

RTP Public Comment Report

VI. E-Mail and Written Comments

E-Mail Comments received on the Regional Transportation Plan

Name: Roger M. Ellingson
From: rogere@teleport.com
Date: October 1, 1999

Comment: I am very much in favor of more pedestrian and bicycle transportation system improvements. I would like to see safe, efficient, direct access non-auto access to transit centers and bus stops also. I do not support the continued building of Park-and-Ride lots at transit centers. I think primary access to the transit system should be non-auto oriented.

I would like to see more regulation of trucks in the Metro area. Safety and equipment inspections should be mandated similar to DEQ. If a truck is not registered in the Metro area, it would need to be inspected anyway if it operates in the Metro area. My primary gripe is the non-muffled exhaust brake usage of the heavy trucks in the urbanized areas. I cannot understand why these noise polluting vehicles are allowed to make so much racket! Is this an area Metro could set some standards or at least do some public education of these errant truckers?

Name: Eugene Grant
From: Egrant@schwabe.com
Date: October 15, 1999

As Mayor of Happy Valley, I wanted to put in my two cents worth on the project list even though we all know the risk is high the gas tax increase will be repealed by initiative. The Sunrise Corridor project from I-205 to 145th is my top priority, since it ties in with the most important transportation problem of my City and the surrounding area. Traffic conditions on Sunnyside Road and Highway 212 are terribly congested and unsafe. Metro previously brought the Rock Creek Reserves (area from SE 145th or 162nd north and south of Sunnyside Road) into the Urban Growth Boundary and just about everyone wants to see Happy Valley annex these area sooner rather than later as means to comply with the Metro Functional Plan and help further transportation improvements on Sunnyside Road and SE 147th. The Sunrise Corridor project is an important element that will help make annexation and urbanization of the Rock Creek Reserves beneficial from a transportation and land use planning standpoint. This is because much of the through traffic currently using Sunnyside Road will use the Sunrise Corridor. The Sunrise Corridor will also facilitate access to the Urban Reserve land east and south of the Rock Creek reserves which is the prime location for intense employment uses that will help solve the very bad jobs/housing imbalance in Clackamas County. This employment use land cannot be urbanized until we solve the transportation problems between I-205 and SE 172nd, both in the Sunnyside Road Corridor and 212 corridor. The Sunrise Corridor is the most critical part of that solution. The Rock Creek Reserves project will help solve the Sunnyside Road part of the problem, but without the Sunrise Corridor, there will not

be enough transportation facilities to attack and conquer the jobs/housing imbalance we have out there. Please help us find a way to fund this regionally important project.

If Metro decides not to expand the UGB this year, it will leave Clackamas County without anything close to sufficient land with which to overcome the jobs/housing imbalance. The Rock Creek Reserves will help a little, but the hilly topography and location away from major transportation routes mean that the market will not support too much intense employment uses there. The real potential for addressing the jobs/housing imbalance in Clackamas County is the land to the east and south of the Rock Creek area, (that is Pleasant Valley down to Highway 212). In order to get there, Metro will have to bring it into the UGB and then help us find funding for the key transportation elements (172nd for north/south and Sunrise Corridor freeway for east west). Hitting the pause button on growth in North Clackamas County right now leaves us in a huge hole due to past land use decisions that have resulted in this terrible jobs/housing imbalance and failing service levels for traffic on SS Road and Highway 212. Please help us by not taking on oversimplified approach to UGB expansion that ignores subregional realities and needs such as this. I also support the need for Highway 99 project thru Milwaukie, which is a terrible bottle neck right now.

Name: Tom Aufethie
From: 15674 Highpoint Dr.
Sherwood, Oregon
Date: October 15, 1999

A recent article in the tualtin times mentions a 4 lane bypass connecting I-5 and highway 99 between Sherwood and Tualatin..Could you tell me about where that would start?

I recently attended a planning workshop in sherwood regarding urban reserve area 45 where a consulting firm suggested a road taking off just West of Sherwood from highway 99 and going across hill and dale to hit I-5 near Wilsonville? Is this a part of your proposal or is it a pipe dream on his part? His answer to traffic problems between Sherwood and I-5..

Name: Brian
From: Brianf@aracnet.com
Answer: Tom Kloster
Date: October 18, 1999

Brian-

Thanks for your e-mail. We have included the proposed Tualatin-Sherwood connector in our draft Regional Transportation Plan. The new route would connect I-5 and 99W in the Tualatin/Sherwood area, and divert through traffic that is currently using Tualatin-

Sherwood Road or 99W through Tigard. Both existing routes are very congested already, and for a variety of reasons, aren't appropriate for through traffic.

The proposed connector is controversial on a couple of fronts: first, it is the only part of the "Western Bypass" that was given a go-ahead by elected officials a few years ago as part of that study. We frequently hear concerns that building this section would inevitably lead to the full bypass being constructed, though our 20 year transportation plan and our Region 2040 vision do not include the full Western Bypass.

Another controversial element of this project is that the Legislature has enabled it to be partly financed through tolling -- a relatively unusual approach in Oregon. The corridor for the project study will look at a northern alignment that connects to 99W north of Sherwood, and a southern alignment that skirts the south edge of both Sherwood and Tualatin.

However, construction of such a project is a long ways off, and will involve a separate (and extensive!) public review process. Including the connector in the regional transportation plan is just the first step toward actually building such a facility.

Name: **Dan Packard**
From: dp@pdxradio.com
Date: October 18, 1999

I read the report in today's Oregonian on page E2 about the Metro highway construction plans. I'm especially interested in projects mentioned in the article about McLoughlin Blvd and the secondary project regarding changes on Powell Blvd, which the state opposes. Can you give me details on these?
Thanks for your help, --Dan Packard

Name: **Ernest Tipton**
From: eftipton@netcom.com
Date: October 18, 1999

As a facilities planner with the Architectural Services Department at Portland State University, one of my responsibilities during the past year has been an attempt to address bicycle transportation route planning and parking facilities in and through the campus and University District area. This included: inventorying present bicycle parking demand at various locations throughout the University District, 10 year University demand projection based on the present mode split, observations and intercept questionnaires regarding routing and time of day usage, and a brown bag forum to solicit student and faculty comments.

One of the reoccurring public comments supported by bicycle parking demand and observations was that Broadway is not a preferred North/South bicycle route through the

District. Prior to the Urban Center street construction at the intersection of SW Montgomery and SW Sixth, North/South bicycle route demand was predominately through the Park Blocks and to a lesser degree on Sixth Avenue.

People interviewed provided several reasons for the choice not to use Broadway as a bicycle route. They believed that Broadway was too dangerous during auto traffic peak hours, that the grade on Broadway was steeper than adjacent alternatives, and that the Park Blocks provided preferred ambiance. I believe the auto traffic conflict is supported by your regional transportation plan which lists Broadway as a regional arterial and automobile route.

On discussing the issue in general with PDOT, I am told that even though bicyclists may prefer using the Park Blocks, they do not feel it would be appropriate to list it as a bicycle route because of the potential pedestrian conflict. (Between the two choices, I would much rather be a pedestrian hit by a cyclist than a cyclist hit by a car). This personal preference aside, to my knowledge the University has not experienced any pedestrian/bicycle accidents in the campus park blocks, but there have been pedestrians and cyclists injured by auto traffic on Broadway.

Because our research and transportation planning is localized, I was wondering if your planning has examined appropriateness of a bicycle route on Broadway and potential alternatives; the potential impacts on regional connectivity, if any, of relocating the route from Broadway to SW Park and if not, I would like to request this alternative be explored further.

Name: Rian K. Long
From: rlong@ti.1-3com.com
Date: October 19, 1999 12:40 PM

I strongly support alternative methods of transportation such as light rail, buses, biking etc. The transportation plan, however, appears to view these methods of transportation as almost the entire solution to the 20-year traffic growth that is being studied. I cannot see anyone in the suburbs biking all the way downtown on a daily basis, not to mention the weather conditions of such a commute. These ideas will work if you live in a center-city neighborhood, but these are not the people who are backed up on the freeway each day.

I am glad that the plan is addressing at least some of the major highway problems in the region. The most glaring omission, however, is a solution for I-5 past the Rose Quarter. The freeway shrinks to two lanes in each direction at this point, and is always a major backup. I doubt, as the plan states, that the outlined I-5 improvements will provide for no backups except for peak hours. Without at least 3 lanes all the way from Vancouver, WA to downtown Portland, backups will occur. I can not think of another city of Portland's size that has a two-lane interstate as its primary connection to the outside world. It is my view that without some improvement of the Rose Quarter section of I-5,

traffic will remain largely unimproved, if not worsen as the region grows. It is also likely that this poor traffic link could hamper future business growth in the region.

For the most part, I agree with the objectives and outline of the plan. I do feel that Metro does a very good job of protecting livability of the region, and I strongly support almost all of Metro's objectives. I do not feel that a little more of an emphasis needs to be placed on auto transportation, whether it's desirable or not. Many people just simply won't do anything but drive no matter what the situation.

Name: Bruce Whisnant
From: Bwhisnan@ssofacom
Date: October 28, 1999

Thanks for the opportunity to comment. My recommendations are

- 1) Fund the third eastbound lane for Highway 217 to Camelot Court Bridge. It appears that this project will not require major engineering challenges.
- 2) Add a third lane (HOV preferably) southbound on I-5 at Delta Park to match up (even though more expensive) with your recent northbound project which I believe has been most successful.
- 3) Add an additional north AND southbound lane to I-5 from the Fremont bridge to the I-84 junction. The current four lane configuration past the Rose Garden is a serious "accident to happen" plus a major traffic impairment right in the middle of our great city. I recognize this would be a "major project", but we need this project for the millennium. And finally, vote YES on the gas tax.

Name: Marian Drake,
From: 1705 SE Morrison, Apt. 4,
Portland, OR 97214
Date: November 8, 1999

On the Transit Service Strategy fact sheet map, there is a gold line for community bus service going east from Gresham. Will this be transit or shuttle service to Oxbow Park? Last year, I attended Parks Advisory Council hearings on Oxbow Park. Then-Councilor Ruth McFarland passed a resolution to investigate weekend shuttle service to Oxbow Park. It was agreed upon by the Parks Advisory Council but was not put into writing, and even though it was considered important, it got lost. I have spent the last 4 years on this question of shuttle service to Oxbow Park, working with Metro and Tri-Met. I would like to have my comments placed into the record for the Regional Transportation Plan. I would also like to talk to someone about this shuttle service to Oxbow Park, if possible. Thank you.

From: HUFF Leo M
Sent: Tuesday, November 30, 1999 10:29 AM
To: kloster@metro.dst.or.us
Subject: RTP comments

Some loose ends still remaining in the project list:

Project #1164, I-205 Ramp Study 2006-2010: Powell Ramps should be studied prior to or coincident with Project 2028 Widen Powell Blvd.

Project #4006, Columbia Blvd. Improvements: The specificity of a "full diamond" interchange is premature. Any specificity is premature pending study, however "full direction access" at I-5 and Columbia Blvd. would be more acceptable.

To: Newstroms
From: <mariep@ocp.org>
Subject: McLoughlin Boulevard
CC:
Date Sent: Wednesday, December 1, 1999 1:56 PM

Sandra,
Thank you for passing on this letter to those who are meeting tomorrow.
Is there another person or persons involved in this discussion that I
could send this letter to by regular mail?
Marie

December 1, 1999

TPAC
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, Brooklyn Neighborhood borders McLoughlin 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

From: "Royce, Francie" <ROYCE@trans.ci.portland.or.us>
To: 'Bill Barber' <barberb@metro.dst.or.us>
Date: Wed, Dec 1, 1999 3:49 PM
Subject: RTP comments

Some thoughts on the RTP TDM section:

policy 19.0

objective d. Should refer to policy 20.1, funding priorities rather than just list areas in which we want to fund TMAs. We selected the TMAs in the current round using policy 20.1 priorities, we should state so in the TMA funding policy.

page 1-56 text

dilute emphasis on commute/peak hour

...works cooperatively with employers, community based groups and others in the region to provide alternatives to driving alone.

next para. replace commuters with people.

Table 1.2 (I'm so glad we finally have this as a target to measure where we're going) HOW about a map showing these locations with the non-sov targets?

From: "Grant, Eugene" <EGrant@schwabe.com>
To: "Andrew Cotugno (E-mail)" <Cotugnoa@metro.dst.or.u...>
Date: Thu, Dec 2, 1999 9:56 AM
Subject: Regional Transportation Plan, Park Planning and UGB Reserves

I have reviewed the Regional Transportation Plan materials and want to provide written comments to supplement the oral comments I made at the public hearing where time was so limited. I also want to comment on planning for parks and the UGB reserves because these issues all are closely related to the RTP. Timing of urbanization of the reserves directly affects when the different RTP projects should be scheduled. New park location and timing is also a factor in when RTP projects are needed and where they should go. The following comments are in no particular order.

I met yesterday with Clackamas County regarding plans for Rock Creek Reserves (14 and 15). County is generally supportive and cooperative in city of HV efforts to annex these areas by March 2000 election. County and the City want to combine their transportation plans and come up with a joint plan and jointly work on funding the projects. We will be starting this process immediately and will need help from Metro on funding because we do not have the funds sufficient to do all the infrastructure necessary to continue the growth into reserves starting with Rock Creek Reserves. My comments on RTP is intended as part of that process and is subject to discussion with County to coordinate a joint plan. It really should be a tri-party plan with Metro, County and City of HV to make this work. The area joint transportation plan HV and County want to cover is the area east of 205 and north of 212 to the County line. That is general area I will comment on in this email.

Project 5066 (widening SS Road from 122nd to 162nd) and 7008 (147th realignment) will be needed in the 2000-2005 time frame. These projects are going to be mandatory concurrency requirement for Rock Creek Reserve development. All the annexation work is to make this land developable and not just academic exercise to give appearance of HV complying with Metro functional plan requirements for employment uses. SDC fees from development will pay big part of cost for these projects, but there probably will need to be supplemental means of funding these.

Project 5071 (ottey road extension from 205 to Valley View Terrace) needs to be in the 2006-2011 range if not sooner because it is going to be a critical part of relieving congestion on SS Road that should go in at the time the top of Scott golf course development goes forward. I believe expectation of County, developer and City is that project will probably go forward by no later than about 2006 and possibly before. Again much of the cost can be funded from SDC fees from the project.

Project 5208 (Idleman Road to Johnson Creek) should be split up into two stages. First stage is connection of Johnson Creek to Idleman Road and second stage is improvements to Idleman Road. The first stage connection to Johnson Creek blvd needs to be done within the next year in order to keep commitments to the neighborhoods that they would not be stuck with long term cut through traffic between these arterials. Current situation of cut through traffic is not acceptable into the future. This is going to be an expensive connection due to the steep terrain and County and City will need help on funding. Second stage of improving Idleman Road can come later in 2011 to 2020 range as projected.

I believe some other projects are going to have to be pushed down in priority to allow these more critical projects to go forward earlier. Perhaps 5086 (82nd ave improvements) is one that could be deferred. Altho not much money is involved, projects 5211 and 5212 are lower priorities that can be deferred if not deleted. Mountain Gate Road already has sidewalks and bike paths that were installed when the street was built and I think these projects may be outdated and unnecessary.

