustaining, while a number of the outlying Town Centers are facing strong development pressures and lack the resources and infrastructure of the Regional Centers to accommodate this development.

EMCTC would like additional emphasis given to Town Centers in the future to deal with these development pressures. More specifically, we would like language added in section 3.4.3 addressing transportation needs and deficiencies in the Fairview/Wood Village, Troutdale, and Rockwood Town Centers.

North/south traffic movement in East Multnomah County is becoming more and more difficult. There are a number of impediments to overcome that the region needs to address in the near term. First, there are a number of substandard railroad overcrossings that seriously impede traffic flow, whether it is freight movement, access to jobs in the Columbia Corridor, or simply safety issues such as the lack of bicycle/pedestrian access to the Blue Lake Regional Park.

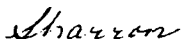
Letter/J. Kvistad
Page 2

Second, when the Oregon Department of Transportation suspended work on the environmental analysis for the Mt. Hood Parkway, Multnomah County assumed responsibility for undertaking the analysis and need to make necessary arterial improvements to the 242nd Avenue Corridor between I-84 and US 26. To help compensate for the state's inability to move forward with the Mt. Hood Parkway and the County's need to meet future traffic demands, EMCTC seeks continued support in the RTP and MTIP processes to assure needed arterial improvements in the corridor.

Finally, EMCTC is concerned about the portrayal of the strategic transportation system. By including the strategic system in the "Getting There" promotional brochures, the Region may be telling the public that the transportation improvements contained therein will be built in the timeframe identified in the brochure. The public needs to know the likelihood of the strategic system being built as opposed to the financially constrained system

Again, we appreciate the effort required to complete the 1999 Regional Transportation Plan and look forward towards implementing the RTP.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

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MULTNOMAH COUNTY OREGON

EBORAH BOGSTAD, BOARD CLERK

OFFICE OF BEVERLY STEIN, COUNTY CHAIR
120 SW FIFTH AVENUE, SUITE 1515
PORTLAND, OREGON 97204-1914
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SERENA CRUZ•	DISTRICT 2	•248-5219
LISA NAITO•	DISTRICT 3	•248-5217
SHARRON KELLEY•	DISTRICT 4	•248-5213

December 8, 1999

Andy Cotugno
Director, Transportation, METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Cotugno,

We would like to submit the following comments regarding the Regional Transportation Plan for JPACT's discussion. We hope you will accept these general policy suggestions in addition to those comments submitted by the East Multnomah County Transportation Committee.

We applaud the work of Metro staff, community members, TPAC and others who have worked hard to come up with this comprehensive transportation vision for our region that will help to guide our policies for the next twenty years. We specifically appreciate the work that has been done to link our land-use policies and transportation planning.

The following list of comments we feel would complement the work already accomplished in the RTP draft. We hope that you will carefully consider them as JPACT and the Metro Council finalize and implement this plan.

1. Funding

Funding is obviously one of the biggest challenges we face in implementing this plan. With the impending referral vote on the increased gas tax measure passed earlier this year by the Legislature, we can not discount that any efforts we make locally or statewide to fund upcoming transportation projects will be hard-fought battles. In light of that, we suggest that Metro planning staff and JPACT revisit the project list of the Strategic System. It would be more realistic for us to plan for a funding package that is closer to our economic reality, as opposed to one that is almost three times the available resources. Creating a Strategic System that is closer to the \$2.0 billion predicted revenue would be more attainable than a \$7.21 billion package. (Chapter 5)

In light of the shortfall in funding available regionally, the plan should also direct a joint MPAC and JPACT funding committee to research and strategize the regional funding

options available to us. The funding committee should present these options and their suggestions to JPACT for review and implementation.

While we understand that the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, we do not think that we should rule out using this tool to fund other projects. (Section 4.5.1) Additionally, I think it is imperative that congestion pricing be considered for all new projects and capacity, including any new capacity built on Interstate 5.

2. Building Transit Ridership:


The RTP depends on alleviating some of the pressures of congestion by expanding transportation choices. Coupling this with efforts to expand transit ridership is very important to our success in getting people out of their cars for work, shopping and play. At the beginning of the RTP (section 1.3), special mention is made to increase transportation choices for people of all needs, including youth, elderly and disabled. The RTP should not only encourage transportation choices for these populations, but should direct Tri-Met, SMART and C-TRAN to develop programs that reach out to and build ridership within these populations. This point could be addressed in section 1.3.3 or the Transportation Demand Management section 3.1.

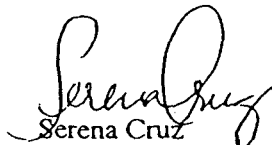
Additionally, special attention should be focussed on providing increased access to transportation for economically disadvantaged people, especially as it addresses their needs to work.

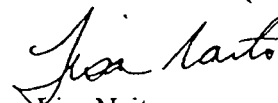
Thank you for taking the time to review our suggestions. We look forward to working with Metro to make these plans and ideas a reality.

Sincerely,


Beverly Stein
Chair
Multnomah County


Diane Linn
Commissioner
District 1


Serena Cruz
Commissioner
District 2


Lisa Naito
Commissioner
District 3

CPO#3
Robert N. Bothman
Chair

ROBERT N. BOTHMAN
7365 S. W. 87TH
Portland, Oregon
97223

Phone 503 244 7206
Fax 503 244 7206

DATE DECEMBER 8, 1999
ATTENTION JON KVISTAD, METRO COUNCILOR
CHAIR JPACT
PAGES 2
SUBJECT REGIONAL TRANSPORTATION PLAN

The residents in West Slope-Raleigh Hills-Garden Home CPO#3, seeking to maintain the livability of their neighborhood, have requested traffic through the neighborhood be managed and not simply accommodated. A key to this request is to seek improvements without additional lanes on Garden Home Road and Oleson Road. This can be accomplished by simply classifying these streets as collectors and not develop them into arterials.

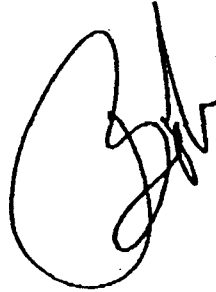
Staff has responded to the CPO comments with Comment 9 and 10, citing the lack of arterials in the network. Actually this neighborhood is circled by I-5, Hwy 217 and Hwy 26 providing an excellent freeway system to carry through traffic. Within the freeways the area is served with arterials Hall Blvd, Beaverton Hillsdale Hwy, Canyon Road, and Scholls Ferry Road. Collector designation is the correct assignment of Garden Home and Oleson roads allowing for traffic to get from neighborhood streets to the arterials and freeways.

The staff is considering only the auto demands. The region system cannot afford to simply accommodate more and more autos in the built up suburban neighborhoods. Your consideration of the neighborhoods and folks directly affected by this decision is appreciated.

Washington County MSTIP projects include improvements to all of Oleson Road consisting of two lanes with a left turn lane and signal at 80th, bicycle lanes and sidewalks, matching the recently completed improvements at Oleson Road and Garden Home Road. These improvements represent the input from the neighborhoods and desire for the future of Oleson Road and Garden Home Road.

The CFO would also appreciate your consideration to adding an interim project on Garden Home Road to build bicycle lanes and sidewalks from Oleson Road to Allen Blvd, the same project in the county MSTIP for Oleson Road, in the Strategic Program. This project would connect to the existing improved two lane with bicycle lanes section of Multnomah Blvd east of Oleson Road.

I would be happy to further discuss this request for your assistance.

A handwritten signature in black ink, appearing to be 'R. Bothman', is centered on the page. The signature is stylized with a large, looping initial 'R' and a trailing flourish.

FAX
page 1 of 4

Date: 12-8-99
To: Jon Kvistad, Metro Councilor, J-PAC Chair
From: Steve Larrance for Citizens Against Irresponsible Growth CAIG
Re: RTP proposed changes to classification of T.V. Highway

The following paragraph is to summarize and support the testimony of Larry Derr and myself to your Transportation Committee yesterday.

Please remove from the text of the soon to be adopted Regional Transportation Plan, RTP, all functional classification changes and references to future study conclusions, such as the four bullets on page 6-31 of the RTP, to the T.V. Highway east of Brookwood Avenue until completion of the corridor study also recommended in the RTP. I have attached two pages from the DKS Report dated Sept. 13, 1999 prepared for the Washington County Board of Commissioners which indicate that the study must come before the conclusions. Also attached is the page in the RTP referencing the T. V. Highway.

Thanks for your hard work to ensure to the citizens of Washington County and the Region that the easy and inexpensive transportation solutions will be considered before the expensive ones, which very probably will never be fully implemented, are adopted.