Turning to Bicycle projects 7009, 7011 and 7010 should be deleted as of such small benefit as to not be justified. I am an avid bicycle rider and a partner with my son in the ownership of the Bridgetown Bicycles stores, so I am not saying this because I don't think bike lanes are important. I have ridden all over Happy Valley and the County on bicycle and the problem with these projects is that the routes have grades far too steep for all but the most athletic of bicycle riders. 95% of the public would never ride bikes on these routes because of the steep hills involved, and in fact they would be unsafe for children going downhill because of the dangers of excessive speed when children fail to brake sufficiently. Our transportation plan call for bike lanes in most of Happy Valley, but even our City Plan is unrealistic about bike riding on some of the most steep hills. There are only a limited number of streets in HV suitable for bike riding by the vast majority of riders. The Route that is best from north to south is Deardorff Road because it is a series of serpentine curves that greatly reduce the steepness of grade as you go up over the hill from foster rd going south. Deardorff becomes 132nd which is much less steep than the 145th route that Metro has used for the above projects. 145th does not go through to Foster and ends at Clatsop in the middle of a very steep grade that is not good for bikes in either direction. Back to the good route. From 132nd you would go south to King Road and take jog on King Road West to 129th and follow 129th south until you hit SS Road. The only east west route that makes any sense from the standpoint of suitable terrain will be Monterey overpass to the Ottey Road Extension and you would follow Ottey Road all the way to 129th where you would intersect with the north south bike route. You would cross Ottey road and jog to the south to Mountain Gate Road and then follow Mountain gate Road to King Road and then King Road to 147th going south and then the new 147th alignment should be used for bike lanes to get you to SS Road and not Monner Road because Monner is way to steep for Bike riding. The serpentine route of the new 147th will provide a safe and passable bike route over the hill into Happy Valley for those energetic enough to want the exercise of going over the hill. While we need these bike lanes in the future, the road improvements are the higher priority at the moment because these are recreational bike routes. You are not going to get any significant number of people biking these routes to their work. On the other hand I would really like to see these improvements made before my term ends just because I have a selfish interest in biking around the city myself.

That brings me to the park connection to all of this. BSA is talking to Metro about selling Scouters Mountain as site for another regional open space park. This would be a beautiful regional park with facilities in place for immediate use by the public. North Clackamas Parks District in partnership with Happy Valley is willing to take over the operation of the park if Metro will cover its purchase so there is no problem with Metro not being in position to take operational budget risks associated with it. This regional park would fill the much of the park needs for Rock Creek Reserves as well as other reserves in the vicinity. If this goes forward as it

should, then it is all the more important to move up the projects described above to provide good access into this future regional park since it will draw a lot of traffic from all directions and especially SS rd up over the new 147th connection, and also Johnson Creek Road for people coming from the northwest.

My last comment is on the Sunrise Highway. I concur that this is a high priority for everyone because it will be the means of opening up the reserves beyond Rock Creek to urbanization in way that will help cure the jobs housing imbalance in the County. We all need to work as hard as possible to get this project on the STIP for the gas tax increase and get it passed in May to provide funding.

Eugene L. Grant
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CC: "Rod Monroe (E-mail)" <monroer@metro.dst.or.us>, "...

From: <Aufenthie@aol.com>
To: MetCen.MRC-PO(trans)
Date: Sat, Dec 4, 1999 10:25 AM
Subject: RTP

South Wash. County trans projects map shows project 6005 as connecting I-5 to 99 w..South of Sherwood..Could not find a time line for construction..Discussion on unnumbered page about Sherwood-Tualain connector (2006-2010) is about a toll-road in this location..Could you verify this for me please..

Tom Aufenthie
15674 Highpoint Dr.
Sherwood
625-1608

From: <Aufenthie@aol.com>
To: MetCen.GWIA("trans@metro-region.org")
Date: Mon, Dec 6, 1999 9:54 AM
Subject: Transportation plan-S. Wash. county

Am interested in any study proposed for the 99w to I-5 link south of Sherwood, i.e. its status. Particularly in relation to the Sherwood Urban reserves area 45. Note you are proposing a 4 lane toll road on the edge of the reserve area. Plans are currently being developed for this area. What is your involvement in this process?

Tom aufenthie
15674 highpoint Dr.
Sherwood, Or. 97140
Ph. 625-1608

From: <Aufenthie@aol.com>
To: MetCen.MRC-PO(trans)
Date: Fri, Dec 10, 1999 8:46 AM
Subject: South Washinton County concept plan for I-5 to 99 W connector

I have talked to Tom Kloster about this! I am currently on a citizens steering committee to look at urbanizing south Sherwood..Area 45..Crucial to anything more being urbanized by Sherwood is the transportation issue..I want to know what if any feasibility studies have been done on the proposed connector shown as implementable in 2006-2010..I want to see any studies or detailed proposals you may have that are available to the public.At this point I only support a study on the feasibility and the environmental and social impacts..Please consider this as input to your Transporation plan for the region..I also am one of many that may be adversely affected by the location..Hence, my additional interest in this subject"..Please mail any materials you may have as the type of road /grade/width/acess that you may have regarding this type of a connector and any discussion or plans for studies and the timetable you have in mind..

Tom Aufenthie
15674 Highpoint Dr.
Sherwood, Or. 97140
ph. 625-1608

From: "Don Baack" <donbaack@k-com.net>
To: "Mark Zolton" <mzolton@ci.portland.or.us>
Date: Wed, Dec 15, 1999 2:58 PM
Subject: Comments on Adoption Draft of the 11/5/99 Regional Transportation Plan

Please include these comments on the RTP in the record. If not, please notify me immediately in writing.

Unfortunately, it has been difficult for citizens to get copies of the RTP. I requested a copy in early October, I did not receive one and finally personally picked up a copy on December 2nd. At that time I was given a date for submittal of testimony of 12/16. I hope future proposals can allow more time for citizen review.

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). 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

CC: MetCen.GWIA("diane.m.linn@co.multnomah.or.us")

From: Ross Williams <ross@cfst.org>
To: MetCen.MRC-PO(trans)
Date: Thu, Dec 16, 1999 11:48 AM
Subject: CLF Comments on regional transportation plan

December 16, 1999

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

Dear Councilor Kvistad,

The Coalition for a Livable Future's transportation reform working group has reviewed the draft Regional Transportation Plan. We believe that to implement 2040, the RTP needs to focus on building and supporting communities first, instead of building intra-regional facilities for long-distance commuters. Limited resources available to the region for transportation capital expenses should be targeted to improvements to regional and town centers, main streets and other community centers. Priority should be given to improving access from local communities to these centers and to providing access within the centers. We believe that the current proposed Regional Transportation Plan does not adequately target its limited transportation resources at building communities.

In building communities, congestion should be used as a tool to regulate auto traffic entering activity centers so that movement within the center is preserved. Transit, bikes and pedestrian use should be encouraged as an alternative for people who want to avoid the auto congestion at the edge of the activity centers. Transportation investments should focus on providing good access to and within activity centers.

We are making specific recommendations for improvements to the adoption draft of the Regional Transportation Plan. But we believe the most serious problems with the proposed plan are conceptual. We believe it is so flawed that it should not be adopted without substantial reevaluation and revisions. This is not a result of poor staffing or bad recommendations from the various agencies that have participated in this process. The problem stems from the lack of clear direction from the region's political leadership as to the financial constraints the plan must work within.

The current plan is too big, contains far too much additional capacity designed to serve long-distance automobile commuters and provides few options to using an automobile in many parts of the region. Moreover, it can't be built with any realistic estimate of anticipated available resources.

The current plan anticipates the average annual expenditures for transportation over the next two decades will be almost four times what they are currently. We believe that is unlikely. In fact, we see no reason to anticipate that revenue is more likely to grow than it is to shrink during this period. We believe reducing the strategic plan

to a more realistic level would give a far clearer picture of what kind of transportation system the region will be able to afford. We believe having a realistic budget will provide a clear case for a strategy focused on the less expensive community building projects we advocate.

The highway and arterial system is essentially complete - it is possible to get to almost any part of the region via automobile. What is needed is investment in other options and in management of the current road capacity for its greatest purpose. This means transferring some of the current capacity to HOV lanes, bus lanes and freight lanes so that higher priority traffic is not delayed by single occupancy vehicles where there are realistic alternatives.

We believe the following changes should be made to the plan and planning process:

- 1) The first priority for any transportation expenditures should be to maintain existing facilities and avoid costly rehabilitation from facilities that deteriorate as a result of deferred maintenance.
- 2) Minor improvements, improved local connectivity and improved transportation options should be applied to correct problems before major new expansion of road capacity.
- 3) Transportation investments should be targeted first to enhance free movement of all modes of transportation within the regional and other community centers and to improve local access to those centers from local communities, rather than on long-distance auto travel between centers.
- 4) In many locations the freight and commuter systems need to be separated so that facilities created to preserve the free movement of goods are not clogged by congestion created by people commuting to and from work. This will become especially critical as times when facilities are congested become longer - something that is inevitable as use of the automobile grows. Emphasis needs to be placed on assuring access to rail and port facilities as the primary modes for moving freight. High priority needs to be placed on providing rail service for freight movement.
- 5) Additional emphasis should be placed on expanding use of existing railroad track for passenger service both for urban commuters and as a transportation option for people who live outside the region.
- 6) Traffic and congestion management tools should be used to maintain existing capacity for its most efficient use in meeting the region 2040 concept. Traffic demand management, freight only lanes and bridges and high occupancy vehicle lanes should all be considered prior to adding new capacity.
- 7) Metro needs to adopt a structure for corridor management that combines land-use, urban design and transportation. Currently the fragmented planning process does not allow consideration of the kind of integrated design that will meet 2040.

- 8) Metro needs to create a regional transportation budget that considers all transportation expenditures by local, regional and state agencies. It is especially critical in light of the limited resources available for transportation improvements that there be a clear picture of how all resources are currently applied.
- 9) Local jurisdictions should not be asked to bring their local TSP's into conformance with a regional transportation plan that is unrealistic in its estimates of revenue
- 10) Stormwater runoff is a major regional environmental problem that is largely created by impervious services required for automobile use - roads and parking at either end of a trip. With the listing of endangered salmon, reducing runoff will likely require changes in both the selection and design of transportation projects. The RTP needs to reflect careful consideration of the likely impacts on transportation decisions, as well as land use issues that are raised by the listing of salmon.
- 11) Currently it is impossible to clearly evaluate the progress that has been made toward implementation of the different elements. The RTP needs to establish benchmarks for measuring progress toward completion of the various components of the system.
- 12) Level of service measurements should be dropped from the RTP as the measure for how well the system is working. Currently this only measures how many cars are trying to get through a particular place at a particular time. It does not consider how many people are in the cars or what alternatives the people in those cars have available. It is also not clear that the usual solution of additional capacity has actually improves the functioning of the road system
- 13) We don't believe the current plan will maintain Portland's compliance with air quality standards.
- 14) We don't believe the current plan meets the requirements of the state transportation planning rule.
- 15) The plan should include modeling for a system in which there are no new investments in commuter road capacity. All current models anticipate some investment designed for automobile commuters.
- 16) The process by which the RTP has been released to the public has made it difficult to have adequate public comment:
- * The Adoption Draft was only made available on November 5th - long after the public hearings were complete. Prior drafts were incomplete with changes made - most public comment was focused on a moving target.
 - * The brochures describing the RTP reflect hundreds of projects that will never be built because of financial constraints.
 - * The comment period extends to December 16th, the actual decisions required for adoption of the plan have largely been made prior to public comments begin complete. The result is that many of the comments provided here have not been adequately considered.

From: Ross Williams <ross@cfst.org>
To: MetCen.MRC-PO(trans,kvistadj)
Date: Thu, Dec 16, 1999 12:17 PM
Subject: Citizens for Sensible Transportation Comments on RTP

December 15, 1999

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

Dear Councilor Kvistad,

As you know, we have closely followed the progress of the recent update of the Regional Transportation Plan. We believe that the current size of the "strategic system" in the plan is too far removed from anticipated available resources to provide meaningful guidance for the region's transportation funding decisions. While a "financially constrained" system remains to be developed, that system will not provide the basis for decisions when and if financial resources increase. In short, the "strategic system" is too large to be useful for meaningful decisions and the "constrained system" will be too constrained to provide a vision for the future.

To complete the "strategic system" will require about 4 times the existing available funding resources. Current polls indicate voters are unlikely to approve even the modest increase in the gas tax passed during the last legislature. They are very unlikely to support immediately quadrupling the share of local and state taxes that go to pay for transportation capital improvements. And it is unlikely that members of either Metro or JPACT want to be identified as proposing to do so.

The RTP is not simply a plan that can be put on the shelf and ignored. While three quarters of the projects identified in the RTP's public outreach brochures cannot be built with existing resources, the plan still has the force of law. Local jurisdictions are required to bring their own local transportation systems into conformity with the RTP, no matter how unrealistic the results.

We believe that Metro should send the current plan back to JPACT and ask them to develop a fiscally responsible strategic system to provide a vision for future local and regional decisions. Together with the required financially constrained system, a more modest strategic system will provide the guidance needed to set priorities for the next twenty years.

In addition to our overall concerns I am attaching a list of proposed changes to the RTP. Thank you for giving us the opportunity to participate in this process.

Sincerely,

Ross C. Williams
Outreach Coordinator

DEC 16 1999

The following are comments by Citizens for Sensible Transportation on the proposed Regional Transportation Plan:

Citizen's for Sensible Transportation recommends moving a number of projects from the Metro RTP Strategic list to the Preferred list. These are projects that will increase traffic throughout the region, promote sprawl, and divert money from investments supporting regional and town centers established in the 2040 Growth Concept. This would reduce the \$7.3 billion total cost of the Strategic System to approximately to \$4.3 billion. This figure is much closer to the level of funds currently available, but still far short.

The criteria used to identify projects that will support the 2040 goals are the following:

- Does it provide connectivity for all modes of travel throughout the region?
- Does it improve circulation within regional and town centers?
- Does it increase transportation options?
- Does it make alternative modes easier to use?
- Is it conducive to compact development?
- Is it a long-term, sustainable solution?
- Does it accomplish the goals that it is designed to?
- Does it improve transit service?
- Does it improve regional freight travel without contributing to commuter traffic levels?

Generally, the most affordable projects on the RTP list are those oriented toward alternative modes. A little money can go a long way toward increasing pedestrian and bicycle connectivity and amenity both within regional and town centers, as well as on a regional level. These are critical to increasing transit use by making transit more convenient to use for more people. These are long-term, sustainable projects that support Metro's 2040 Growth Concept and maintain the Portland region's livability.

We recommend that the attached list of projects that do not meet these criteria be moved from the strategic to the preferred system. Many of these projects have negative impacts, such as increasing road capacity and improving highway interchanges. They are non-sustainable short-term fixes that do not address the underlying problem. They will encourage people to move outside the urban boundary, resulting in increased traffic congestion and greater dependence on the automobile.

Adding capacity to an already congested road creates a corresponding increase in traffic from latent demand. In each case latent demand is an opportunity that was forgone because of congestion. We believe most of these forgone opportunities do not justify the expense of the new facilities required to support them. Most of the proposed projects new capacity will serve long-distance commuters who chose jobs and homes that are remote from one another. It will encourage the development of housing remote from job centers. Adding new capacity where there is this latent demand for commuter trips will not improve freight or other kinds of transportation. Instead the new capacity will be filled with commuters while the continuing congestion they create remains a barrier to other transportation needs.

Some of this new capacity will encourage the location of retail centers outside the region's designated activity centers and remote from their customer base. While increasing congestion in the existing job and commercial centers, the excess capacity created by these projects at the edge of these centers provides an incentive for commercial development at their edges. The result is that the commercial and job centers that the transportation and other infrastructure are supposed to support will be supplanted by new development in areas unserved by other transportation modes.

The region's 2040 plan calls for a variety of methods to create a more livable region while preserving the surrounding farm and forestlands. We believe that this plan will require that we invest most of our transportation resources on improved transportation within the regional centers and on improvements that do not encourage long distance commuting by single occupancy vehicle. To accomplish these objectives requires looking at the transportation system and identifying locations where congestion can be not only tolerated, but also used as a means to improve transportation by discouraging certain kinds of uses of other uncongested facilities.

There are several projects included in the RTP that we believe meet these criteria: These projects should be given high priority since they reflect an effort to improve communities instead of increasing dependence on use of the auto:

- Project 14 - Barbur Modernization
- Project 15 - Lombard Modernization
- Project 10 - Sandy Modernization.
- Project 12 - South Portland Circulation
- Project 9 - Milwaukie Downtown

In addition to the larger list of projects which we propose moving from the strategic to the preferred, we oppose the following projects included in that list because they will damage efforts to implement the region's 2040 growth concept. We believe they will facilitate long distance commuting, increase congestion in areas designated for commercial activity and encourage development in areas remote from the regional activity centers that are targeted for transportation and other urban support facilities.

Project 3 - Columbia Killingsworth

Projects 1, 2, 8 and 17 will aggravate the problems of traffic and congestion in the communities they are located. Each of these projects increases commuter capacity adjacent to already congested facilities that directly serve regional centers. These centers have been designated as the areas we want to encourage major regional development. Increasing commuter traffic through these centers will result in increased congestion, major delays for freight and damage their appeal as business locations. At the same time, the increased capacity in adjacent areas will make these locations temporarily more desirable. The result will be increased commercial development away from the regional centers - the exact opposite of the 2040 regional vision.

Projects 1, 2, and 8 all will add traffic and congestion to the Washington Square, Beaverton and downtown Portland areas. Highway's 26, 217 and I405 are already crowded. In the case of 26 between Sylvan and downtown Portland, physical limits likely preclude any future capacity

increases. In the case of 217, latent demand means that increased capacity will not reduce congestion on 217, but will increase traffic on the already congested local street networks adjacent to it.

Project 17 would reduce a bottleneck on I5 that discourages long distance commutes from Clark County through Portland. Essentially it will move traffic congestion closer to the Portland center. Again already congested facilities and local streets are being targeted for increased traffic that will result from eliminating this bottleneck.

Project 4 – Sunrise Highway

This project is the first phase of construction of the Sunrise Highway. It will lead to increased urban sprawl, urban development of exception lands in rural Clackamas County and aggravate the jobs housing imbalance by encouraging the spread of additional housing development even further from the urban employment centers.

While some improvement of transportation links to Damascus are part of the rationale for this project, the likely outcome is to create a highly congested highway at its edge that will discourage the kind of development anticipated in the region's 2040 growth concept. Instead of encouraging development in Damascus, it will likely lead to competitive development on rural exception lands nearby that will prevent the growth of Damascus into a vibrant mixed use community.

The proposed Sunrise Highway is largely within the Clackamas River watershed, in many cases very close to the river. The Clackamas is one of the spawning streams for threatened salmon and a major source of drinking water. Construction of the highway and the resulting development will require, at minimum, substantial accommodations for the environmental impact on both of these resources. Under these circumstances we believe this project is unlikely to provide benefits over the entire life of the 20-year bonds.

There are specific pieces of each of these projects that have merit, but they are lost by being packaged with additions of major new capacity to already congested road systems. For instance, restoring the on-ramp to Barnes road and improvements to the interchange at Cedar Mills have merit, but are combined here with unrelated addition of capacity to Highway 26.

There are also several projects about which we have significant concerns or which we believe should be of low priority.

Project 6, the Tualatin-Sherwood connector

This project has two positive purposes in our view. One is to relieve congestion in Tualatin and on Highway 99 in Tigard. The second is to improve movement of freight from I5 to the coast via Highway 99. Unfortunately these two objectives may not be met if the project is not designed to avoid having it become a major commuter route from Yamhill County to downtown Portland and other urban employment centers. The current project to refine the possible alternatives needs to consider a no-build alternative if the problem of latent commuter traffic cannot be solved.

Project 18, I/5 Kruse Way,

This project needs to be considered in light of likely future congestion on I5 and Highway 217. Consideration needs to be given to whether the investment required will provide any real benefits as congestion increases on the adjacent facilities. Will this project continue to provide sufficient important benefits during the entire 20-year time frame of the bonding authority to pay for it? We are concerned that in 20 years it will make little difference whether this intersection is improved now or not since the adjacent roads will be highly congested.

Project 13 – I/5 Greeley

We believe this project should be a low priority since it is unlikely that significant improvements can be made in the near future. The amount of funding required for implementation makes paying for planning this project now a poor 20-year investment.

Project 16 – 242 Avenue Connector

While this project may relieve some of the problems that Gresham has identified, it is not a long-term, permanent solution. Nor is it likely to play an important part in any future permanent solution. We also are concerned that the project may increase the use of Highway 26 for long distance commutes from Mt. Hood area communities – increasing traffic and congestion problems in the region. For these reasons, we believe this project will not provide benefits throughout the 20-year life of the bonds to pay for it and should be of low priority.

Project 17 – Delta Park

This project mostly to serves long distance commuters from Clark County's booming housing developments to employment centers in Oregon. We should be rewarding people for living close to where they work in order to reduce the strain on our transportation system. We should not be encouraging the development of new housing in areas where there is already a shortage of jobs. This project will actually make congestion in Portland worse for the convenience of a few Washington residents. There is little reason for us to continue to subsidize the housing/jobs imbalance for our neighbors in Washington.

Finally there are three additional concerns with the RTP as currently proposed. The rushed public process has resulted in most decisions having been reached long before the public comments period ended. The plan is unlikely to maintain compliance with the federal air quality standards. Finally, the plan fails to fully meet the requirements of the state's transportation planning rule.

RTP # Projects proposed to be moved from the strategic to the preferred system

Project Location Est. Project Cost in 1998 dollars

RTP #	Projects proposed to be moved from the strategic to the preferred system	Project Location	Est. Project Cost in 1998 dollars
4003	I-5 Interstate Bridge and I-5 Widening	I-5/Columbia River to Columbia Boulevard	\$200,000,000
5003	Sunrise Highway	I-205 to Rock Creek	\$180,000,000
5006	Sunrise Highway	242nd Avenue to US 26	\$140,000,000
5015	Highway 99E/224 Improvements	Ross Island Bridge to I-205	\$96,000,000
4004	I-5 Reconstruction and Widening	Greeley Street to I-84	\$92,000,000
5012	I-205 Bridge Improvements	I-205 Bridge in Oregon City	\$75,000,000
5005	Sunrise Highway	Rock Creek to 242nd Avenue	\$70,000,000
3000	Highway 217 Improvements	I-5 to US 26	\$70,000,000
5009	I-205 Improvements	West Linn to I-5	\$70,000,000
1031	I-405/US 26 Connector	Ross Island Bridge to I-405 to US 26	\$50,000,000
1004	I-5 South Improvements	I-5 south of central city/I-405	\$50,000,000

3002 US 26/217 Interchange Improvement	EB US 26/SB Highway 217 Interchange	\$50,000,00
		0
4061 West Hayden Island Bridge and Acces Road	Marine Drive to West Hayden Island	\$49,800,00
		0
5004 Sunrise Highway R-O-W Preservation	Rock Creek to 242nd Avenue	\$40,000,00
		0
5013 I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	\$40,000,00
		0
5066 East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	\$39,000,00
		0
6027 I-5/217 Interchange Phase 2	Highway 217 and I-5	\$39,000,00
		0
4022 East End Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	\$34,000,00
		0
3025 TV Highway Improvements	Cedar Hills Boulevard to 10th Avenue	\$33,200,00
		0
6044 Dartmouth Street Extension	Darmouth Road to Hunziker Road	\$28,000,00
		0
3085 170th Improvement	Rigert to Alexander	\$26,700,00
		0
3009 US 26 Improvements	Murray Boulevard to 185th Avenue	\$26,000,00
		0
6069 Hall Boulevard Extension	Extension from Durham to Tualatin Road	\$25,000,00
		0

4005 I-5 North Improvements	Lombard Street to Expo Center	\$25,000,00	0
6071 Tualatin-Sherwood Road Improvements	99W to Teton Avenue	\$25,000,00	0
4006 I-5/Columbia Boulevard Improvement	I-5/Columbia Boulevard Interchange	\$25,000,00	0
3001 Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	\$24,836,00	0
2001 Hogan Corridor Improvements	I-84 to Stark Street	\$24,000,00	0
6111 Beef Bend/Elsner Road Extension	Scholls Ferry Road to 99W	\$24,000,00	0
6067 Boones Ferry Road Improvements	Durham Road to Wilsonville TC	\$23,400,00	0
3106 229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	\$23,200,00	0
3006 US 26 Improvements	US 26 between Sylvan and Highway 217	\$22,000,00	0
2028 Powell Boulevard Improvements - East County	I-205 to Eastman Parkway	\$21,000,00	0
1024 I-5/McLoughlin Ramps	McLoughlin to I-5 north at Division	\$20,000,00	0
1026 Water Avenue ramps on I-5	I-5 in Portland Central City	\$20,000,00	0

2071 I-205 Auxillary Lane	Airport Way to Columbia Boulevard	\$20,000,00 0
3008 US 26 Improvements	Highway 217 to Murray Boulevard	\$20,000,00 0
3102 Baseline Road Improvements	201st to 231st Avenue	\$20,000,00 0
3143 Walker Road Improvements	Cedar Hills to 158th Avenue	\$20,000,00 0
2069 I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	\$20,000,00 0
7002 Foster Road Improvements	Highway 212 to 172nd Avenue	\$18,000,00 0
4062 Marine Drive Improvement, Phase 1	Rivergate West and T-6 intersection	\$15,700,00 0
2002 I-84/US 26 Connector R-O-W Preservation	Palmquist to Highway 26	\$15,200,00 0
6053 Nimbus Avenue Extension	Nimbus Avenue to Greenburg Road	\$15,000,00 0
3135 Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	\$15,000,00 0
6028 I-5/217 Interchange Phase 3	Highway 217 and I-5	\$15,000,00 0
6047 Highway 217/72nd Avenue Interchange Improvements	Highway 217 and 72nd Avenue	\$15,000,00 0

4025 Cascades Parkway	International Parkway to Cascades	\$14,500,00
		0
3218 Cornelius Pass Road Extension	South of TV Highway to 209th Avenue	\$14,000,00
		0
6090 Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	\$13,065,00
		0
3007 US 26 Improvements	EB from Highway 217 to Camelot Court	\$13,000,00
		0
1184 BH Highway/Scholls Redesign	BH Highway/Scholls/Oleson Intersection	\$13,000,00
		0
3130 Evergreen Road Improvements	Glencoe Road to 15th Avenue	\$12,800,00
		0
3158 Forest Grove to US 26 Improvements	Forest Grove northern UGB to Roy Road	\$12,300,00
		0
2000 Hogan Corridor Improvements	Stark Street to Palmquist	\$12,000,00
		0
6009 Highway 217 Ramp Improvements - Greenburg	Greenburg Road and Highway 217	\$12,000,00
		0
5083 Causey Avenue Extension	I-205 frontage road to William Otty Road	\$11,800,00
		0
4028 Airport Way/82nd grade separation	82nd Avenue/Airport Way	\$11,000,00
		0
6119 Murray/Scholls Connectivity Improvements	Teal collector extension to loop road and Barrows Road, transit collectors from Murray Boulevard to loop road; new neighborhood route connections	\$11,000,00
		0

3184 Cornell Road Improvements - East Cedar Mill	Saltzman to Miller Road	\$11,000,000
		0
3136 Brookwood/Parkway Avenue Improvements	Baseline Road to Airport Road	\$10,900,000
		0
4027 Airport Way/Cascades grade separation	Cascades Avenue	\$10,500,000
		0
1025 I-5/North Macadam Access Improvements	NB I-5 to NB Macadam Avenue	\$10,000,000
		0
7005 190th Avenue Extension	Butler/190th to 172nd/Foster Road intersection	\$10,000,000
		0
3144 Walker Road Improvements	158th Avenue to Amberglen Parkway	\$10,000,000
		0
3214 Farmington Road Improvements	172nd Avenue to 185th Avenue	\$10,000,000
		0
4021 Airport Way Improvements, West	82nd Avenue to PDX terminal	\$10,000,000
		0
2070 I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	\$10,000,000
		0
3033 125th Avenue Extension	Brockman Street to Hall Boulevard	\$9,800,000
3030 Farmington Road Improvements	Hocken Avenue to Murray Boulevard	\$9,300,000
5011 I-205 North Auxillary Lane Improvements	I-205 at Sunnybrook Road	\$9,100,000
5016 Highway 213 Grade Separation	Washington Street at Highway 213	\$9,000,000

3134 Cornelius Pass Road Improvements	TV Highway to Baseline Road	\$9,000,000
6039 99W Improvements	I-5 to Highway 217	\$9,000,000
3131 Evergreen Road Improvements	15th Avenue to 253rd Avenue	\$8,900,000
4024 Alderwood Road Extension	Alderwood Road to Clark Road	\$8,600,000
3031 Allen Boulevard Improvements	Highway 217 to Murray Boulevard	\$8,500,000
6072 Tualatin Road Improvements	115th Avenue to Boones Ferry Road	\$8,500,000
2003 Hogan Corridor Improvements	Palmquist to Highway 26	\$8,200,000
2004 I-84 Widening	238th Avenue to Sandy River Bridge	\$8,200,000
2081 223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	\$8,000,000
3216 185th Avenue Improvements	TV Highway to Bany Road	\$8,000,000
4020 Airport Way Improvements, East	82nd Avenue to I-205	\$8,000,000
5014 I-205 Auxillary Lanes	82nd Drive to Highway 212/224	\$8,000,000
6036 Bonita Road Improvements	Hall Boulevard to Bangy Road	\$8,000,000
3137 Brookwood Avenue Improvements	TV Highway to Baseline Road	\$7,500,000
6121 Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	\$7,120,000
5068 Johnson Creek Boulevard Improvements	45th Avenue to 82nd Avenue	\$7,000,000
5045 Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road Intersection	\$7,000,000
6073 124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	\$6,800,000

3141	170th/173rd Improvements	Baseline to Walker	\$6,800,000
5069	Harmony Road Improvements	Sunnyside Road to Highway 224	\$6,400,000
7006	SE Foster Improvements	SE 136th Avenue to Jenne Road	\$6,100,000
3154	Forest Grove Northern Arterial	Quince to Highway 47	\$6,000,000
3128	Cornell Road Improvements	Arrington Road to Main Street	\$6,000,000
7000	172nd Avenue Improvements	Foster Road to Highway 212	\$6,000,000
6113	Oregon Street Improvements	Tualatin-Sherwood to Murdock	\$5,500,000
3185	Barnes Road Improvement	Saltzman Road to 119th Avenue	\$5,300,000
6086	Kinsman Road Extension	Kinsman Road to Boeckman Road	\$5,010,200
2072	I-205 Auxillary Lane	I-84 to Columbia Boulevard	\$5,000,000
6041	72nd Avenue Improvements	Hunziker Road to Bonita Road	\$5,000,000
3133	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	\$5,000,000
6013	Hall Boulevard Improvements	Scholls to Locust	\$4,700,000
6030	Hall Boulevard Improvements	Locust to Durham Road	\$4,700,000
3105	E/W Collector	185th Avenue to 231st Avenue	\$4,600,000
5071	William Otty Road Extension	I-205 frontage road to Valley View Terrace	\$4,600,000
5073	Monterey Improvements	82nd to new overcrossing of I-205	\$4,500,000
3026	Millikan Extension	Hocken to Cedar Hills	\$4,300,000