Sincerely submitted,



* T.V.

an expressway facility similar to Highway 212 in Milwaukie and Highway 99E near Tacoma Avenue with roadway over-crossings, grade-separated interchanges, and very limited access to adjoining land. The Draft Strategic RTP allocates \$33.2 million for this improvement. Additional costs for land acquisition and business impact requirements could increase the total project to over \$100 million.

- **TV Highway Improvements Require Further Study** - The suggested Metro recommendation for an expressway facility on TV Highway has not been studied by ODOT, Washington County or either affected city and these solutions have not been adopted into their respective transportation plans. Further study of the TV Highway Corridor is needed to document the specific needs and to develop a preferred alternative. This investigation would balance the benefits of high capacity street improvements assumed in the Strategic RTP and the costs of such improvements including the impacts to existing and planned land development (both takings and access modifications).

transportation system given the existing system and planned improvements that are identified in the latest RTP².



TV Highway – One of the more substantial RTP street improvements on the Strategic network was along TV Highway between 10th Street in Hillsboro and Cedar Hills Boulevard in Beaverton. The improvement would more than double capacity from 2,150 vehicle per hour (vph) in each direction today to 4,500 vph after the improvement. (See letter from Metro to Washington County with this improvement recommendation and ODOT's letter to Metro regarding TV Highway in *Appendix B*)

This RTP project is not explicitly contained in the state, county or city transportation plans. The county plan calls for seven-lanes on TV Highway in this area, and the city plan notes that by 2015 TV Highway will be close to capacity (this review focuses on 2020 horizon year). ODOT has not adopted such improvements into their regional plan but they recognize the need for improved access management.

In order to achieve 4,500 vehicles per hour capacity, significant access changes must occur in the TV Highway Corridor. The model assumes three interchange treatments, four or five flyovers or underpasses and five or six "right in, right out" locations between Brookwood Avenue and Hocken Avenue. All other roads and business driveways would be cut-off from direct access to TV Highway. Between Brookwood Avenue and 198th Avenue, one interchange, two flyovers and two "right in, right outs" are assumed. Further refinement study is needed to fully document the capacity needs, and to develop alternative measures to increase corridor capacity. The suggested expressway concept by Metro is only one possible solution. Other alternatives could include improved capacity and connectivity of parallel roads, and other locations for grade separations and access controls.

At a planning level, access changes of this magnitude are necessary to achieve the high capacity assumed in the model. The precise access elements and their locations should be identified in a more detailed corridor study. However, near the South Hillsboro Urban Reserve, this level of capacity cannot be achieved with at-grade intersections.

Miscellaneous Corrections – Based on input from city and county staff regarding network corrections, the following network modifications were made:

- **Farmington Road** – The Existing Resource network was showed 1800 vph capacity west of 185th Avenue where no planned improvements are identified. This was corrected to be 900 vph.
- **Century Boulevard** – The segment between Evergreen Road and Cornell Road was added to the both networks, and the segment between Evergreen Road across US 26 to Jacobson Road was added to the Strategic Auto network. These revisions will be incorporated into the next round of RTP network improvements.

Land Development Assumptions

The proposed concept plan land development is distributed around three major neighborhoods on-site: Butternut Creek, Ladd-Reed, and Gordon Creek. The specific allocations for each neighborhood are not identified in the concept plan, but the overall mix of development is summarized below in Table 3. The South Hillsboro Urban Reserve plan area includes up to 8,500 new residential dwelling units, one middle school, two elementary schools, and over 600,000 square feet of building area for office, industrial and commercial uses.

² *Regional Transportation Plan, Metro, Round 3 – April 16, 1999, Strategic Auto Funding scenario.*

- consider express, HOV lanes and peak period pricing when adding new capacity
- design capacity improvements to maintain some mobility for regional trips during peak travel periods
- design capacity improvements to preserve freight mobility during off-peak hours
- retain auxiliary lanes where they currently exist
- improve parallel routes to accommodate a greater share of local trips in this corridor
- improve light rail service with substantially improved headways
- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center



Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- aggressively manage access as part of a congestion management strategy
- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- implement long-term, a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections
- implement complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. This demand is currently served by the St. Johns Bridge. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:

12-9-99

Comment from Clackamas Co.

SUBJECT: Suggested RTP amendments:

On page 1-6 under Urban Reserves

Amend the sentence "Once urban reserves are brought within the urban growth boundary, more detailed transportation system planning at the regional and local level occurs in conjunction with detailed land-use planning."

To read, "Prior to urban reserves being brought within the urban growth boundary, a more detailed transportation system plan and funding strategy must occur at the regional and local level in conjunction with detailed land use planning."

On page 3-50 under Damascus and Pleasant Valley Town Centers

Delete the sentence "Urban reserves in the Damascus and Pleasant Valley are expected to be added to the urban growth boundary incrementally, and will not be necessarily timed according to needed transportation improvements."

In addition or as an alternative

Add a new section 6.8.11 Timing of UGB Expansion

It is necessary to assure that an adequate transportation infrastructure is provided as growth occurs. The expansion of the Urban Growth Boundary should occur only when adequate funding for necessary improvements is secure.

12-9-99 Kenemer motion
to H

Final recommendations from the Green Streets project will be incorporated, as appropriate, into the RTP. The project is scheduled for completion in July 2001..

6.8.2 Damascus-Pleasant Valley TCSP Planning

Metro was recently awarded a special federal TCSP grant from the US Department of Transportation 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 scheduled to begin in early 2000. The objective of the study is to prepare concept plans for this large urban reserve area in anticipation of future urbanization. Metro will work with a number of local partners to complete the project, including the cities of Portland, Gresham and Happy Valley, and Multnomah and Clackamas counties. A citizen policy advisory committee that includes residents and key stakeholders will guide the project.

The Damascus-Pleasant Valley planning effort will include conceptual transportation planning for regional facilities in the area, and more detailed street planning for northern portions of the area that are already included in the urban area. Transportation scenarios will be developed to reflect a variety of land-use alternatives for the area, and will be analyzed with the regional transportation model.

The preferred alternative will likely include refinements to the Damascus-Pleasant Valley street functional classifications and transportation improvements included in this plan. Proposed amendments to the RTP would be considered upon completion of the study, which is scheduled to conclude in Fall 2002. The preferred alternative will also include future street plans for some local streets that may be incorporated into local TSPs.

Add (and land use) after Transportation in the last sentence of the second paragraph.

Add (urban reserve boundary) after Damascus – Pleasant Valley in the first sentence of the third paragraph.

solutions. Such measures are already used for Areas of Special Concern identified in Chapter 1 of this plan, but should also be considered in other areas to better evaluate both the need and relative effectiveness of multi-modal transportation solutions.

Tour-Based Modeling and TRO Enhancements

Tour-based modeling represents a departure from the current trip-based model used to develop the RTP. In contrast to the current model, tour-based modeling allows for a much more detailed analysis, since it does not rely on the somewhat generalized assumptions that accompany the current model. In the current system, land-use and transportation assumptions are created for each of 1,260 traffic zones that form the smallest building block for analysis. Tour-based modeling will allow data to be evaluated to the tax lot or parcel level, which will result in a much more detailed and flexible system for testing proposed transportation improvements.



DEC 13 1999

To: JPACT
From: Chris Hagerbaumer, Air & Transportation Program Director *CH*
RE: 2nd Round of Comments on Regional Transportation Plan
Date: December 10, 1999

BOARD OF DIRECTORS

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The Oregon Environmental Council (OEC) appreciates your attention to our first round of comments (see the memo from OEC dated November 2). This memo reiterates some comments from the first, but also includes some new suggestions. We would also like to draw your attention to the fact that we are members of the Coalition for a Livable Future and strongly support the comments that CLF will soon submit.

Air Quality Impacts

We are aware that you will be developing a financially constrained system and determining the conformity of that system with federal air quality standards in the coming months. Please don't wait to deal with excess emissions by shuffling projects around at the end. Avoid exceedances up front by forwarding projects that are known beforehand to have the least impact on the airshed.

We are somewhat worried that the RTP that has been shared with the public to date sets up unrealistic expectations about what the region can afford to build from a financial standpoint and what the region can afford to build from an air quality standpoint. Involve the public as soon as possible in the selection and analysis of projects to be built under the constrained system. Make the public aware of the financial and environmental costs of various scenarios.

Transportation Demand Management

We understand that you have broken TDM policies into three categories (general, parking, and peak period pricing), but believe that you've missed calling out some other pricing policies besides parking pricing and peak period pricing. We suggest adding an objective to Policy 19.0:

- Investigate the use of policies that accurately reflect the full costs of transportation to encourage more efficient use of resources.

OEC does not agree with our fellow members on the TRO TAC that the revenue-generating aspect of peak period pricing should be on parity with the congestion management aspect. We suggest changing objective (a) of Policy 19.1 as follows:

- a. Objective: Apply peak period pricing appropriately to manage congestion and, secondarily, to generate revenues to help with needed transportation improvements.