2077	181st Avenue Widening	Halsey Street to EB on-ramp to I-84	\$4,200,000
5084	Fuller Road Extension	Otty Road to King Road	\$4,000,000
2041	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	\$4,000,000
3087	Millikan Way Improvements	TV Highway to 141st Avenue	\$4,000,000
4032	Airport Way terminal entrance roadway relocation	PDX terminal	\$4,000,000
6066	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 Interchange.	\$4,000,000
5208	Idleman Road Improvements	Johnson Creek Boulevard to Mt. Scott Boulevard	\$3,800,000
3032	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	\$3,700,000
7001	Sunnyside Road Improvements	172nd Avenue to Highway 212	\$3,600,000
3023	Highway 217 Interchange Improvements	NB/SB at Walker Road, SB at TV Highway, NB/SB at BH Highway and at Allen Boulevard	\$3,600,000
5156	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	\$3,500,000
6037	Durham Road Improvements	Upper Boones Ferry Road to Hall Boulevard	\$3,500,000
3132	Cornelius Pass Road Improvements	US 26 to West Union Road	\$3,500,000
3088	Millikan Way Improvements	141st Avenue to Hocken Road	\$3,400,000
5067	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	\$3,400,000
6133	Bonita Road Improvements	SE Bangy Road to SE Carmen Drive	\$3,300,000
5194	Highway 43 Intersection Improvements	Intersection at Failing, Pimlico and Jolie Pointe	\$3,300,000
2124	Halsey Street Improvements - Troutdale	238th to 257th	\$3,240,000

3021 Jenkins Road Improvement	Cedar Hills Boulevard to Murray Boulevard	\$3,100,000
3186 Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	\$3,100,000
5209 122nd/129th Improvements	Sunnyside Road to King Road	\$3,000,000
6040 72nd Avenue Improvements	99W to Hunziker Road	\$3,000,000
6043 Upper Boones Ferry Road	I-5 to Durham Road	\$3,000,000
5017 Highway 213 Intersection Improvements	Abernethy at Highway 213	\$3,000,000
2123 Stark Street Improvements	257th Avenue to Troutdale Road	\$2,995,000
6012 Western Avenue Improvements	Allen Boulevard to Walker Road	\$2,500,000
6014 Greenburg Road Improvements	Washington Square Road to Shady Lane	\$2,500,000
6031 Greenburg Road Improvements	Hampton Road to 99W	\$2,500,000
3140 229th Avenue Extension	NW Wagon Way to West Union Road	\$2,300,000
7007 SE Jenne Road Improvements	SE Foster to Powell Boulevard	\$2,100,000
2108 Halsey Street Improvements - Wood Village	223rd Avenue to 238th Avenue	\$2,015,000
3104 NW Aloclek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	\$2,000,000
6126 Meadows Road Improvements	Bangy Road to Carmen Drive	\$2,000,000
6018 Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard Intersection	\$2,000,000
2045 190th/Highland Drive Improvements	Butler Road to Powell Boulevard	\$1,920,000
3022 Jenkins Road Improvement	Murray Boulevard to 158th Avenue	\$1,870,000

1028 Kerby Street Improvements	Kerby Street at I-5	\$1,624,000
3116 10th Avenue Improvements	Walnut Street to Baseline Street	\$1,530,000
2111 207th Connector	Halsey Street to Gilsan Street	\$1,500,000
5203 Stafford Road	Stafford Road/Borland Road intersection	\$1,500,000
5007 Highway 212	Rock Creek to Damascus	\$1,300,000
2079 185th Railroad Crossing Improvement	185th Avenue/railroad bridge	\$1,200,000
2082 Columbia River Highway Railroad Crossing Improvement	Columbia River Highway east of I-84	\$1,200,000
5192 Highway 43/Willamette Falls Intersection Imp.	Highway 43/Willamette Falls Intersection	\$1,100,000
6128 Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	\$1,065,000
3142 Johnson Street Extension	170th Avenue to 209th Avenue	\$1,000,000
6125 Bangy Road Improvements	Bonita Road to Kruse Way	\$1,000,000
5018 Highway 213 Intersection Improvements	Beavercreek/Highway 213	\$1,000,000
5023 I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	\$1,000,000
5022 Highway 213 Widening	I-205 to Redland Road	\$750,000
3115 10th Avenue Improvements	Washington Street to Main Street	\$575,000
6045 Dartmouth Street Improvements	72nd Avenue to 68th Avenue	\$500,000
TOTAL		\$2,973,715,200

From: "Mary Taylor" <taylmary@ohsu.edu>
To: MetCen.MRC-PO(trans)
Date: Thu, Dec 16, 1999 2:56 PM
Subject: BH Highway and Scholls Redesign Project #1184

Dear Sirs,

Maplewood neighborhood has considered problems with this intersection in regards to the current Raleigh Hills Town Center planning efforts underway by Washington County officials and residents. We have noted two major problems which must be addressed:

1. Regional traffic must be separated from the local traffic in Raleigh Hills. Studies show that more than 60% of the traffic does not stop in the area, it only passes through during heavy commuting times clogging up local roads and limiting pedestrian choices. We think that one alternative is to build an overpass system which could separate the traffic, limit congestion, and possibly reclaim land for a beneficial use such as a park and pedestrian ways.
2. The Fanno Creek system must be a factor in the decision making when redesigning the intersection. It has already suffered from road building and commercial and high density housing choices made in the past. So many efforts to restore the stream are underway upstream and we should ensure that any changes in the present design include creek enhancement and restoration activities.

Thank you for your time and consideration.

Mary Taylor
Maplewood N.A.
244-8137

CC: MetCen.GWIA("mtaylor@structured.net")

From: <DonBain@aol.com>
To: MetCen.MRC-PO(burtonm)
Date: Thu, Dec 16, 1999 1:05 PM
Subject: RTP Comments

Sirs:

Here are my comments on the RTP. Please put them into the record.

Traffic calming should only be practiced where it is in compliance with the Manual on Uniform Traffic Control Devices, as adopted by the OR Transportation Commission. It should not be used as a cheap band aid for problems caused by inadequacies of surrounding higher-classified roads. It should not be used to lower roadway throughput by artificially creating conditions in an attempt to force traffic below the 85th percentile of its free-flowing speed. Nor should it be used wherever it causes increased pollution or increased travel times. Too often it has been used as a political patronization and has had negative unintended consequences. It has been put in without adequate polling of the roadways' users, ie, the roadside culture has exercised tyranny over the vast majority of roadway users with the local government's blessing.

Project 1171 This street is very steep so putting bike lanes on it is futile and dangerous. One would have to be Iron Man to ride up it, so most riders will walk up, blocking the bike lane and pedestrian way because there isn't a sidewalk. A sidewalk will not cure this problem.

Project 1169 Bike lanes already have been installed on Vermont from 45th to 37th and they are far from a success, ie, a good example of poor planning and integration - impacts which can be seen all over where bike lanes have been put in. The bike lanes have caused parking losses for Gabriel Park users (near the intersection of Vermont & 45th), which is a problem and was attested to by 99% of neighboring residents in Southwest Community Center testimony. The SWCC is now out of compliance with its parking requirements in its conditional use permit and problems have worsened due to the added volume of SWCC users. With the restriping for the bike lanes and turn lane, busses at the eastbound transit stop on Vermont now block traffic because the center line has been moved to accommodate the other lanes. Another example of a minor use causing problems for and obstruction of higher use modes.

Vermont from 30th to 37th and from 45th westward provide essential parking for the residences but are narrow two lane roads with soft shoulders, no stormwater handling (right above Vermont Creek from 45th westward), and no curbs or sidewalks. Transit uses most of these stretches but there's poor, dangerous in places, pedestrian access and no transit shelters. Funding and project priorities should emphasize, in priority order, stormwater handling and protection of Vermont Creek, maintenance or improvement of vehicle throughput during peak periods, sidewalks with curbs, bus shelters, preservation of existing parking opportunities and capacity, and bike lanes. The latter should not be done if it compromises achieving any higher listed priorities! The comments below about curb extensions also apply here.

Project 1195 Curb extensions should not be used on Barbour Blvd., or

anywhere else, where they eliminate turning opportunities or lanes onto any road above local service street classification. Bus stops should not be placed at curb extensions wherever a stopped bus would block traffic. Curb extensions easily can seriously compromise vehicular throughput, which will continue to be the overwhelming use of the roadway, for the sake of minor pedestrian benefits. For example, when curb extensions were put in Multnomah Village (Capitol Hwy & 35th) the roadway was reduced from two to one lane. This meant everyone turning left and right from that intersection has to wait in the same cue as those going straight. Now traffic backs up all through the Village and up the hill on 36th leading into the Village. To add traffic flow insult to injury, the bus stops at the intersection for people waiting on the curb extension. The impact on traffic is horrendous, especially during peak hours.

Project 1217? Multnomah Blvd. from SW 45th to near Garden Home is a designated Scenic Corridor. It is in the same condition as Vermont described above, except it provides little needed parking and runoff goes to Woods Creek. In addition to the imperative of preserving and enhancing the corridor's scenic qualities, the same improvement priorities apply here as to Vermont St. above.

New policies are needed in the RTP because too often bike lanes and transit stops seriously degrade transportation capacity or throughput for vehicles. The policies should state:

Transit stops shall be placed in a manner that does not obstruct any forward-moving traffic lanes. Turnouts for transit will be added where needed to accomplish this.

Bike lanes shall not be placed where they cause a loss of a vehicular lane or conflict with the ability to provide transit stops that do not obstruct traffic flow.

Our headlong rush to provide alternative modes is causing congestion, excess pollution and citizens' wasted time because alternative mode improvements are being done without consideration of their impacts on vehicles, which are and will continue to be the 95%+ majority users of our transportation system. Even if all alternative modes's usage is doubled, well over 90% of our transportation system will continue to be used by vehicles. Metro forecasts more congestion so these measures are necessary to avoid worsening that situation.

Don Bain
Maplewood Neighborhood Assn.
Transportation Representative
503-246-1132

CC: MetCen.MRC-PO(athertonb),MetCen.GWIA("king@oregonr...

From: "Colleen Culbertson" <cculbertson@hotmail.com>
To: MetCen.MRC-PO(burtonm,bragdond,arthurc)
Date: Thu, Dec 16, 1999 11:47 PM
Subject: RTP comments

To Metro Council and Executives,
Re: The RTP Project List of 11/5/99
From Colleen Culbertson, citizen of SW Portland

I have very limited comments on the RTP Project List which I borrowed from Don Baack. I did search the web site for the same information but was unable to locate it. So this response which I heard was required by the 16th has been written in haste.

I have been active in transportation issues in southwest Portland for over 15 years. I know first hand the empty promises when a freeway exit is desired and soundwalls are promised but many years later still are not in any concrete plans. But at least then there were artificial promises. What I see represented with real dollars in this plan does not even provide hope and it is certainly not what I have heard citizens of Southwest Portland request over the last decade. And this is not just my opinion - the documents of their desires are public record in the work of the SWCP (both neighborhood plans and policy work) as well as minutes of the SWNI Transportation committee over the last umpteén years.

It is also a matter of public record that there is a large deficit of transportation infrastructure and of current service throughout southwest Portland, which has only increased as the area has come to serve more and more regional activity centers (OHSU, PCC, Lewis and Clark just to name the educational draws). While the concept of focusing on a few specific transportation "areas" may make very nice circles on paper and apparently more apropos, serve the purposes of certain developers; it does not address the scope of the problems that we are already experiencing. It is not that the funding is not there as much as the fact that the price tags on the few pet projects are too high and the rest of our neighborhoods are left deteriorating as before.

The report that is on the web does have some nice rhetoric. It does not however fund and/or give priority (or even list in some cases) the projects that have repeatedly come to the top of every transportation list formulated by citizens of southwest Portland in the last decade. Most remarkably after so much "planning" by our government bodies, there is also no unified view nor critically, the necessary blending of associated projects.

I also do not see anything on the Trails project which is one of the few projects citizens still thought might get some attention. (How can I blame the feelings I hear at NA meetings - where the reply to any request for comments has become "It won't do any good anyway, they don't care and they don't listen to what is needed" - when I see where the money is budgeted to be spent?)

I could argue in a manner that critics would soon cry "IMBY" - My neighborhood has NO projects shown even though we contain PCC Sylvania and have an intersection (Lesser and Haines) where the bus can't turn the corner (let alone have pedestrians wait for it safely) without the car at the turned-onto-corner backing up at least 5 car lengths. It also falls at

the corner of 3 counties, similar to the multi-county edges throughout the southwest, where current plans have more lanes on one side of an artificial boundary than on the other. But then my neighborhood is not the only one south of Barbur that doesn't seem to exist to this plan (just view the map)-

But while personal examples would highlight the deficits in the Project List, it doesn't do justice to the large problems with this plan - since you have to view the amounts of funds being spent on other small area projects (which could be done on a much more limited scope and still improve their situation well beyond the "southwest norm" and address the skewing of project priorities (including #1027 getting a relatively immediate \$40 million for controversial changes from one thread of the S Portland circulation study that will aid a particular development while #1028 (improving regional access to the freeway to get the traffic out of the neighborhoods in the first place) is deferred to the end of the plan. Or there's #1200 with high priority to place a ped overpass over one major highway (but not the other one next to it?) while #1201 is farthest into the future to study the same area to see what pedestrians really need.

There is an easy way to work towards doing this right - hold some regional workshops where the meaning of these one liners on the Project list can be honestly discussed in light of their associated budget and hear those who live daily with the deficits view and solution suggestions. It's not too late and perhaps citizens would try one more time to help the government get it right.

Sincerely,

Colleen Culbertson
12105 SW Lesser Rd
Portland, Or 97219.

Get Your Private, Free Email at <http://www.hotmail.com>

CC: MetCen.GWIA("donbaack@k-com.net")

**Mr. Pat Russell
16308 S.W. Estuary Dr. #208
Beaverton, OR 97006
(503) 533-8887**

October 20, 1999

**METRO -- RTP Comments
600 NE Grand Avenue
Portland, OR 97232**

**RE: Draft RTP list for: South Washington County
North Washington County**

Dear Metro Council Members:

Thank you for the opportunity to review the RTP Newsletter (draft) for Washington County. My general comments can also be applied to Multanomah and Clackamas County projects.

Livability, Pedestrian Scale, Environmental Impact

Although I have not had time to review the details of each "project" listed, I am glad to see references to "livability" and pedestrian improvements. However, the improvements are weighted to move traffic, and less focused on livability. Granted that sidewalks and bikeways are a start--but true livability would focus on environmental impact mitigation measures (ie habitat preservation/restoration in wetlands and stream corridors); street trees in parkways separating the pedestrian from the street curbs; raised landscaped medians down the center of collectors/arterials/freeways, or anything with three (3) wide lanes or more; and articulated crosswalks and enhanced landscaped intersections (crossings which are now unmarked--with the number growing). Where is the environmental assessment?

Street intersections must also receive significant attention with respect to pedestrian comfort--such as the newer intersection at Garden Home Road and Olsen Road in southwest Portland. Neighborhood groups and residents had to fight with county engineers/designers to achieve an aesthetic treatment (landscaping courtesy of garden groups). Typical street intersection widenings, such as the Bethany/158th Ave/Sunset Freeway and 185th/Sunset Freeway along with 185th Ave. corridor improvements from the freeway south to TV Highway, don't exactly impress me as pedestrian friendly or liveable.

However, on the other hand ODOT does respond to local landscaping priorities sometimes--such as the Canyon Road widening west of 217. Finally, my impression of "boulevard" is a street with raised landscaped medians and street trees (the American Heritage Dictionary). The more engineers push standardization (ie by the national book rather than local conditions), the more we lose our local character and charm. My suggestion is to throw out the ITE manuals and highway safety manuals and rethink what we are trying to create. Can the speed limit design be lowered, allowing more design flexibility?

Creeks / Floodplain Road Crossings

With the Salmon and Steelhead listings and federal water quality mandates at our door, we have an opportunity to improve the habitat setting at the road crossing. We must atone for our past construction impacts by increasing water quality treatment and establishing more recharge facilities to foster more year-around flow of our streams. For starters there should be NO improvements in the 100 year floodplain except bridge abutments, with undercrossings high enough to allow safe passage of pedestrians/cyclists, even during storm events. We could even insist on vehicle clearance heights. Utilities should not be buried in the 100 year floodplain. Further, if the crossing involves more than two lanes, the the bridge should be divided to reduce shading and scale.

I am concerned with the historic wetlands/habitat of Beaverton Creek (and tributaries), Rock Creek, Bronson Creek, Willow Creek, Cedar Mill Creek/Johnson Creek from the Tualatin River to the respective headwaters, including calculated 100 year storm elevations upstream of FEMA maps (such as the 96 storms). [PS: this includes reconstruction of the Sunset Highway when the various segments are widened to three lanes]. We need to do more to reduce other impervious surfaces and reforest them--such as parking lots and low profile buildings. Rather than passing new projects by allowing only 25-year storm detention, we should reduce the hardscape by 75% or provide 100 year storm detention (maximum parking allowance or maximum % of hardscape on-site).

We cannot insist that the developer/builder observe Metro Title 3 Policies of the Framework plan or future open space/ habitat policies if we cannot build our public improvements in the same manner. We should be identifying streets/parking that could be scaled down or become pervious softscape. There is a wonderful opportunity in Downtown Beaverton during redevelopment to resurrect Beaverton Creek as a award-winning greenway and partial habitat for spawning

Salmon and homeless Beavers (including the removal of miles of underground drains along the tributaries). Washington County should be prepared to allow the water table to rise to historic levels.

Interconnectivity/ Highway Centers

Local street freeway overcrossings between interchanges is long overdue and will relieve congestion at intersections spaced too far apart in the suburbs. It will also help reduce limited accessways as barriers in neighborhoods. We should follow Portland and encourage the use of road air-space in our urban core areas (such as downtown Beaverton, the Sunset Transit Center, Washington Square, Tanasborne, I-5/217--particularly in meeting regional housing demand). Additional under or over crossings of the Sunset Freeway and 217 should be considered:

- Sunset Transit Center south to approx. Marlo Ave.
- Greenbriar Prkway / Meadow Dr. linking together to extend north to Science Park Dr.
- Cornell Ct. (w/o 158th Ave/Bethany interchange) north to Bronson Road
- John Olsen Ave. north to Rock Creek Blvd.
- Greenway neighborhood btwn Hall Blvd. and Scholls Ferry Rd. to Washington Sq.
- Remove fill along Hwy 217 and open up downtown Beaverton

Also intra-community connectors between Beaverton and Tigard should be considered such as extension of Murray "Blvd." to Hwy 99W, and eventually Beaverton to Sherwood (but not as a freeway). Schools should be better linked by local streets (for example: Hyland Park Intermediate School in south Beaverton could be more directly tied to Hiteon Elementary School).

Local Road Widenings

Some collector streets west of Beaverton did not appear to make the RTP list. These roads provide important local (side-street/through) circulation (in lieu of congesting the adjacent arterial) and should be enhanced as aesthetic, urban, neighborhood corridors:

- Bronson Road from 158th/Bethany to 185th
- Johnson Street from 170th (Aloha) to Brookwood Ave. (Hillsboro)
- Alexander Street from 170th to 209th
- Alexander Street from Millikan (through the Boy's Home) to 170th

Sunset Freeway and Highway 217

Although it seems that widening these regional facilities is a foregone conclusion, their growth-inducing effects are far-reaching and not yet fully analyzed (ala Westside Freeway). Prioritization should take place only after we are convinced the widenings will not induce growth beyond our current boundaries.

We should re-examine infill opportunities in existing neighborhoods, particularly along commercial and industrial corridors. Many areas of our region are up to 40% underutilized if all hardscape (streets, parking, storage and single story buildings) were taken into consideration. Suburban home builders are only one minor interest group of the total housing needs pie. We are beginning to see mixed use and alternative housing as a reality (as we enliven and soften our transportation corridors). I've estimated that over half the region's housing need could be met by redeveloping under-utilized properties within 1/4th mile of the proposed south-north MAX corridor. Other under-utilized corridors:

- Beaverton-Hillsdale Highway from Barbur Blvd to Hwy 217
- Canyon Road from Sunset Freeway to Murray Road
- TV Hwy from Murray Road to downtown Hillsboro
- Cornell Road --Cedar Mill/Tuefel Nursery
- Cornell Road from Sunset Freeway to Hillsboro Airport (low density/hi-tech business parks)
- Westside MAX (Sunset Transit Center, Beaverton Car Dealerships, light rail service yard, school district bus yard, NIKE and Tek, Elmonica/170th Station area, Oregon Primate Research Center/185th
- Washington/Burlington Squares
- 99W/Barbur Blvd from Sherwood to Beaverton-Hillsdale Hwy

The RTP and STIP should not become a political pork barrel for business as usual.

Funding

We certainly don't have funds currently to support the projects out to Year 2020. The RTP exercise is a wonderful tool to solicit long range planning needs in our urban areas. However, its 20 year span is being leveraged to justify poor, premature and short term growth and zoning decisions, to accommodate developer interests--particularly in Washington and Clackamas County. There is no corresponding CIP funding allocated commensurate with these political decisions and no one is held accountable except the citizens of the region (who are tired of

-5-

RPT Comments
Russell to METRO
10-20-99

growth and deficient urban infrastructure). Lagging needs must be addressed up front before development proceeds (not mortgaged onto our grandchildren). I am skeptical of the availability of any guaranteed funding for RPT projects beyond 2005. Therefore the list for 2000-2005 should be our highest priority (with funding guaranteed) that promotes infill and environmental mitigation first, suburban sprawl deficiencies last. There should not be something for everyone.

Thank you for taking the time to consider my concerns.

Sincerely,



Pat Russell

cc: National Marine Fisheries Service (Portland Office)
ODOT (Portland Office)
Tualatin River Watershed Council
Rob Drake, Honorable Mayor, city of Beaverton



Port of Portland

Box 3529, Portland, Oregon 97208
(503) 944-7000

RECEIVED
OCT 21 1999

BY:.....

October 19, 1999

MEMORANDUM *from Policy and Planning*

To: Kim White, Metro

From: Preston Beck, Associate Planner *P. Beck*

Re: RTP Project List

As we discussed I am forwarding you changes to the RTP project list Round 3. These changes reflect our 1999 draft Port Transportation Improvement Plan. It is scheduled for approval by the Port Commission in December.

There are three types of changes, Additions, Deletions, and Modifications. For each, I am including the relevant information about the project. I am also including maps for the additions.

Additions to List:

Project	Project Location	Description	Cost	Year
Cascades Parkway Connection to Alderwood	PIC	Provide north/south connection between Cascades Parkway and Alderwood Rd.	1,500,000	2005
Ped/Bike Access to Terminal	PDX Terminal	Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.		2005
82nd Ave Area Pedestrian Bicycle Improvements	PDX	Pedestrian and bicycle improvements along 82nd Ave between Airport Way and NE Alderwood Rd.		2005

Project	Project Location	Description	Cost	Year
Barnes Yard to Bonneville Yard Rail Expansion	Rivergate	Construct additional unit train trackage between Bonneville and Barnes Yard for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.	\$4,500,000	2006-2010v
WHI Rail Yard	West Hayden Island	7 track rail yard connected to facility trackage.	\$9,000,000	2006-2010
Columbia Rail Bridge Capacity Improvements		Provide additional rail capacity over Columbia River.	NA	2011-2020
Penn Junction Realignment, UP/BNSF Main	Rivergate	Realign track configuration and signaling.	\$3,500,000	2006-2010

Deletions to List:

RTP Number	Project
4029	Cornfoot Rd. Extension
2068	I-205 Direct Ramp
4044	PDX Terminal Roadway Expansion

Modifications to List: (Changes in Bold)

RTP #	Project	Project Location	Description	Cost	Year
4020	Airport Way Widening, East	PDX		\$8,000,000	
4022	East End Connector	Col Corridor		\$34,000,000	

Modifications (cont'd)

RTP #	Project	Project Location	Description	Cost	Year
4023	Marx Drive Extension	Col Corridor			2006-2010
4024	Alderwood Rd Extension	PIC		\$8,600,000	
4025	Rename to: Cascades Parkway	PIC	New east/west couplet with parkway connecting International Parkway to eastern end of PIC	\$14,500,000	
4038	82 nd Ave/alderwood Rd intersection improvement	PIC			2000-2005
4040	47 th Ave Columbia to Cornfoot improvement	PDX		\$3,132,162	
4058	Airport Way ITS	PDX		\$4,000,000	
4061	Rename: West Hayden Island Bridge and Access Road	Rivergate		\$49,800,000	
4062	Marine Dr. Widening Phase 1	Rivergate		\$15,700,000	
4063	North Lombard Improvement	Rivergate		\$3,610,000	2000-2005
4065	SRG Rail Overcrossing	Rivergate		\$21,172,000	

Thanks for letting us make these changes. If you have any questions, please call me (944-7514).

Thanks

C. Susie Lahsene
Jane McFarland

Port of Portland Transportation Improvement Plan

Project: Pen. Junction Realignment UP/BNSF Main

Description: Realign track configuration and signaling.

Purpose: Project will allow greater train turnaround speed for UP trains from Pen. Jct. to the BNSF main line at N. Portland Jct. and incrementally improve main line capacity over Columbia River rail bridge.

Total Cost: \$3,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$3,500,000

Conditional Use Project

Project Identified in STIP

Project Identified in 1999 RTP (Preferred)

Project Identified in 1999 RTP (Strategic)

Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

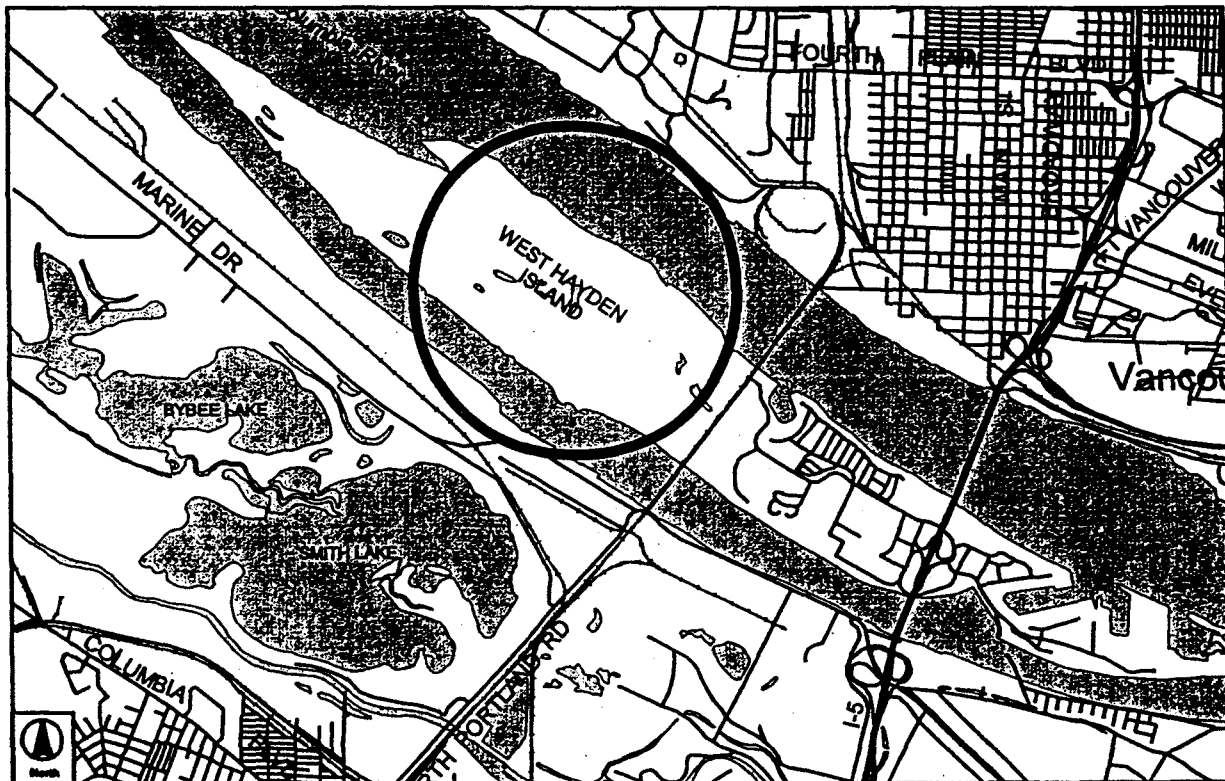
Project: West Hayden Island Rail Yard

Description: 7 track rail yard connected to facility trackage.

Purpose: Needed to advance rail development on West Hayden Island.

Total Cost: \$9,000,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$9,000,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 10 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

Project: Barnes Yard to Bonneville Yard Rail Expansion

Description: Construct additional unit train trackage between Bonneville and Barnes Yards for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.

Purpose: Provides additional rail track to support unit train movement from South Rivergate through the Columbia Corridor.