We also feel strongly that given the longevity of the RTP, the possibility that public opinion will change over time should be reflected in objective (b) of Policy 19.2. We are also worried that by negating the possibility of pricing existing roadway over the period of the RTP's influence, we may negate the possibility of pricing on new infrastructure. Because new road projects are being built in such small segments, the region may need to toll a portion of the existing roadway in order to make a pricing project feasible. We suggest the following change to the policy language:

- b. Objective: Do not price existing roadway at this time, but peak period pricing on existing roadways should be considered as public support grows and demand necessitates.

Potential New Revenue Sources

This section should detail a wider range of potential revenue sources. For example, the recently adopted Oregon Highway Plan considers fees on vehicle miles traveled as an option. We suggest adding a bullet under 4.4.1 that describes mileage-based fees and a bullet that describes smog fees (see our earlier memo for a full description of the potential benefits of these policies).

- **Mileage-based fee on automobiles and light trucks.** The gas tax does not accurately reflect vehicle contribution to road maintenance because fuel efficiency varies greatly from vehicle to vehicle. The gas tax will become more and more antiquated as the fleet is modernized to include hybrid and alternative-fueled vehicles. A vehicle miles traveled (VMT) fee would properly account for the wear and tear caused by lightweight vehicles.
- **Fee on pollution emitted.** A "smog fee" based on vehicles' emission characteristics would properly account for the damage caused by vehicle-related air pollution and could be used as a source of funding for less-polluting transportation options.

At the December 9 JPACT meeting, we were somewhat disappointed that a large increase in the vehicle registration fee was suggested as a funding option. A vehicle registration fee taxes vehicle ownership, not vehicle use. A fair and efficient finance system would charge motorists for the actual costs they impose on the system.

Thank you for your attention to our suggestions.

DEC 14 1999

December 14, 1999

Mike Burton, Executive Director
METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Burton:

I am pleased to provide these comments as part of the public input for the Regional Transportation Plan. The amount of work and thought that has been invested in making this a plan that will truly benefit the economy and citizens of the district clearly shows the importance we give to transportation. The subject of transportation has been a critical issue in the strategic plans developed by Aging and Disability Services for the past 15 years.

During that time, our work with members of the elderly and disabilities communities and partners in transportation, has seen great changes in the quality and scope of special needs transportation. This has included a heightened awareness of issues around special needs transportation that spurred the establishment of the LIFT program at Tri-Met, the establishment of Medicaid Waivered Medical Transportation statewide, and the growing interest in making all transit systems fully accessible. In the 3 county area, Area Agencies on Aging and Disabilities (AAAD's) are looking forward to discussions, to be held soon, with County Commissioners, Fred Hansen, and other transportation partners to create the first comprehensive plan and vision for Special Needs Transportation.

With this in mind and realizing that there are notable gaps in meeting the needs of elderly, disabled, and low income populations in transportation, I read the policies that make up the structure of the RTP. I considered the plan as an excellent framework as it exists, but with an interest in providing comments useful in creating more depth and impact in the plan for these populations in the region.

I observed that the RTP lacks overall vision or focus for special needs transportation. It also appears to be missing the expertise and organized ideas that the elderly, low income and disabilities communities could offer if concerted provision were made to facilitate and plan around it. Issues are arising in the region indicating that while the 3 objectives under Barrier Free Transportation are important; a large part of special needs transportation falls outside compliance with the ADA. And, while the plan focuses on access to jobs and retail services as part of livability, no mention is made of access to health or child care services as key to special needs populations. Planning for missing elements of

transportation that would allow special needs populations to better use the various modes envisioned in the RTP are not addressed.

To address this, I suggest to the Councilors that:

1. That the scope of planning and consideration in the RTP for special needs transportation for elderly, disabled and low income individuals be broadened and integrated into several elements throughout the plan including:
 - Safety and education,
 - Intergovernmental coordination,
 - Regional public transportation,
 - System management,
 - and Transportation funding.
2. That METRO jointly staff a task force with Tri-Met and other partners that would meet to consider and recommend to the Council appropriate ways to build special needs considerations into these or other sections of the RTP. I would suggest that the task force bring together experts from the field of aging, disabilities, low income populations and special needs transportation along with citizens representing these groups to accomplish this important goal. Perhaps this will fit best in the outstanding issues portion.
3. That the task force also be charged with developing a vision for development and policies that benefit special needs populations and would become an integral part of the Growth 2000 plan and RTP.

I appreciate the policies and goals of the Metro RTP that rightly identify, under "Public Involvement," elderly, disabled, and low income individuals as part of the focus of planning and public input for "traditionally underserved" populations. I feel encouraged that with some focused effort within the planning process for the RTP that we can inject purpose and impact around special needs transportation and the populations it serves. Addressing these needs can only make the system better for everyone.

Thank you for the opportunity to comment and your willingness to consider my suggestions. You can count on ADS, the Disability Services Advisory Council, and Elders in Action as partners in developing any such plans.

Sincerely,

Jim McConnell, Director
Multnomah County Aging and Disability Services.

CC: Andy Cotugno

DEC 14 1999

November 26, 1999

Tom Kloster
Metro Transportation Department
600 NE Grand
Portland, OR 97232

Dear Mr. Kloster,

I am writing to provide you with comments on the Regional Transportation Plan (RTP) and your Green Streets proposal, which is referenced in the RTP. These comments are formal comments of the Audubon Society of Portland on behalf of the over 8,500 members who live in the Portland-Vancouver metropolitan region.

As I indicated after your recent RTP presentation at MTAC, I was initially very disappointed to see so little attention to urban stormwater management and other negative environmental impacts that the transportation system has on natural systems in the metropolitan region. There is scant attention, through Policies 7.0 (the natural environment) and 8.0 (water quality) listed within your Regional Transportation Policies, that address these impacts.

Our biggest concern with your description of the environmental impacts of the "2020 Preferred System" is that in the brief environmental discussion focuses almost exclusively on fish passage as a response to the ESA. While maintenance and restoration of fish passage is a critical issue, so too are issues of imperviousness and direct habitat loss.

As you note in your "Outstanding Issues" discussion on page 6.34 of the RTP, the transportation right of way contributes a huge amount of imperviousness to the region's landscape. I think your figure of 20% greatly underestimates this impact. I have seen figures that suggest between 30% and 40% of urban imperviousness can be attributed to all elements of the transportation system, so your estimates may be greatly understated. It is this imperviousness, and the attendant runoff that alters stream hydrology with the resulting negative impacts on stream morphology that is the single greatest issue that must be addressed in all developments, including the transportation system.

Our single greatest concern with the RTP, while we support your efforts to produce a balanced, multi-modal regional transportation system, is that water quality and, more importantly, quantity continues to be an "outstanding issue. We would have hoped that, with our longstanding understanding of the impacts I refer to above and that you have pointed out in the RTP, that stormwater quantity and quality would have constituted a more robust discussion in the RTP.

That said, I have read your excellent Green Streets proposal and would like to give you some comments on that document. I think it would have been a good idea to include the Green Street project description in the RTP itself, given the comprehensive nature of the proposed work plan. As concerned as we are that the RTP itself does little to address the water quality and quantity issues, we are very pleased with the work that you propose to undertake through the Green Streets project.

Frankly, I was surprised that this project is virtually unknown to those I have mentioned this project to on WRPAC and in other natural resource circles, including Portland's Stormwater Advisory Committee. I strongly recommend that as you proceed with this project that better connections be established between your project team and these committees since your work will

be critical to addressing the issues they are wrestling with as well. A presentation to WRPAC and the Portland Stormwater Advisory Committee would be welcome by both groups inasmuch as they are both regional stormwater management policies, including reduction of imperviousness and retrofitting existing developments.

I have inserted my comments into the text of the Green Streets proposed work plan. While I have a few specific concerns about the proposal, I want to emphasize that this project is a significant step in the right direction. We are very pleased that Metro took the initiative to solicit funding from the state for this project and would like to see considerably more discussion of serious environmental impacts that the transportation system on the region's streams, rivers and wetlands.

Sincerely,

Mike Houck
Urban Naturalist
Audubon Society of Portland

West Linn

RECEIVED

DEC 1 1999

EXECUTIVE OFFICE

RECEIVED

BY:.....

December 10, 1999

Mike Burton
Metro Executive Officer
600 NE Grand Ave.
Portland OR 97232-2736

SUBJECT: COMMENTS ON DRAFT REGIONAL TRANSPORTATION PLAN

The City of West Linn has the following comments on the Draft Regional Transportation Plan, dated November 5, 1999:

1. REGIONAL TRANSIT SERVICE STRATEGY MAP (following Page 5-12):

The map for regional bus service does not follow the adopted West Linn Transportation System Plan strategy for bus routes in West Linn. West Linn proposes that the future community bus route on Rosemont Road run from the Rosemont/Salamo Road intersection south along Salamo Road to I-205 and the Willamette "main street" area.