Total Cost: \$4,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$4,500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

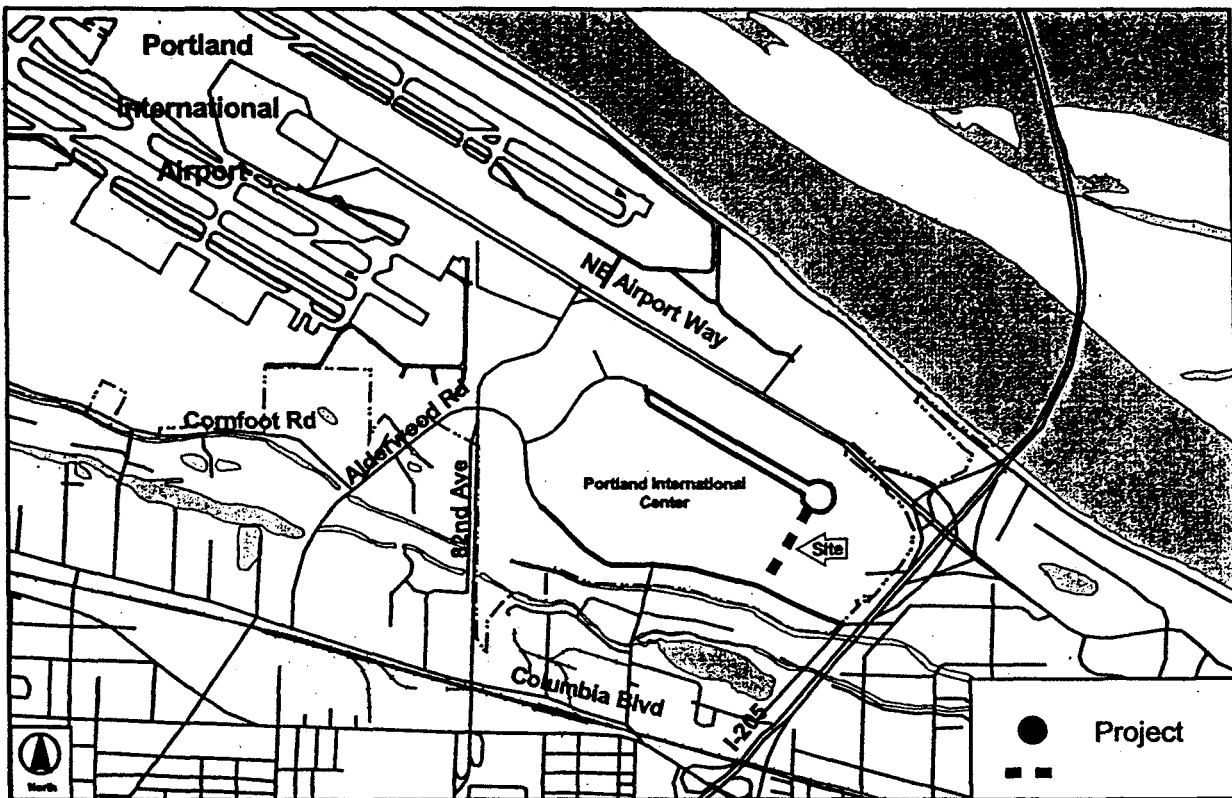
Project: Cascades Parkway Connection to Alderwood

Description: Provide north/south connection between Cascades Parkway and Alderwood Rd.

Purpose: Provide efficient movement of traffic to developing PIC properties.

Total Cost: \$1,500,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private: \$1,500,000

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #: 89199

Project #: 23314

Port of Portland Transportation Improvement Plan

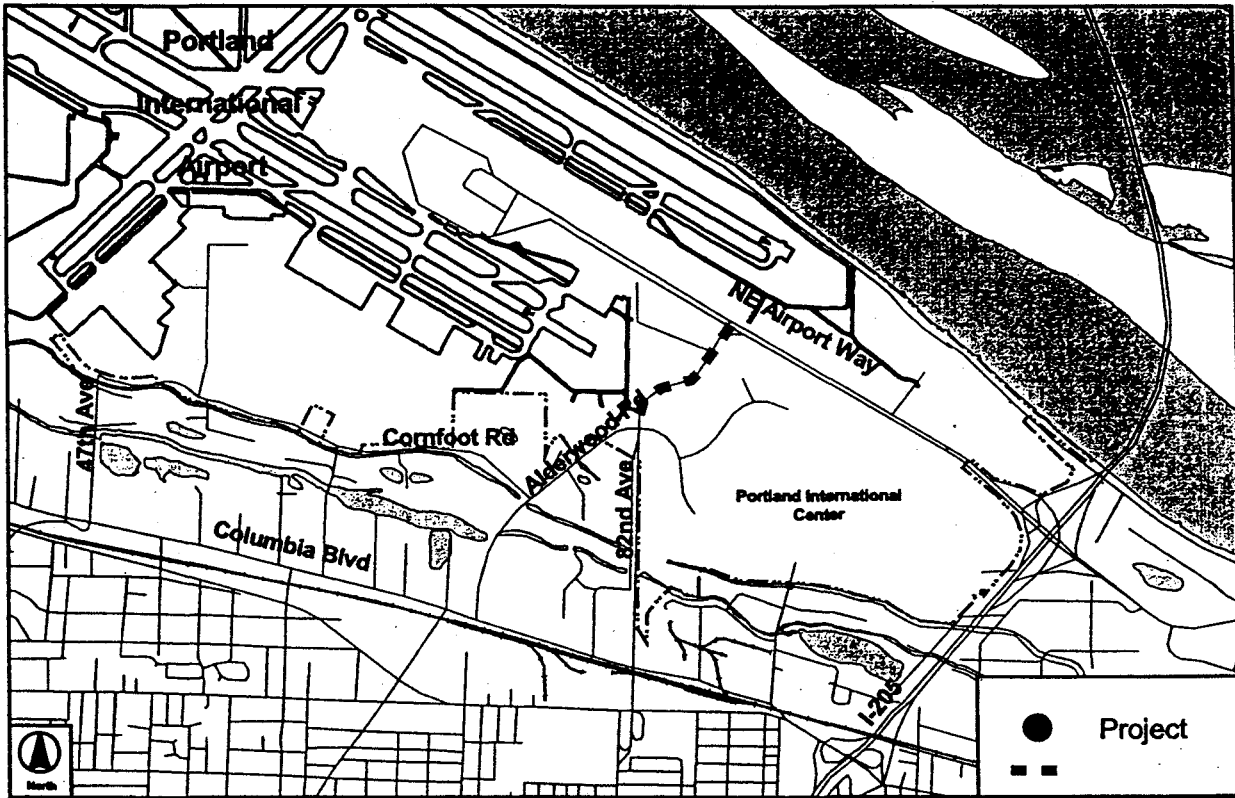
Project: 82nd Avenue Pedestrian & Bicycle Improvements

Description: Pedestrian and bicycle improvements along 82nd Ave. between Airport Way and NE Alderwood Rd.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: \$500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

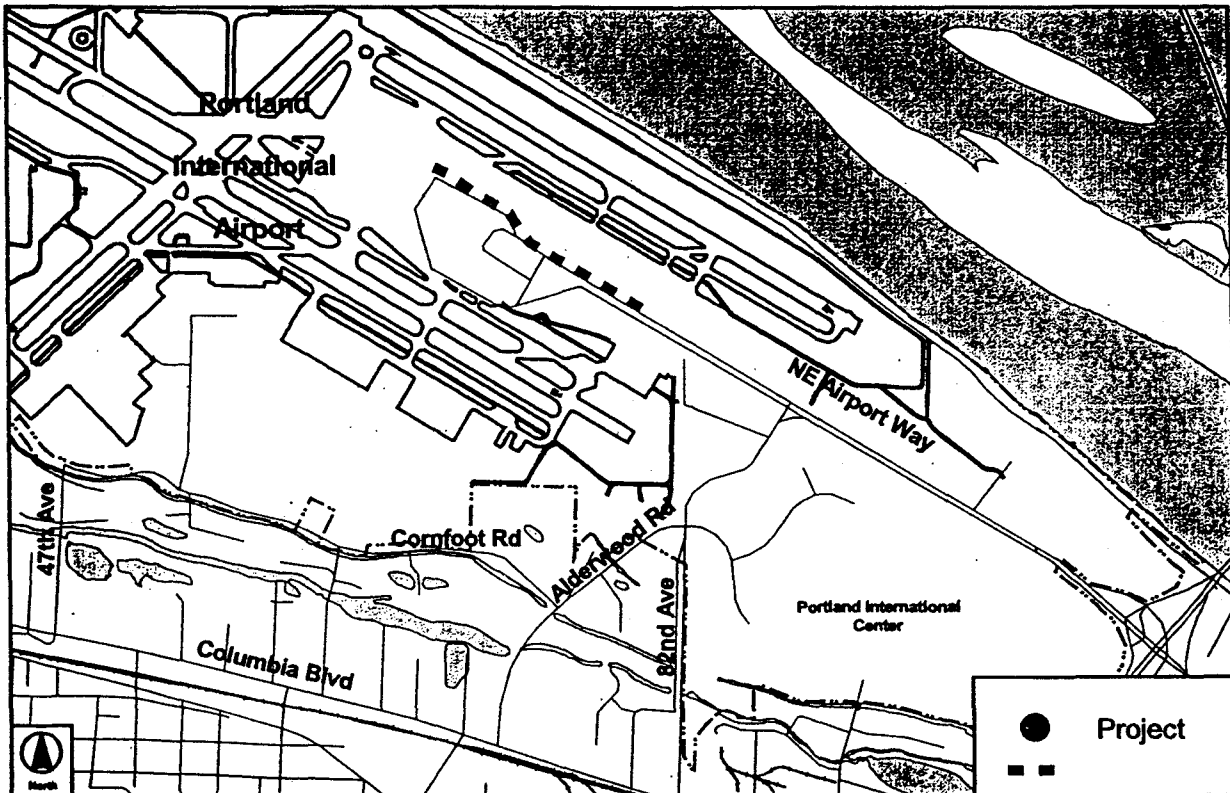
Project: Pedestrian/Bicycle Access to Terminal

Description: Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: NA

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:



1999 REGIONAL TRANSPORTATION PLAN REVIEW

Chapter 1 REGIONAL TRANSPORTATION POLICY

p. 1-26 List "other Regional Highways"

p. 1-28 Figure 8 Map changes

Designate 92nd from Idleman north to Johnson Creek Blvd. as a minor arterial.

Add the I-205 Frontage Road from Monterey to 92nd as a minor arterial.

Change the I-205 Frontage Road from Monterey south to Sunnyside road from a collector of regional significance to a minor arterial.

Monterey Ave. from the I-205 frontage road west to 82nd should be classified as a minor arterial.

Johnson Creek Blvd. from Linwood west to 45th should be classified as a minor arterial.

Remove the Mather connection from 97th south down the hill to 98th

Add 98th court and Industrial Way from Lawnfield to Mather as a collector of regional significance.

Extend Mather Road west over the RR tracks to 82nd Drive as a collector of regional significance.

p. 1-37 Figure 1.11 "Public Transportation Designations map"

Add passenger or high-speed rail to the map.

Add passenger or high-speed rail to figure 1.10

p. 1-39 The passenger rail or Inter-city high-speed rail route through the Region should be described (Oregon City, Milwaukie to Portland Vancouver etc.)

Chapter 2 LAND USE, GROWTH AND TRAVEL DEMAND (2020)

p. 2-6 Figure 2.2 and 2.3 Sub area boundaries should be shown on these maps.

Chapter 3 GROWTH AND THE PREFERRED SYSTEM

p. 3-16 Table 3.10, add Corridor "M" Sunnyside Road / Hwy 224. Why aren't all of the corridors included?

p. 3-26 Why no mention of the Sellwood Bridge?

p. 3-44 Add City of Happy Valley as a participant in the Damascus / Pleasant Valley study funded by the Federal highway Administration

p. 3-45 It's called the Sunrise Corridor not the Sunrise Highway. The conclusions section need to be reworded, the FEIS does not include unit 2. Please call Ron Weinman.

p. 3-49 Add a discussion of the Stafford Basin transportation needs here on page 3-49, or on page 3-59.

p. 3-50 Highway 224 (Milwaukie to Clackamas regional center) currently says improvements focused on "preserving access to and from the Portland central city." This should say preserving access to the City of Milwaukie and the Clackamas regional center.

p. 3-53 Clackamas Regional Center

Add, "expanding transit service and traffic management strategies to better accommodate expected traffic growth in the regional center" as a proposed improvement.

p. 3-55 Should read preserving access to the "town" not "regional" center.

p. 3-55 Clackamas Industrial area Findings and Conclusions. The statement "Proposed improvements do not maintain access to the Clackamas industrial area due to congestion on the Sunrise Highway...." seems strange when a major benefit of the Sunrise Corridor is to remove through traffic from Hwy. 224 and other local roads in order to allow improved access to the Industrial area using Hwy 224.

p. 3-64 should read Clackamas and Washington County

p. 3-64 Wilsonville, commuter rail south to Salem is mentioned as a possibility. Why isn't a similar statement for an Inter-city high speed rail connection included in the Oregon City regional center section on page 3-53?

p. 3-53 Oregon City regional center, why no mention of Inter-city high-speed rail from Eugene to Vancouver? It is scheduled to happen next year.

Why are some Town Centers in Clackamas County mentioned Lake Oswego for example and not others such as West Linn?

Chapter 4 FINANCIAL ANALYSIS (or Revenue Forecast) check all chapter headings with table of contents.

p. 4-5 Add a statement that says that most of the State Hwy Trust Fund monies distributed to local governments are currently used for maintenance not capital improvements.

p. 4-13 Can \$317 million of TIF funds be spent on transit?

Chapter 6 IMPLEMENTATION

p. 6-4 Isn't the region in the Maintenance Category for air quality standards?

p. 6-27 Why no mention of the need to widen the viaducts north of Ross Island on McLoughlin Corridor?

p. 6-28 Delete "improved LRT service with significant increase in headway's in the Highway 217 Corridor".

RTP PROJECT LIST

McLoughlin Blvd. widening, is a six-lane viaduct on RTP project list?

GETTING THERE #8

RTP shows potential LRT to O.C. in the McLoughlin and I-205 Corridors. Getting There #8 shows Frequent Bus on McLoughlin and Rapid Bus on I-205. Why the disparity?



RECEIVED

OCT 25 1999

EXECUTIVE OFFICER

October 25, 1999

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

Re: Regional Transportation Plan

Dear Mike:

I am writing on behalf of the Association for Portland Progress, and wish to comment of the RTP.

APP, as you know, has a long history of supporting our region's efforts to create a multi-modal transportation system. We believe the success of Central Portland and the region is dependent upon our giving our citizens convenient options for moving about the region. Thus, it should come as no surprise that we generally support the RTP as outlined in the Fall 1999 "Getting There, Metro's Regional Transportation Plan in Brief."

One of Central Portland's most challenging transportation problems is the bottleneck or chokepoint that exists at the south end of downtown where I-5, I-405, US 26, the Ross Island Bridge Barbur Blvd. and Naito Parkway all come together. Individual pieces of this "system" are addressed in different parts of the RTP (for example, Barbur is mentioned under "Focus on Boulevards", I-5 under "Regional Highways", etc.). The City of Portland alone has almost a dozen "projects" targeted toward this area, some of which overlap.


For the past six months, APP has been working with a number of interested groups on an overall strategy to improve the functioning of this important transportation corridor. Those involved in the conversation include PSU, OHSU, the North Macadam Steering Committee, the CEIC and the CTLH Neighborhood Association. Attached to this letter is a draft of this group's (which calls itself the South Portland Transportation Alliance) work. We have recently presented this document to PDOT and the Commissioner in charge.

As you can see, this concept has much in common with the RTP. However, there are also some significant differences (perhaps most notably the idea of a second bridge, adjacent to Ross Island, dedicated to transit and other alternative modes).

We do not expect the RTP to incorporate these concepts at this time. They require more study and analysis. We also understand that much conversation with our regional partners must take place before some of these ideas could reach fruition. However, we do want to begin that conversation and felt this review of the RTP is an appropriate time to begin that effort.

Our compliments to you and your staff on the excellent job they have done in summarizing the RTP in "Getting There..."

Sincerely,



Ann L. Gardner
Chair, APP Access Committee

cc Rick Saito, Chair - South Portland Transportation Alliance

Join Us in Finding Traffic Solutions for SW Portland

South Portland Transportation Alliance

Representing the following neighborhoods, associations, and public institutions, we have come together to bring about rational, overarching, and efficient transportation solutions for SW Portland that will accommodate growth without sacrificing community livability.

Corbett-Terwilliger-Lair Hill Neighborhood (CTLH)

North Macadam Development Council (NMDC)

Association for Portland Progress (APP)

Oregon Health Sciences University (OHSU)

Portland State University (PSU)

Central Eastside Industrial Council (CEIC)

What's at Stake . . .