2. URBAN CLACKAMAS COUNTY TRANSPORTATION PROJECTS (following Page 5-56)


Project # 5195: This project should be worded "Retrofit the street with a boulevard design from West A Street to the existing Oregon City bridge... This will eliminate some confusion as to the location of this project.

Project #5194: This project should be worded, "Improve the intersection with Pimlico Drive safer for all modes of travel." The other intersections mentioned in this item have already been improved.

Project #5204: There is no traffic signal currently at the intersection of Stafford Road and Rosemont Road, and while the project is in the Clackamas County Capital Improvement Program, it is not funded. Please change the second sentence to read, "This project will include construction of a traffic signal."

Please contact Gordon Howard at 656-4211 if you have any questions about these items.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Drentlaw". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dan Drentlaw
Planning Director

C: Mayor and Council
Scott Burgess
Andrew Cotugno

RECEIVED

Jim Persey
12345 SW Davies Road
Beaverton, OR 97008

BY:.....

December 13, 1999

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

RE: Metro Project 3033

Dear Metro:

The Metro RTP includes project 3033 named the 125th Extension. This is a Beaverton project that is highly controversial and will negatively affect the quality of life of residents who live along the proposed roadway. Traffic that should be taking Scholls Ferry Road or Murray Blvd. will now be coming through the Greenway Neighborhood. I would like to see this road removed from the RTP. If that is not possible, then the 125th Extension should not be built until Scholls Ferry Road is upgraded to seven lanes. Scholls Ferry Road is overloaded now and the Murray/Scholls Town Center will add even more traffic. This traffic must stay on these major arterials and not come through our neighborhood. Please help our neighborhood and discourage the construction of project 3033.

Sincerely yours,

Jim Persey

Jim Persey

S . M . I . L . E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 S.E. 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 234-3570 • CHURCH (503) 233-1497

December 16, 1999

RTP
Metro Transportation Department
600 NE Grand Avenue
Portland, Oregon 97232

To Whom It May Concern:

Please consider these comments on the proposed Regional Transportation Plan from the Sellwood-Moreland Neighborhood Association. The Board has discussed the RTP as it affects our neighborhood and endorses these comments.

The RTP covers a wide range of transportation projects over a broad geographic area. Our comments, although focussed on a few projects in a prescribed area, also relate to the broader plan as well. First, we support the conclusions of the South Willamette Crossing Study and urge that they be fully incorporated into the Regional Transportation Plan. Although the search for funding for rehabilitation of the Sellwood Bridge or construction of a replacement bridge will be put off to another day, it is important, nonetheless, to acknowledge the policy direction within the Plan now. Second, we support the recommendation to reclassify Tacoma Street as a Community Street rather than its current status as a Regional Street. Both of these actions recognize and support the community's efforts to meet Region 2040 goals as to how we will responsibly meet the challenges of growth in the metropolitan area. It is the least that Metro can do to acknowledge and support the hard and sometimes contentious work that we have done. Although we may be seen as just a neighborhood within the region's largest city, we are, in fact, a community of over 11,000 people who taken as extraordinary a planning step as any other jurisdiction in the area. Third, we urge Metro to take seriously the other recommendations of the South Willamette Crossing Study to truly support alternative modes of travel in this part of the region. In our discussions on the crossing study all participants recognized the need to address capacity and mobility needs in ways substantially different than we have. The current RTP takes some steps in that direction but falls short of taking other options to automobile travel seriously, particularly in north Clackamas County. Our expectations are high and we will be tracking this. Our efforts to plan and grow responsibly will fail if we surrender to automobile dependence as business as usual.

Thank you for the opportunity to comment and to work with you on these issues.

Sincerely Yours,



Kevin Downing
Vice President
Chair, Transportation Committee



CITY OF OREGON CITY

INCORPORATED 1844

320 WARNER MOUNT ROAD | OREGON CITY, OREGON 97045
TEL 657-0891 | FAX 657-7892

December 14, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Post-It® Fax Note	7671	Date	2/15/99	# of pages	1
To	Metro Council	From	Mayor Williams		
Co./Dept.		Co	(Nancy Krausman)		
Phone #		Phone #	557-0891		
Fax #	767-1743	Fax #	657-7892		

Re: Draft Regional Transportation Plan

Dear Presiding Officer Monroe and the Metro Council:

Congratulations to you and your staff for all the hard work that is reflected in the draft Regional Transportation Plan. The City of Oregon City has reviewed key sections of the plan and appreciate this opportunity to convey a significant concern that has been voiced by commissioners, staff, and community members.

Findings for Highway 213 (Oregon City to the urban growth boundary) are found on Page 3-55 of the November 5, 1999 Adoption Draft. The findings indicate that a) Highway 213 will continue to experience congestion; b) expanded transit is not proposed for this corridor; and c) new facilities parallel to Highway 213 would be difficult to construct due to topographic and environmental constraints.

We concur that severe limitations, including steep slopes, water resources, and built-out land, exist along all parallel routes (such as the 7th Street/Molalla and 5th Street/Linn corridors) that preclude their expansion. In addition, environmental and physical constraints (Newell Canyon) will not allow Highway 213 roadway widening between Redland/Abernethy Roads and Beaver Creek Road.

We are very concerned that the Regional Transportation Plan would not pursue expanded transit for the Highway 213 Corridor. We believe that the region cannot close the door on transit service and must continue to explore effective transit along the Highway 213 corridor. Our own draft Transportation System Plan calls out the need for transit along the Highway 213 Corridor within the 2018 planning horizon. We have also included future park and ride facilities for the corridor.

We appreciate your consideration of the City's concern prior to adoption of the Regional Transportation Plan.

Very truly yours,

John F. Williams
Mayor John F. Williams

JFW/njtk



December 10, 1999

DEC 16 1999

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

RE: RTP

Dear Chair Kvistad:

This letter contains the City of Forest Grove comments regarding approval of the 1999 Update to the Regional Transportation Plan and Refinement Process. Our comments point out errors or omissions in the document.

1. Project #3153. The City of Forest Grove's TSP adopted on November 22, 1999, shows the easterly extension of David Hill Road to Highway 47. Metro's RTP map shows the alignment north of David Hill Road.
2. Project #3156. The City of Forest Grove's TSP shows Main St. extended north and connecting with the David Hill Road extension. Metro's RTP map shows Main St. ending where it now exists. The City plans to extend Main St. north to our city limits during summer 2000.
3. Beal Road. As part of the Highway 47 truck route project, Beal Road west of Highway 47 will become a cul-de-sac. This is a critical point. It impacts east-west circulation within our city, and has caused us to propose improvements to Main St. and the extension of David Hill Road. Please show Beal Road as a cul-de-sac.

Thank you for your consideration relative to Forest Grove comments.

Respectfully,

A handwritten signature in cursive script, appearing to read "Richard Kidd".

Mayor Richard Kidd



CITY of PORTLAND
BICYCLE ADVISORY COMMITTEE
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204
(503) 823-7083

DEC 16 P.M.

MEMORANDUM

TO: Rod Monroe, Presiding Officer
Metro Council

FROM: Keith Liden, Chair
Portland Bicycle Advisory Committee

RE: Draft Metro Regional Transportation Plan

DATE: December 15, 1999

Portland's Citizen Bicycle Advisory Committee (BAC) is a group of knowledgeable citizens, appointed by the City Council to advise Portland's city government on all matters related to bicycles and cycling. I am writing on behalf of this group to offer some general comments on the proposed draft Metro Regional Transportation Plan (RTP). We plan to give detailed comments on specific projects as the RTP review process continues this winter and spring.

Funding Recommendation

Considering that all bike and pedestrian projects combined make up only around 5% of the entire RTP "preferred" budget, the BAC asks Metro to balance this relatively minor investment against the potential good these projects can do for our region. From both an environmental and fiscal point of view, *Metro should fully fund every bike project on the RTP list – then cut from the remaining 95% of the "preferred" list to create the "constrained" budget project list.*

General Comments

Because of its overreaching importance to the region, the *Morrison Bridge retrofit should be funded for completion by 2002* rather than the 2006-2010 time slot. The Morrison, because of its configuration, is entirely inaccessible to bikes, but makes the most direct connection to the central city of any Willamette River bridge.

We would like to commend Metro for designating funding for a range of projects with all modes of transportation being represented. Especially praiseworthy is that this RTP for the first time begins to challenge the supremacy of the automobile by proposing project evaluation standards different from the entirely auto-centric "level of service" system used in the past.

The willingness to tolerate greater levels of automobile congestion, if justified by alternative criteria, is a significant step forward in creating a truly multi-modal transportation system.

The "preferred" and "strategic" project lists for the draft RTP far exceed the funding which will be available. As the inevitable winnowing down process proceeds, we ask that the uniquely cost-effective nature of most bike projects be kept in mind. Considering the small investment in bicycle facilities to date, the results have been dramatic, as demonstrated by significant increases in bicycle ridership downtown and in the region. No other form of transportation combines zero pollution and minimal roadway requirements with an operational range and speed so aptly suited to the urban environment.

On the other hand, many of the RTP's most costly projects are related to building capacity for automobiles. As the Metro "Getting There" publication points out, "We cannot build our way out of congestion." Projects such as the I-5 freeway connection to the Ross Island Bridge attempt to do just that. Not only will they require huge amounts of money, they will obviously promote more automobile use and create new congestion bottlenecks in other locations.

Thanks for considering our comments. We appreciate the efforts you and other Metro counselors are making towards maintaining and improving our cherished quality of life in the Portland region.

C: Steve Dotterrer, Portland Office of Transportation
Vic Rhodes, Portland Office of Transportation
Roger Geller, Portland Office of Transportation
Portland City Commissioner Charlie Hales

DATE 12-16-99
 TO Susan Finch
 CC
 FROM Julie Wisner

ACTION REQUESTED Comment on RTP
 REPLY BY
 TOTAL NO. OF PAGES

My comment on The RTP is that the public comment period should be extended to end Feb 1, ~~1999~~ 2000.

City of Milwaukee Martha Bennet said she only read the RTP 2 weeks ago + I just got mine less than one week - ago - How can we even comment when we just were sent copies that we have been requesting since last spring?

This document deserves more time for public comment - having it come out before Christmas means no one will see it because they are too busy with Christmas - Milwaukee Traffic Safety Board wants to review it & comment on it at their Jan 2000 meeting - THANKS Julie Wis

Comments on the Draft Regional Transportation Plan dated 11/5/99.

Barbur I-5 Corridor Study - An integrated corridor study is the top budget priority of the SWNI Transportation Committee. (Corridor can be defined as Barbur all the way from I-405 to Tigard, with special focus on its relationship with I-5 and intersections in the designated hi volume areas (potential WPTC and Barbur Main Street). Front Avenue should be included in the discussion since it may be a key HOV or Bus element. Integrated infers including transit, pedestrian, bike and auto access to local activity centers and to transit; rerouting nonlocal traffic with increased southbound access to I-5; and design treatment. Study infers technical as well as historic/vision input and solutions from Tri-Met, ODOT, Metro, PDOT, SW Neighborhoods, and the SW business community. There is money for this project in a variety of separated projects in the RTP which should be combined and studied before solutions are implemented.

Urban Trails - Now is the time to realize implementation of citizen labor. Include the 7 identified Urban Trails in the RTP. While the current RTP only discusses a need for 'connections for pedestrians', we have in our hands mapped routes indicating throughout the southwest where citizens want to walk between neighborhoods, town centers, schools, buses, parks, work and other activity centers. The maps show how to utilize existing and unbuilt streets, parks, schools, and in a very few places, private rights of way to supply ped access in a most inexpensive fashion. A copy of the alignment of the 7 trails is attached. (see Portland Pedestrian Program Map 6/10/99) (not sent with the email edition of this note)

The ped/bike maps in the RTP are small and very difficult to read. They should be the same size as the traffic and transit maps.
OHSU area has no Metro Designation

The area around OHSU is not designated anything other than a local neighborhood. This seems like a serious omission since this is the foremost employer in the region. The pedestrian and bike routes leading to this area need attention, as does the entire area around the institutions. I think a designation equivalent to a main street in preference should be developed and assigned to this area. Similar treatment might be considered for Lewis & Clark College, possibly also Portland Community college.

Street Designations:

There is a lack of a definition of Barbur Main Street - this could come out of the above mentioned corridor study.

Lack of a collector in the Washington County/Washington Square area.
(potentially Taylors Ferry west of 62nd).

Other Pedestrian and Bicycle Changes:

The Hillsdale Town Center Plan proposes a bicycle locker facility as a bike park and ride. Funds to do demonstration project for such a concept should be provided.

An alternate Pedestrian and Bike route around the very dangerous Barbur Blvd segment is to follow SW Ralston from Barbur to SW Terwilliger, where the biker/walker can then proceed safely along Terwilliger to Capitol Highway or Barbur.

Funds for traffic calming in pedestrian districts should be included.
(The Portland Pedestrian Master Plan provides for using traffic calming in Pedestrian Districts as an alternative to providing expensive sidewalks.)

Street Design Example list - include a bike/ped combination design to

increase multimodal use of our steep limited width streets in SW Portland. We propose a standard of a sidewalk on the side of the street going downhill with no bike lane on that side, and a climbing bike lane (but no sidewalk) on the side off the street going up hill.

South Portland Circulation Study implementation, #1027 - having been on the CAC, the \$40 million price tag is new and not reasonable, the funds could be better spent on other unmet needs in SW Portland. There is a lack of consensus on this project. The regional freeway connections #1031 seems a much higher priority and would have a very positive affect on the CTLH neighborhood and help traffic flow in SW Portland the region in total.

A new on ramp to southbound I-5 from Barbur Blvd. This project must be added to relieve 5 miles of traffic congestion down the Barbur corridor and especially at Barbur/Capitol Hwy/Taylor's Ferry intersection. Barbur is not now a safe bikeway. It is not a viable southbound route unless there is a safe way to cross the turning (upper) Capitol Hwy traffic and a widening of the Newberry and Vermont structures to provide a safe biking environment.

Project 1195 should be defined to start at Naito/Lane rather than Terwilliger and go to city limits. This is to implement the Barbur Streetscape Plan adopted by the Portland City Council 12/8/99. Project 1200 should include a pedestrian overpass over Barbur as well as over I-5. Missing also is the I-5 & Macadam pedestrian/bicycle overpass at Gibbs or Whitaker which will provide access to the North MacAdam project area.

Citizen Review: We need subregion reviews added to the process which permit in depth review of the projects by the people who drive, bike and walk our streets. The citizens are totally uninformed about the traffic management facilities that have been proposed. Current projects are largely based on expensive street improvements for lengthy sections of a limited number of streets . Given the very high percentage of substandard transportation infrastructure in SW Portland (especially compared to other areas), the needs would more realistically be addressed within budget by targeting much smaller sections of more streets. Citizen review should help prioritize expenditures and their timing.

Process from this point forward:

We need a clear understanding of the process to be followed from this point forward. Please add the SWNI Transportation Committee to the mailing list for all transportation related announcements coming from Metro.

Don Baack

Southwest Urban Trails Plan Project

Project Description

The purpose of the Southwest Urban Trails Plan Project is to increase pedestrian access throughout a challenging district of the City of Portland, Oregon. The plan identifies a primary network of pedestrian routes that use a combination of city streets and trails to link pedestrians to transit, schools, parks, neighborhood shopping and recreational opportunities. The plan is scheduled to be completed in April, 2000.

The principal elements of the plan are:

- Improvements as needed on existing public streets, including walkways, sidewalks and street trees
- New and improved trails, pathways and stairways to make connections through parks and across unimproved public right-of-way where the street network is discontinuous
- Crossing improvements at major intersections
- Recommendations for signing and wayfinding

Project Background

The Southwest district of Portland is characterized by hilly terrain, numerous environmentally sensitive areas, a street network that is not well connected, and a lack of pedestrian facilities on many existing streets. This urban form has severely limited pedestrian access to destinations throughout the district.

In 1996, a group of Southwest neighbors came together to address the need for convenient walking routes in Southwest Portland. This ad hoc group of committed grassroots activists has since become a sanctioned special committee of the district coalition of neighborhood associations, Southwest Neighborhoods, Inc. (SWNI). In July, 1998 the City of Portland Office of Transportation (PDOT) became a partner in the Southwest Urban Trails Project. Working together with the community a plan is being developed that will identify the primary trail network, outline issues regarding design, construction and land acquisition, and develop recommendations for funding and construction.

Opportunities

The Southwest Urban Trails Plan Project offers many unique opportunities. These include

- Opportunities for collaboration and partnership with private and public sectors
- Opportunities for neighborhood "sweat equity" in trail construction
- Opportunities to enhance and enjoy environmentally sensitive areas
- Opportunities to celebrate the history and character of the district

For more information, or to add your name to the mailing list call 823-7070.