The livability of our neighborhoods, Portland, the metro area, and our entire state.

- If we can solve the transportation problems in Southwest Portland in a effective, efficient, and comprehensive manner, we will enhance the livability of our neighborhoods and strengthen the economic vitality of the city.
- If we can enact transportation solutions that accommodate growth without sacrificing community livability, we can hold the line on the Urban Growth Boundary and leave Oregon with greenspaces and farms that benefit all of us.

Finding Solutions

As we look for real solutions, we are using the following guiding principles to evaluate a variety of approaches:

- Consolidating and clarifying the regional arterial transportation system so that local traffic is on local streets and regional traffic is on regional roadways.
- Preserving and enhancing neighborhood livability by eliminating or reducing cut-through traffic in close-in neighborhoods and improving pedestrian and bike access and connections.
- Reuniting the CTLH neighborhood.
- Facilitating freight access to regional transportation systems.
- Increasing access to the central city by construction exclusive transit facilities.
- Improving safety for all modes of transportation throughout SW Portland.

The approach we envision is a comprehensive solution that can be implemented one step at a time. No single step should negate future steps. As each step is built or accomplished, it is used to leverage the completion of future goals.

Please join with us as we move forward.

Concept**Value**

Downsizing the portion of SW Front Avenue/Naito Parkway in the CTLH neighborhood so that it becomes a neighborhood street and reconnecting the historic grid of streets in that area.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Reunites the CTLH neighborhood.
- Improves safety for all modes of transportation.
- Provides land for new housing, commercial, retail, and parks.

Removing some of the Ross Island Bridge ramps and reconfiguring the remaining ramps to support the rest of this plan and to rationalize traffic at the west end of the bridge.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Reunites the CTLH neighborhood.
- Improves safety for all modes of transportation.
- May provide land for new housing, commercial, retail, and parks.

Enhancing SW Barbur Blvd. and making arterial improvements near I-405 to create a viable route for cars and transit to access downtown Portland and outer SW Portland.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.

Concept**Value**

Connecting Nalco Parkway to Macadam via Kelly Way and Hood to clarify the arterial system.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Facilitating freight access to regional transportation systems.
- Improves safety for all modes of transportation.

Building a bridge parallel to and north of the Ross Island Bridge and dedicating this bridge to transit, pedestrians, and bicyclists. Once this new bridge is completed, the sidewalks should be removed from the Ross Island Bridge to widen the travel lanes for cars and trucks.

- Consolidates the regional arterial transportation system.
- Improves pedestrian, bike, and transit access and connections.
- Improves safety for all modes of transportation.
- Improves travel across the river for trucks.
- Provides additional Willamette River crossing.

Modifying the east end of the Ross Island Bridge to facility freight movement between the eastside and the regional transportation system.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Facilitating freight access to regional transportation systems.
- Improves safety for all modes of transportation.

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Concept

Value

Creating frontage roads beside I-405 that offer continuity to the state highway system, route traffic out of the CTLH neighborhood, and improve access to downtown, OHSU, and North Macadam.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Facilitating freight access to regional transportation systems.
 - Improves safety for all modes of transportation.
-

Building pedestrian and bicycle ways across I-5 to connect the North Macadam area with the CTLH neighborhood and the rest of the city.

- Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Reunites the CTLH neighborhood.
 - Improves safety for all modes of transportation.
-

Ensuring that implementation of the North Macadam Framework Plan fits into the concepts outlined in this paper.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Improves safety for all modes of transportation.
 - Supports development in North Macadam.
-

Concept**Value**

Building a tram from OHSU to North Macadam, with a stop in the CTLH neighborhood. We expect this tram will provide regional transportation connections; direct links between CTLH, North Macadam, and OHSU; support development in these three areas; and preserve the historic nature of CTLH.

- Consolidates the regional arterial transportation system.
- May eliminate or reduce cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Supports development of North Macadam.
- Supports development of a major employer in the City of Portland.
- Improves access to services provided at OHSU.

Constructing the Harrison Street Extension to carry the streetcar and buses between the downtown core and North Macadam.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Improves transit access and connections.
- Increasing access to the central city by construction exclusive transit facilities.
- Supports development in North Macadam.

Continuing the streetcar from downtown through North Macadam.

- Consolidates the regional arterial transportation system.
- Improves pedestrian, bike, and transit access and connections.
- Supports development in North Macadam.
- Increasing access to the central city by construction exclusive transit facilities.

Concept**Value**

Constructing the Lincoln Street Extension as a traffic connection between North Macadam, our proposed I-405 frontage road, and downtown Portland.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Improves pedestrian, bike, and transit access and connections.
- Supports development in North Macadam.

Creating a local street to link North Macadam and the John's Landing area.

- Puts local traffic on local streets.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.

Addressing travel demand to and from Lake Oswego and other western suburbs and developing areas such as West Linn.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.

Implementing transportation demand management strategies in CTLH and North Macadam as well as in areas that contribute to traffic problems in the entire South Portland area.

- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.



WASHINGTON COUNTY

OREGON

October 27, 1999

Tom Kloster, Senior Program Supervisor
Metro Transportation Planning
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Tom:

After careful review of the October 1999 RTP Preferred Network PM 2 Hour Peak Level of Service map, we have noted a number of roadway segments that do not appear to meet the proposed RTP LOS standard. It is our understanding that the Preferred System *must* meet proposed LOS standards or be designated as a Corridor Study or Area of Special Concern. Therefore, we request that the following projects/designations (cost estimates being developed) be added to the Preferred System to address apparent capacity deficiencies:

1. 185th Ave. from T.V. Hwy. to Kinnaman – Widen to 5 lanes with bikelanes and sidewalks in the 2006-2010 time period.
2. Farmington Rd. from Cedar Hills Blvd. to Kinnaman – This section exceeds the LOS standard despite its being widened to 5 lanes. A project to widen to 7 lanes should be added for the 2011-2020 time period, or alternatively it should be designated as an Area of Special Concern.
3. 170th Ave. from Alexander to Merlo Rd. – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period to address a projected capacity deficiency and match 5 lane sections to the north and south.
4. Walker Rd. from Cedar Hills Blvd. to Murray Blvd. – This section of Murray has a proposed project to widen it to 5 lanes, but it still appears to exceed the LOS standard. Because Walker Rd. is on the northern boundary of the designated Beaverton Regional Center it is unclear if the LOS has been calculated based upon its being included in 2040 land use Group 1 (LOS F/E acceptable) or Group 2 (LOS E/E acceptable). *Once again, if it exceeds the LOS standard it should probably be included on the Preferred System as either a 7 lane project or an Area of Special Concern.*
5. Scholls Ferry Rd. from Hamilton to Garden Home – Widen to 3 lanes with bikelanes and sidewalks in the 2011-2020 time period.
6. Durham Rd. from Hall Blvd. to Hwy. 99W – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period. *Alternately, if Tigard objects to a 5 lane road, it should be an Area of Special Concern.*

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412

In addition to these proposed projects, we request that the October 1, 1999 Regional Motor Vehicle System map (and associated other RTP maps as appropriate) be revised to reflect the existing or approved alignments of Martin Rd., Scholls Ferry/175th/Beef Bend, and Scholls Sherwood/Elsner as indicated on the attached map.

Call me at 846-3876 if you have questions or wish to discuss this request.

Sincerely,



Andy Back
Principal Planner

Attachment

C: Margaret Middleton, City of Beaverton
Roel Lundquist, City of Durham
Gus Duenas, City of Tigard

wpsbarevtpref

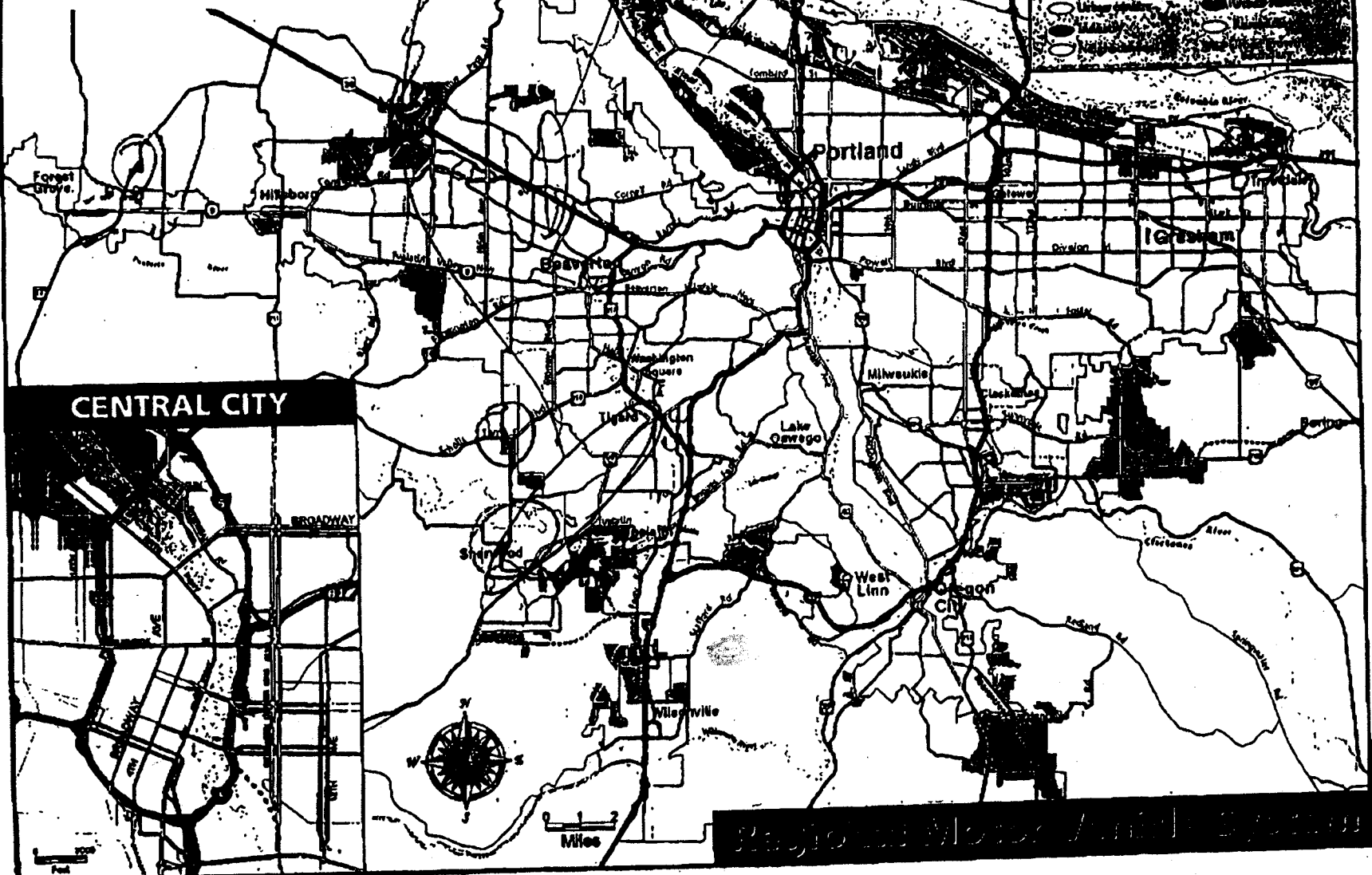
Handwritten note at the top of the page: "now E. L. Boring to Walker you make it."

Handwritten number "70" in the upper left quadrant.

Figure 1.8
TPAC Working Draft
October 1, 1999

Transportation Designations

	Interstate		State
	County		Local
	Light Rail		Streetcar
	Mass Rapid Transit		Commuter Rail



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WASHINGTON COUNTY

OREGON

October 27, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Brent Curtis, Planning Manager *BC*

Re: RTP Draft #2 comments

The WCCC Transportation Advisory Committee held a special meeting on Monday, October 25, to discuss Draft 2 of the Regional Transportation Plan. The cities of Tualatin, Beaverton, Durham, and Tigard and Washington County were represented. A short list of general comments endorsed by TAC members attending the meeting is as follows.

1 - While the definition and function of strategic and preferred systems has been clarified to some degree, there is still considerable uncertainty with regard to how these systems relate to each other, what standards will be used to define these systems and which system should be utilized in the plan amendment, local project development and land use processes.

2 - Mode Split Targets - We continue to be concerned with the meaning and status of mode split targets, particularly with regard to the ability of local governments to meet them. The model assumes considerable work through effective strategies has already occurred. Additional strategies for closing the gap between model output and targets should be specified if targets greater than model output levels are set. We understand that Metro is continuing to look at this issue.

3 - Mid-day level of service (LOS) - The RTP includes a standard for mid-day level of service (LOS D or E) that is considerably higher than peak hour expectations. The plan does not contain any indication of how the systems perform by this measure, however. Additional investigation and analysis necessary to understand mid-day system performance and its implications should occur before the RTP is adopted. On one hand, there is the potential for additional system problems to emerge from this analysis; on the other, mid-day LOS analysis and findings may provide an additional tool to use where peak hour standards aren't met.

4 - Implementation - We appreciate the efforts Metro has made to clarify the responsibilities local governments have in implementing the plan. Some uncertainties remain, however, as do some questions. More than perhaps any other part of the plan, the implementation section should be clear and well understood by all jurisdictions involved. Metro and local governments should pay close attention to this section. Some specific suggestions offered at the WCCC TAC meeting:

- Put regional and local responsibilities in an abbreviated easy-to-understand flow-chart (a checklist approach was suggested) - something helpful for plan readers;
- How will locals review their roles and responsibilities in providing or supporting transit services, given that transit is "still under development with Tri-Met?"
- Additional flexibility in the project timing and resource allocation should be provided to ensure that there is adequate room for discussion and debate in the capital programming process and to enable the region to respond to unanticipated opportunities to improve the system through the MTIP process.

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412

RTP Draft 2 Comments**October 27, 1999****Page 2**

- Implementation is tied to policy direction. If JPACT alters the policy direction of the RTP, ample time needs to be provided to help develop and review a revised implementation section.

5. — **Corridor Studies** – A concern here is that corridor projects are not left too open-ended in the Plan, and that what is expected from corridor studies is defined fairly specifically. A second concern is that there is a clearer understanding within the region regarding how and when these studies will occur. Arguably, Metro ought to take the lead on these, and a commitment to do so should be contained in the plan. (A specific question: Are the design elements due consideration in the Sunset Highway Corridor (pg. 6-22) derived from the ODOT Corridor study?)

In relation to provisions for corridor studies, refinement plans and areas of special concern, we are generally concerned that issues of regional importance are not left unresolved simply because they are difficult to address or require difficult decisions. We would like to see as much defined and resolved around the regional table as possible.

6 – **Review and Adoption process** – Several concerns were raised here:

- There is clearly a need for more time for review, consideration and discussion regarding this document. It has been five years in the making. We should give it careful consideration now, to ensure that its definitions are clear and well understood, to ensure that it is internally consistent, and to ensure that all pertinent issues are addressed;
- Clarity is also necessary to ensure that local governments have a basis for defining the work that needs to be done on their own transportation system plans to meet the consistency requirements;
- There should be provision for additional review of changes that emerge from JPACT review. Given uncertainty associated with the system financing section of the plan, there is potential for significant changes.

These concerns argue for a reasonable but not extravagant extension of the plan review period, an action we understand that Metro is considering.

7 – **Other considerations that were raised:**

- Clarify that alignments identified on the system maps are not intended to identify specific alignments for a facility;
- The RTP should be explicit in stating that intersection analysis and improvements fall outside the Plan ... that RTP-identified numbers of lanes on regional facilities apply to links only.