October, 1999

City of Portland Office of Transportation
1120 SW Fifth Avenue, Room 802
Portland, Oregon 97204
(503) 823-7070

Southwest Urban Trails Plan Project

Draft Map of Primary Urban Trails Network

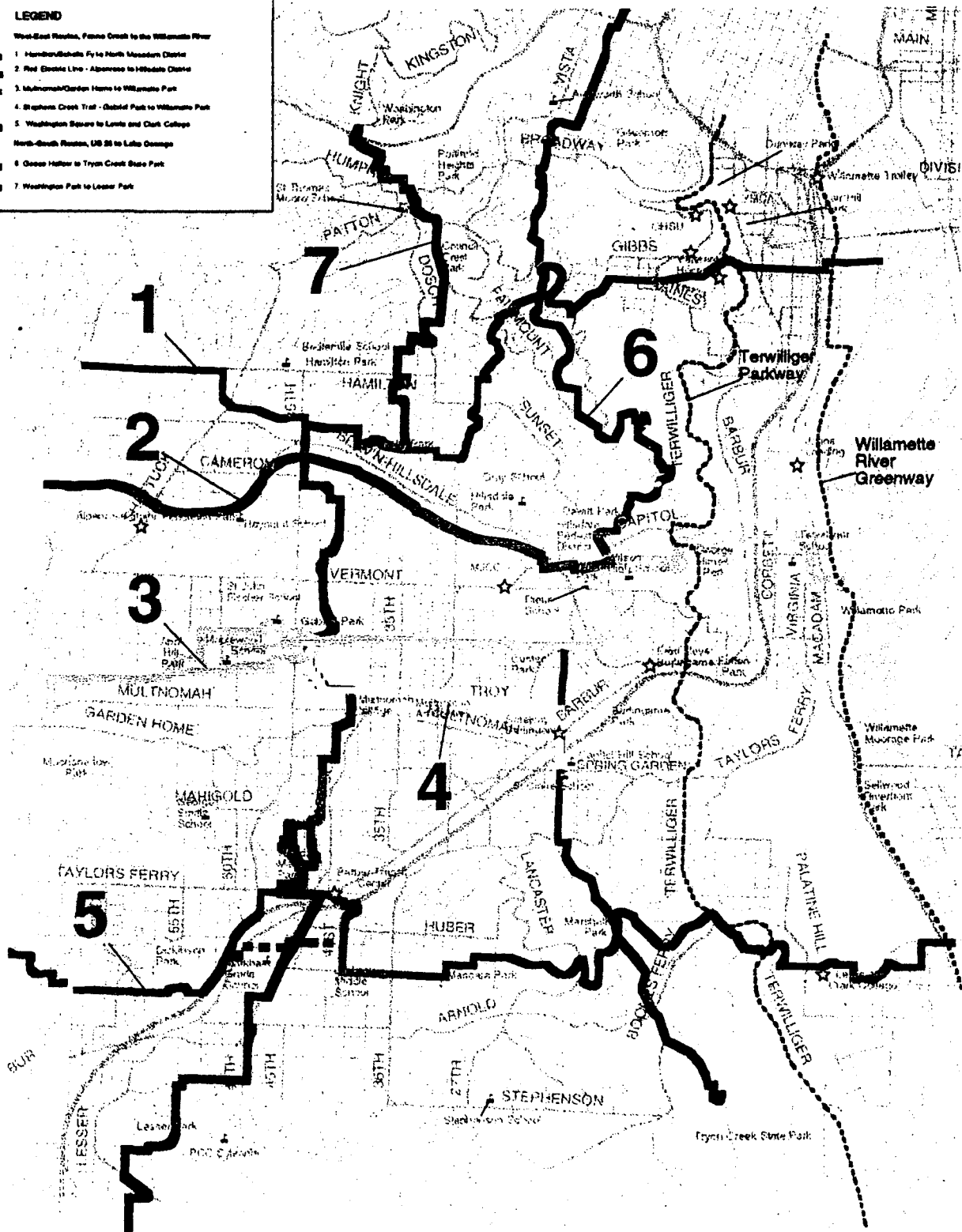
LEGEND

West-East Routes, Fanno Creek to the Willamette River

- 1. Hawthorne/Buckley Fy to North Meadows District
- 2. Red Electric Line - Albemarle to Willamette District
- 3. Multnomah/Garden Home to Willamette Park
- 4. Stephens Creek Trail - Gabriel Park to Willamette Park
- 5. Washington Square to Lewis and Clark College

North-South Routes, US 26 to Latta George

- 6. George Heller to Tryon Creek State Park
- 7. Washington Park to Lester Park



Approximate scale = 1:40,000
 Portland Pedestrian Program
 6/10/99

RTP Phone Log

October , 1999
Eric Einspruch
20380 SW York
Aloha, OR 97006

The RTP plan should emphasize public transportation, bicycling, and pedestrian traffic as means toward a cleaner environment and less dependence on fossil fuels.

October , 1999
Marian Drake
1705 SE Morrison #4
Portland, OR 97214

Need to fund more walkways and bikeways. There also needs to be more education on bike safety and noise pollution. Congestion is an ongoing problem that needs to be addressed.

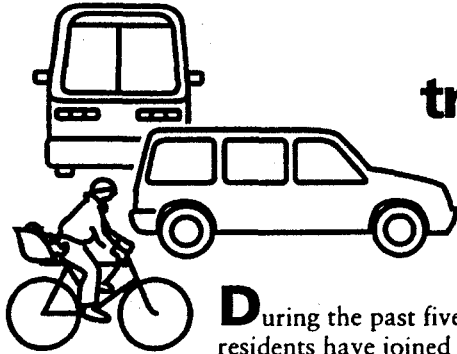
October 22, 1999
Ed Zumwalt
(503) 654-2493 1:30pm.

Mr. Zumwalt was upset that light rail to Milwaukie was still proposed in the RTP. He expressed frustration that his (and other Milwaukie residents) concerns were not being heard. I explained that the RTP is a 20-year plan for addressing growth in the region and that the plan was also intended to implement the 2040 Growth Concept - which is a forty year vision for addressing growth in the region. I let him know that the growth concept calls for light rail to all regional centers. I told him that there is a lot of population and job growth expected to occur in Clackamas County (as well as other parts of the region) and that we are doing our best to try to identify transportation solutions to address that growth - including consideration of all sorts of alternatives. I talked to him about how we were trying to learn from the previous process and were considering other "interim" solutions to address traffic along 99E and Highway 224 as part of the South Corridor Bus Study, but that light rail to Clackamas regional center was still part of our 20 and 40-year visions.

I encouraged him to continue expressing his views as the RTP adoption process continues, and let him know that we are listening. He acknowledged that if the South Corridor Study was looking at other alternatives, that was a good thing.

November 23, 1999
Bill Strand
(503) 297-0381

Mr. Strand called to inquire whether there was an intersection improvement included in the Strategic System at the Raleigh Hills Town Center Intersection of Scholls Ferry, Beaverton Hillsdale Highway and Olson Road.



Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs to the year 2020.

Regional elected officials are seeking comments on the Regional Transportation Plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public comment meetings

Come to one of the following meetings to learn more and to comment:

5:30 p.m. Wednesday, Oct. 20

Conestoga Middle School
12250 SW Conestoga Drive
Beaverton

5:30 p.m. Thursday, Oct. 21

Gresham City Hall
1333 NW Eastman Parkway
Gresham

5:30 p.m. Tuesday, Oct. 26

Metro Regional Center
600 NE Grand Ave.
Portland



5:30 p.m. Thursday, Oct. 28

Monarch Hotel
12566 SE 93rd Ave.
Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit www.metro-region.org. For ODOT, call 731-8245 or visit www.odot.state.or.us/stip/

Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs. Now it's time to take a final look at the Regional Transportation Plan – our 20-year blueprint for the region's transportation system – before it is finally adopted.

Regional elected officials are seeking comments on the plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

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503-231-4834 Fax 503-231-4859

a dark, edgy, schizophrenic vision
of inexorable tragedy.

Lorca would have probably
enjoyed Jerry Mouwad, Imago co-
director's double-take on his play.
His interest in the ancient animosity
between the lure of love and
the insistence of familial obligation,
as well as the struggle be-

Help shape the transportation choices for our region

Join us at a meeting and learn more
about Metro's draft Regional Transportation
Plan and the Oregon Department
of Transportation's proposed Supplemental
Statewide Transportation Improvement
Program. Your comments are encouraged.



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Creating livable communities



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option 2 or visit our web site at
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For Immediate Release – October 14, 1999

**Portland Transportation Committee Includes Delta Park I-5
Improvement on \$600 Million ODOT Bond Program List of Projects**

Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved a list of projects for public comment that would be funded with a \$600 million Oregon Department of Transportation (ODOT) bond program. The Oregon Legislature authorized the bond program through an additional 5-cent gasoline tax.

The Delta Park project on Interstate 5 (I-5) south of the Columbia River has long been recognized as a bottleneck to freight and commuters. The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion spot on I-5 southbound.

I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. The segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. I-5 is currently the most congested segment of the regional freeway system in the Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of the Portland/Vancouver region.

Metro and ODOT are holding a series of meetings to get public comment on which projects to fund through the \$600 million bond program. Opportunity to provide comment is available at any of the following meetings:

October 20, 1999, Wednesday, 5:30 p.m.
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

October 26, 1999, Tuesday, 5:30 p.m.
Metro Regional Center
600 NE Grand Avenue, Portland

October 21, 1999, Thursday, 5:30 p.m.
Gresham City Hall
1333 NW Eastman Parkway, Gresham

October 28, 1999, Thursday, 5:30 p.m.
Monarch Hotel
12566 93rd Avenue, Clackamas

Submit Comments to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259

Call: (503) 731-8245

Questions Call: Southwest Washington Regional Transportation Council
(360) 397-6067 or E-mail (info@rtc.wa.gov)

I-5 Delta Park bottleneck makes road projects list

By THOMAS RYLL
Columbian staff writer

For years, southbound Interstate 5 commuters have complained about a freeway bottleneck just south of Delta Park, where three lanes narrow to two.

Now, for the first time the project is on a tentative list of Portland-area highway jobs that would be funded if a series of decisions goes in their favor.

Huge hurdles, including Oregon voter approval of a gas-tax increase, are in the way of the \$13 million Delta Park project.

Four public meetings will take place in Oregon this month to outline the projects, and Clark Coun-

BOTTLENECK/ please see A6

Bottleneck

Most people affected by project don't live in Oregon

From Page A1

ty officials say local residents must turn out in force to promote the bottleneck-breaker if it is to stand any chance of becoming reality.

"Those meetings are not convenient to people in Clark County, but they're very important if we want this to go ahead," said Royce Pollard, Vancouver's mayor. "And this is an issue not only for commuting but also for how it affects the flow of trade and commerce. We need people to take time out and go testify."

Pollard is one of three Clark County members of a transportation committee under the auspices of Metro, the Portland-based regional government. The group voted, with little discussion, Thursday to add the I-5 Delta Park work to the list of possible work in the Portland metro area.

Significant roadblocks are in the path of the project, not the least of which is the fact that people most affected don't live in the state where lawmakers will make the final decision.

Andy Cotugno, Metro's transportation director, said the agency's list of Portland-area projects totals \$335 million. Only \$189 million, of \$600 million statewide, would be available from a 5-cent-a-gallon gas tax increase.

The Oregon Legislature approved the gas-tax boost, but a challenge by AAA Oregon will apparently force the issue to a public vote in May 2000.

After the upcoming public meetings, Metro's Joint Policy Committee on Transportation will narrow the \$335 million list to \$189 million. The full Metro council then would review the projects, make any changes and send them to the

Oregon Transportation Commission. Its list then would have to be approved by a board whose members are Oregon legislators. Only then would the bottleneck project survive the process.

"It's a long road," said Don Wagner, regional Washington State Department of Transportation administrator and another local representative to Metro's Joint Policy Committee on Transportation. "The list of projects is very much out of whack with the amount of money they have."

Like Pollard, Wagner said that the "immediate issue is that enough people show support for this project."

It would take only a handful of other heavily promoted metro area road projects to bulldoze any hopes of the I-5 Delta Park work.

They include a \$60 million series of Sunset Highway improvements that were approved as part of the westside light rail project but not yet completed; a \$30 million job at Interstate 205 and Columbia Boulevard to improve the highway link to the Portland International Airport air cargo area; a \$70 million stretch of highway from Interstate 205 east to the Clackamas industrial area; and a \$24 million Wood Village bypass in the Interstate 84-Gresham area.

Pollard said he will speak on behalf of the I-5 Delta Park work at one of the public meetings. Wagner said a representative from his office will attend two meetings.

The meetings:

■ Wednesday: 5:30 p.m., Conestoga Intermediate School, 12250 S.W. Conestoga Drive, Beaverton, Ore.

■ Thursday: 5:30 p.m., Gresham City Hall, 1333 N.W. Eastman Parkway, Gresham, Ore.

■ Oct. 26: 5:30 p.m., Metro Regional Center, 600 N.E. Grand Ave., Portland.

■ Oct. 28: 5:30 p.m., Monarch Hotel, 12566 93rd Ave., Clackamas, Ore.



Weather

Today: High 66, low 38

Sunday: High 68, low 42

Forecast: Sunny and nice.

Details page E8

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Lengthy list of highway projects up for comment

10-15-99

Most of the work hinges on approval of a 5-cent-a-gallon state gasoline tax

By BILL STEWART
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to

build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes the tri-county area. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments. To even the flow, individuals will sign up to speak at specific times.

Background information will be available at two Internet sites, and comments can be presented in person or by phone, mail, e-mail or fax. Metro officials report large increases in e-mail use for comments on each new program, from transportation to green spaces.

ROAD REPORT

Residents of the tri-county area have a chance to review and comment on a highway construction package that will result if the new gas tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

- ◆ E-mail: arthurc@metro.dst.or.us
- ◆ Mail: RTP, Metro Transportation
600 N.E. Grand Ave.
Portland, OR 97232
- ◆ Phone: 503-797-1900, option 2
- ◆ Fax: 503-797-1949
- ◆ Deadline: Dec. 16, but sooner is better.
- ◆ Staff tip: Don't just complain; suggest positive solutions, too.

Meeting schedule

Each of the meetings will open at 5:30 p.m. The schedule:

- ◆ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: Oct. 26 at Metro Re-

gional Center, 600 N.E. Grand Ave.
◆ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$250.6 million and \$279.6 million. Projects must be completed within six years, according to legislators.

The state list includes three

projects on U.S. 26 and Oregon 217 in Washington County, new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205, the first phase of the Sunrise Corridor in Clackamas County, work in central Milwaukie, and a safety improvement on U.S. 30 in Columbia County.

One project with political overtones involves a proposed expressway between Tualatin and Sherwood. Instead of ordering a \$3 million environmental study of the project, transportation officials have voted to push a study of alternatives and routes.

Another project on the state list — but ordered erased by local officials — is a widening of Interstate 5 and a better approach to Interstate 84 near the Rose Quarter. The state estimates the work will cost \$92 million; Portland Commissioner Charlie Hales says that's too much.

"The issue is buildability, and this project is not," Hales said. "We should not play games with people."

Secondary projects

At the meetings, a secondary list

of potential work totaling \$84.2 million will be offered for comment. It includes four jobs the area transportation panel wants built and then handed over to Portland for maintenance:

- ◆ Modernization of Northeast Sandy Boulevard from 57th Avenue westward.
- ◆ Reconstruction of Southwest Clay and Market streets from Naito Parkway to Interstate 405.
- ◆ Modernization of North Lombard Street from Interstate 5 west to the St. Johns Bridge.
- ◆ Modernization of Southwest Barbur Boulevard from Southwest Terwilliger Boulevard to the city limits.

Other work on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes; a new street between Interstate 84 and Southeast Stark Street at 242nd Avenue; removing the Delta Park bottleneck of Interstate 5; and the third phase of the Kruse Way interchange.

You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com.

Road projects worth talking about

Officials promise they'll heed citizen comment on freeway projects tied to approval of the gas tax

By **BILL STEWART**
THE OREGONIAN

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You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com.

Metro wants to hear opinions on road plans

Residents can comment on a long list of projects that depend on a proposed nickel-a-gallon gasoline tax

By **BILL STEWART**
THE OREGONIAN

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Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the Portland area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes Washington, Multnomah and Clackamas counties. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments.

Each of the meetings will open at 5:30 p.m. The schedule:

ROAD REPORT

Local residents have a chance to review and comment on a highway construction package that will result if the new gasoline tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

♦ E-mail: arthurc@metro.dst.or.us

♦ Mail: RTP, Metro Transportation

600 N.E. Grand Ave.
Portland, OR 97232

♦ Phone: 503-797-1900, option 2

♦ Fax: 503-797-1949

♦ Deadline: Dec. 16, but sooner is better.

♦ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.

♦ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.

♦ Portland: Oct. 26 at Metro Regional Center, 600 N.E. Grand Ave.

♦ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$251 million and \$280 million. Projects must be completed within six years.

The state list includes new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205.

At the meetings, a secondary list of potential work totaling \$84.2 million will be offered for comment. Included on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes, and a new street between Interstate 84 in Wood Village and Southeast Stark Street in Gresham.

Aug. 10-19-99

State solicits views on how to spend highway millions

Public comments about how the state should spend \$600 million on highways are being gathered by the Oregon Department of Transportation.

The projects would be built if a 5 cent gas tax is ratified by voters next May. That tax has been challenged by the Oregon division of the American Automobile Association.

Information on the proposals can be found on the state's transportation Internet site, accessed through odot.state.or.us/stip, or at a series of meetings being conducted by Metro starting this week.

Comments can be sent to the state by regular mail at STIP, Oregon Department of Transportation, 123 N.W. Flanders St., Portland, OR 97209; or phoned to 503-731-8245, or faxed to 503-731-8245.

Deadline for getting comments to the state is Dec. 16.

The Metro meetings, being used to amend the Regional Transportation Improvement Plan, will be:

- ◆ Beaverton: 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: 5:30 p.m. Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: 5:30 p.m. Oct. 26, Metro Regional Center, 600 N.E. Grand Ave.
- ◆ Clackamas: 5:30 p.m. Oct. 28, Monarch Hotel, 12566 S.E. 93rd Ave.

Regional Transportation Plan on Metro meeting agenda

Aug 10-22-99

Metro will hold meetings on the Regional Transportation Plan, a 20-year blueprint for the Portland area's travel and commuting needs. Portland-area sessions include:

- ◆ Tuesday: 5:30 p.m. at Metro headquarters, 600 N.E. Grand Ave.
- ◆ Thursday: 5:30 p.m. at the Monarch Hotel, 12566 S.E. 93rd Ave., near Clackamas Town Center.

Highway 43 upgrades included in 20-year road plan

By STEVE CLARK

For Community Newspapers

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include reconstructing the intersection of Highway 43 and Willamette Drive; creating a street and pedestrian boulevard connecting Highway 43 and the Willamette River along Pueblo Drive; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improve-

ments along Highway 43.

Hearings on the plan began Wednesday in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

The proposed plan has been created over the past five years and includes projects that have been delayed by funding limitations that have mounted over the past seven years.

The 20-year improvement plan features close to 1,100 projects and

would cost an estimated \$4 billion. But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety.

Over the long haul, he said, the plan seeks to complement Metro's land-use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

"I think a lot of what we would be hearing is that everything should be done in the first five years," Kloster said. "What people don't understand is that they are not going to see an immediate fix. What they are going to see are steps."

The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of

Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year. The tax hike would allow the state to issue \$600 million in bonds to construct highway improvements, but the tax plan likely will be referred to voters by AAA Oregon.

The proposed bonding projects include long-delayed improvements along Highway 26 in Beaverton; improvements along I-5 near I-84 and the Rose Quarter; road work to improve freight movement in Clackamas and study funding for a bypass connection between I-5 and Highway 99W near Tualatin and Sherwood.

Public hearings planned on transportation projects

By STEVE CLARK
For the Review

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include repairing the train trestles serving the Lake Oswego Trolley into Portland; reconstructing deteriorating A Avenue from State Street to Third Avenue; adding a bike lane along Iron Mountain Boulevard; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improvements along Highway 43 in West Linn.

The first public meeting will be held at 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W.

Conestoga Drive in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

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The 20-year improvement plan features close to 1,100 projects and would cost an estimated \$4 billion.

But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety. Over the long haul, he said, the plan seeks to complement Metro's land use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first

and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

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The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year.

SE Examiner
Oct. 99

Metro requests public input about future transportation

Public comment meetings planned; input from SE residents requested.

People across the region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment on the Regional Transportation Plan, discussing how to fund the projects in the Regional Transportation Plan, and which projects could receive funding through the Supplemental Statewide Transportation Improvement program (with part of the revenue from the increase in gas tax and vehicle registration fee recently approved by the Oregon Legislature).

Regional Transportation Plan

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 outlines the priority projects for roads; 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. In addition to discussion on individual projects, citizens are encouraged to talk about ways to help finance these long-term transportation needs. To receive more information, or a complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting There."

Supplemental Statewide Transportation Improvement Program

The 1999 Legislature recently passed a 5-cent increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects. An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee

on Transportation, will be available on October 15, 1999.

Use the public meetings to learn more and provide input on both the Regional Transportation Plan and the Supplemental Statewide Transportation Improvement Plan:

5:30 pm, Tues., October 26
Metro Regional Center
600 NE Grand Avenue, Portland

Submit testimony on Regional Transportation Plan to:

Mail: MetroØRTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax: (503) 797-1794
E-mail: arthurc@metro.dst.or.us
Call: (503) 797-1900

Submit testimony on Supplemental Statewide Transportation Improvement Plan to:

Mail: ODOTØSupplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259
Call: (503) 731-8245

OCT 1995

Allen's P. C. B. Est. 1888

996 Metro, ODOT Plans Need Public Comment

There's no declaration from the governor's office, but October could well be dubbed Transportation month in the Portland metropolitan area. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment a regional and state transportation policy.

The agencies are seeking public comment on the Regional Transportation Plan, on how to fund the projects in the Regional Transportation Plan, and on projects that could receive funding through the

Supplemental Statewide Transportation Improvement program. The latter is funded with part of the revenue from the increase in the gas tax and vehicle registration fee recently approved by the Oregon Legislature.

Sellwood-Moreland residents will be most interested in the Regional Transportation Plan. Its policies impact the proposed redevelopment of SE Tacoma into a neighborhood-friendly street and the proposal to retain a two-lane Sellwood Bridge once it is reconstructed or upgraded.

To receive more information, or a more complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting there."

The Supplemental Statewide Transportation Improvement Program is a result of the Legislature's nickel increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects.

An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee on Transportation, will be

available on Oct. 15.

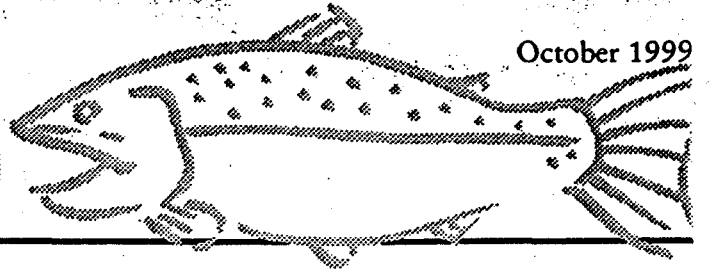
MEETING SCHEDULE: Oct. 20 - 5:30 p.m., Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton; Oct. 21 - 5:30 p.m., Gresham City Hall, 1333 NW Eastman Parkway, Gresham; Oct. 26 - 5:30 p.m., Metro Regional Center, 600 NE Grand Ave.; Oct. 28 - 5:30 p.m., Monarch Hotel, 12566 SE 93rd Ave, Clackamas.

To submit testimony on Regional Transportation Plan write to: Metro, RTP Comments, 600 NE Grand Avenue, Portland, OR 97232. Or, fax to (503) 797-1794, E-mail at arthurc@metro.dst.or.us, or call (503) 797-1900.

To submit testimony on Supplemental Statewide Transportation Improvement Plan mail to: ODOT, Supplemental STIP Comments, 123 NW Flanders, Portland, OR 97209. Or call (503) 731-8245.

FishRap

October 1999



Metro's salmon and watershed bulletin

Transportation: it's important to everyone

State and regional decision-makers need your help making decisions about future regional road, transit, bike and pedestrian improvements. Please come to one of the following meetings to discuss the improvements and their funding and comment on Metro's Regional Transportation Plan and the Oregon Department of Transportation's Supplemental Statewide Transportation Improvement Program:

5:30 p.m. Oct. 20 – Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton

5:30 p.m. Oct. 26 – Metro Regional Center, 600 NE Grand Ave., Portland

5:30 p.m. Oct. 21 – Gresham City Hall, 1333 NW Eastman Parkway, Gresham

5:30 p.m. Oct. 28 – Monarch Hotel, 12566 SE 93rd Ave., Clackamas

For more information, call Metro's transportation hotline at (503) 797-1900 option 2 or check Metro's website at www.Metro-region.org or ODOT's website at www.odot.state.or.us/stip/

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COMMITTEE TITLE J P A C T

DATE 1-13-00

NAME

AFFILIATION

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Kay Van Sickle	ODOT
Quinn Knight	4 cities E. mult Co.
Andy Ginsburg	ODEQ
Don Wagner	WSDOT
Dean Costantini	RTC
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Shannon Kelley	Multnomah County
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Roy Rogers	WASHINGTON County
FRED HANSEN	TRI-MET
David Brugh	Metro Council
Dennis Mulvihill	Washington Co.

COMMITTEE TITLE J P A C T

DATE 1-13-00

NAME

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Paul Guntton	Metro
ROSSANDOL	CHACKANUS CO.
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TOM KLOSTER	METRO

COMMITTEE TITLE JPACT

DATE 1-13-00

NAME

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City of PDX - 823-4682

Sharon Kelly

Metro 767-1753

Ross Williams

Concerns for Seaside Transportation

DAN KAEMPF

TUALATIN TMA

David Mitchell Bayne

Metro