Again, thanks for the opportunity to review this draft. I hope these comments prove helpful as you move forward. We look forward to receiving the next draft of the plan and to information regarding the review process.

cc: WCCO TAC members

Doc: ... rtp/RTPdraft2comments.

MEMORANDUM

Date: October 27, 1999

To: Mike Hogle

From: Dave Williams

Re: RTP Comments

Thank you for the opportunity to review the draft Regional Transportation Plan (RTP). ODOT does have some concerns over portions of the plan, which we hope to see addressed in amendments. Major policy issues and recommended revisions are presented below in this memo; concerns relating to specific projects and requested points of clarification are contained in the attached table.

Major policy concerns

- 1.) The section "Why does the RTP matter?" on page vii of the working draft implies that the RTP supercedes ODOT plans because it "defines regional policies that [the transportation plans of all jurisdictions including ODOT] must follow." We believe this is misleading, as the Transportation Planning Rule requires that regional transportation plans be consistent with the state's plans.
- 2.) Policy 8.0 (Water Quality) in Section 1.3.4 should include among its objectives "Comply with the Governor's fish initiative and federal requirements related to endangered species listings." The underlying text may mention measures to achieve this, such as culvert replacement to facilitate fish migration.
- 3.) As per our discussion at last Friday's TPAC meeting, we await your amendment to the Roadway LOS table on page 1-26 of the draft. We were concerned that the proposed LOS standards were in conflict with the OHP, and requested some acknowledgement of this, such as an asterisk be inserted noting that state road LOS will be determined case-by-case, as the OHP stipulates.
- 4.) To be more accurate, the rationale for congestion pricing contained in Policy 19.0 (f) on page 1-53 should be amended to include "to improve system reliability," as well as to reduce congestion.
- 5.) Please replace the last sentence of Section 6.8.5 (Ramp Metering Policy and Implications on page 6-33) with the following: "However, this assumption should be carefully evaluated on the basis of the performance and reliability requirements of the freeway system in the context of the new land use patterns and the street classifications and configurations evolving out of the Region 2040 growth concept."
- 6.) Our greatest concern relates to the discussions on the financially constrained plan and the

RTP-MTIP linkage. As per our discussion, we believe there should be no stated linkage between the first five years of the plan and either the financially constrained portion or the STIP, as this over-rationalizes the planning process and unnecessarily complicates the STIP process.

If you would like to discuss these comments, or the additional concerns and requested changes in the attached table, please contact me at 731-8231.

ODOT COMMENTS ON DRAFT RTP PROJECT LISTS

MAP 1

Project Number/Name	Area/Timeframe	Concern/Recommendation
4013-4014/ US 30 Bypass Study 4016/ North Willamette Crossing Study	Columbia Corridor 2000-05	Concern over ODOT ability to complete studies in proposed timeframe.
4003/ Interstate Bridge, I-5 Widening 4004/ I-5 (Greeley-N. Banfield) Widening 4005/I-5 North Improvements	Regional Highways 2000-05 (#4003) 2011-20 (#4004) 2006-10 (#4005)	Effectiveness of Interstate Bridge widening depends on available capacity at Greeley-N. Banfield and Delta Park-Lombard, so 4004 and 4005 should be prioritized before 4003 (both moved to 2000-05. (ODOT is proposing a Greeley-N. Banfield EIS as part of bond package.)
4006/ I-5-Columbia Boulevard Improvement	Regional Highways 2006-10	Full diamond interchange project is premature given preliminary need for study (as stated in Section 6.7 of RTP).

MAP 2

Project Number/Name	Area/Timeframe	Concern/Recommendation
1025/ I-5 - North Macadam Access Improvements	Portland Central City 2006-10	Timeframe is too early; move to 2011-20.
1133/ Hollywood Town Center Plan	Hollywood Town Center 2000-05	This project is already done.
1163/Lents Town Center Plan	Lents Town Center 2000-05	This project is already done.
1195/Barbur Boulevard Design	W. Portland Town Center 2000-05	Project boundaries should be changed to "Terwilliger to south city limits" (to match project in bond package). Project description should be "implement Barbur Blvd. Streetscape Plan". Estimated project cost: \$ 13 million.
1227/ SE Tacoma Main Street Study	Portland Main Streets 2000-05	This study is being funded through a TGM grant.

MAP 3

Project Number/Name	Area/Timeframe	Concern/Recommendation
2021/ Gateway Regional Center Transportation Plan	Gateway RC 2000-05	This project has been and is being funded through TGM.
2028/ Powell Boulevard Improvements	Gresham RC 2006-10	Widening of Powell will require interchange improvements at I-205 (see Project 1164, I-205 Ramp Study, proposed for 2006-10).
2063/ Study LRT Extension to Mt. Hood CC	Regional Transit 2011-20	Project description should note that a preliminary study was done in 1993-95 as part of East Multnomah County Long-Range Transit Plan (TGM grant).

MAP 5

Project Number/Name	Area/Timeframe	Concern/Recommendation
5148/ McLoughlin Boulevard Relocation Study	Oregon City RC 2000-05	The study is complete and is recommending boulevard improvements realignment. It may be advisable to move Project 5135 (McLoughlin Blvd. Improvements) up from year 2011 to 2000.
5003/ Sunrise Highway	Regional Highways 2000-05	Description should state that project includes construction of interchanges at 122 nd /135 th Aves. (split diamond) and Rock Creek Junction, and modification of I-205 interchange.
5195	West Linn Town Center	Change project boundary from Pimlico Drive to West "A" Street; to reflect the boundaries of the West Linn Town Center (Bolton area). Add a project to implement a boulevard design from Shady Hollow Lane to Mary S. Young State Park (Robinwood Main Street) possibly in 2011-2020.
5015/ Highway 99E/224 Improvements	Regional Highways 2011-20	Need study prior to project. May need to modify project description (particularly reversible lane) after outcome of Tri-Met South Bus Study.

Missing project/ Highway 99E from Milwaukie to Oregon City		Need to add a project to implement McLoughlin Corridor study recommendations, i.e.wider sidewalks, landscape strip, bikelanes, parking removal, redesign pedestrian islands proposed for highway segment between Milwaukie south City limits and Gladstone north city limits. Estimated project cost: \$3,474,000. With grading and stormwater management improvements: \$ 10 to \$ 14 million
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MAP 6

Project Number/Name	Area/Timeframe	Concern/Recommendation
6024/ Washington Square Regional Center Plan	Washington Square RC 2000-05	This project is done. A follow-up TGM grant has been awarded to refine transportation recommendations and design TDM plan. Need to add new street connections.
6039/ Highway 99W Improvements	Tigard TC 2011-20	Is widening consistent with Tigard TSP?
6066/ I-5 Interchange Improvements	Tualatin TC 2000-05	ODOT has consented to this project, however Tualatin must include project in their TSP now under way.

MAP 7

Project Number/Name	Area/Timeframe	Concern/Recommendation
3023/ Highway 217 Interchange Improvements	Beaverton RC 2000-05	Project description should note that specific design to be determined through Hwy 217 Corridor Plan.
3008/ US 26 Improvements	Regional Highways 2006-10	This segment (217 to Murray) should be moved up to Year 2000-05.
3001 & 3002/ Hwy 217 Improvements & US26/217 Interchange Improvements	Regional Highways 2011-20	Projects should be moved up to Year 2006-10 to be consistent with EIS.



METRO

To: Kim White and Tom Kloster
From: Tim Collins, Associate Transportation Planner
Date: October 29, 1999
Project: RTP Projects Recommended from Highway 213 Urban Corridor Study

The following is an updated list of recommended projects for inclusion in the 1999 Regional Transportation Plan as a result of the Highway 213 Urban Corridor Study. The recommended projects will be part of the Oregon City Transportation System Plan (TSP). These projects have been reviewed by the Highway 213 Urban Corridor Study Technical Advisory Committee. Multi-modal solutions, particularly additional transit service in the Highway 213 and I-205 corridors was considered as part of this study.

- **Highway 213 Widening** - This is a short-term project that adds a southbound lane on Highway 213 from I-205 to Redlands Road. Initially this project was to be funded by an Inter-governmental agreement (IGA) between Metro, ODOT, and Oregon City. However, the cost of this project is estimated to be larger than the original estimate used for the IGA. *Project Location: I-205 to Redlands Road. Project Description: Add a southbound lane from I-205 to Redlands Road. Part of RTP Strategic System. Estimated Project Cost is \$750,000. RTP Program Years are 2000 – 2005.*
- **Highway 213 Grade Separation** – This is a mid-term project that grade separates southbound Highway 213 at Washington Street with a new over-crossing, improves the Washington Street intersection, and adds a northbound lane from south of Washington Street to the I-205 on-ramp. *Project Location: Washington Street at Highway 213. Project Description: Grade separate SB traffic at existing intersection. Add NB lane Washington Street to I-205. Part of RTP Strategic System. Estimated Project Cost is \$9,000,000. RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.*
- **Washington/Abernethy Connection** - This is a mid-term project that builds a new minor arterial street between Abernethy and Washington Street. *Project Location: Between Washington Street and Abernethy Road south of Metro Transfer Station. Project Description: Construct a new minor arterial street. . Part of RTP Strategic*

System. Estimated Cost is unknown. . RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.

- **I-205 Off-ramp** – This project would re-build the I-205 southbound off-ramp to Highway 213. Traffic would exit I-205 sooner and the project would provide more storage on the off-ramp and enhance freeway safety and operations. *Project Location: I-205 at Highway 213. Project Description: Improve I-205 off-ramp. Part of RTP Strategic System. Estimated Project Cost is \$1,000,000. RTP Program Years are 2000 – 2005.*

RECEIVED
OCT 29 1999

State of Oregon

BY:.....

Department of Environmental Quality

Memorandum

Date: October 27, 1999

To: Terry Whisler, Metro

From: Dave Nordberg through Annette Liebe & Audrey O'Brien

E-Mail
(Via Fax this date)

Subject: 1999 Regional Transportation Plan Preliminary Comments

The department reviewed the October 15 Working Draft of Metro's 1999 Regional Transportation Plan (RTP) and is providing comments at this time. We are doing this to assure that our concerns are clearly stated and to identify minor items that may not have come to your attention.

DEQ has two primary concerns with the drafts produced to date. The first is that the RTP needs to clearly identify the projects that comprise the fiscally constrained plan because that is the plan that will be evaluated for compliance with federal transportation planning and air quality requirements. The second is that the adoption process seems reversed in that the conformity determination is made after the plan is presented for adoption.

Annette Liebe and Audrey O'Brien discussed these items with Andy Cutugno before the TPAC meeting of October 22, 1999 began. Audrey indicated Mr. Cutugno had decided to make changes that will eliminate these issues. It is our understanding that the fiscally constrained system will be clearly shown in the RTP presented to JPACT in November, and that JPACT will only be acting on an "intention to adopt" at that meeting. After the conformity analysis is successfully demonstrated, it will be made available for a full 30 day public notice period before it is presented for official adoption in the spring of 2000.

Other items are as follow:

Intro; pg. v: At the end of the Federal Context discussion, RTP Metro indicates it is beginning to define actions to protect endangered species. Won't the National Marine Fisheries Service be developing rules that would affect and potentially restrict project selection and design?

Pg. 1-12: Policy 9.0 identifies objective "b" as including strategies for planning and managing air quality in the regional airshed to meet requirements of the CAA. Metro is not only responsible for planning and managing but also for funding transportation related air quality strategies.

Pg. 1-54, Table 1.2: The RTP should identify the mode splits that will be achieved by the fiscally constrained RTP.

Pg. 2-18: The first bulleted item under 2.5.6 should say “can impact air quality” instead of “will”.

Pg. 3-8: The last sentence of section 3.2 lacks a verb.

Pg. 3-12: The first travel corridor cited in Table 3.9 is “Central city to Beaverton on Highway 217. Should this also cite Hwy 26?”

Pg. 3-72: 3.5.1 refers to TCMs “adopted by the Department of Environmental Quality.” This should be changed to “adopted by the Environmental Quality Commission.”

Pg. 6-4: Section 6.1.2: The last paragraph identifies Portland as a nonattainment area for ozone and carbon monoxide. Portland is actually classified as a maintenance area.

Thanks for the opportunity to provide input. If you have questions, please contact me at 229-5519.



October 29, 1999

NOV 2 1999

Andy Cotugno
Transportation Planning Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: RTP October 15, Working Draft; with October 22 Additions

Dear Andy,

Port staff have taken the opportunity to review the working draft of the RTP and ask that the following comments be addressed in the subsequent draft.

Page 1-54: Port staff continues to view the 40-45% non-SOV mode split targets for industrial areas and intermodal facilities unattainable with the identified transit services in those areas.

Section 2.3: While this section is a general discussion of the predicted population and employment growth by RTP subareas, it should be noted within the subsection of 2.3.1 that the employment growth within the Columbia Corridor will be family-wage jobs based on the transportation-related industry that locates near marine and air intermodal terminals.

Section 3.4.1

- Page 3-22: The 2020 Preferred System improvements for the I-5 north corridor are focused on maintaining peak-period, as well as off-peak freight mobility.
- Interstate 5 North
 - Third bullet - freight mobility on I-5 North needs to be maintained during the peak-period, as well as off-peak.
 - Fourth bullet - there are no port facilities at Swan Island, but it is an industrial area. Reference to accessing Rivergate should include the marine terminals; access to Columbia Blvd. and Marine Drive should be referenced here also.

Andy Cotungo
October 29, 1999
Page Two

- The findings of this Subarea analysis do not appear to be consistent with the I-5 trade corridor. This section should be edited to reflect the trade corridor findings.
- **Northeast Portland Highway**
 - This highway (a.k.a. US-30 Bypass) terminates in the vicinity of N.E. 10th Avenue, east of I-5. West of that terminus, N.E. Lombard, MLK, Jr. Blvd. and N.E./N. Columbia Blvd. provide access to north Portland industrial areas and South Rivergate. Reference to this "corridor" should be in terms of N./N.E. Columbia Blvd/N.E. Portland Highway, or the Columbia-Lombard Corridor. As an aside, the common nomenclature for the N.E. Portland Highway is Lombard.
 - Again, the 2020 Preferred System improvements in this corridor are focused on maintaining **peak-period**, as well as off-peak freight mobility.
 - The referenced Columbia Corridor Study in the Findings section is an adopted City plan - The Columbia Corridor Transportation Plan. The MLK, Jr. Blvd. improvements at N.E. Columbia and N.E. Lombard are **designed** to move through-trips currently on N.E. Columbia Blvd. onto Lombard (US 30-Bypass) to utilize its excess capacity - improving freight mobility. N.E. Columbia Blvd. would primarily serve freight accessibility for the Corridor's industries. Interchange improvements at I-5/Columbia do not have a direct relationship to increased trips in the Columbia-Lombard Corridor, but will contribute to efficiency and reduce modal conflicts. The RTP reference should be corrected.
- Marine Drive - Findings should read:
"...primary connection to Rivergate and West Hayden Island marine terminals..."
- Port staff agrees that a regional solution to through-truck infiltration on the local street system in St. John's should be explored. This conclusion should actually be made under its own Major Corridor heading within this section; also providing the 2020 Preferred System background and key findings. It is not appropriate under the Marine Drive corridor section. Moving the St. John's Town Center discussion (on page 36) into the West Columbia Corridor Subarea would serve this purpose and lend itself to a more appropriate transportation analysis. As it currently stands, the St. John's Town Center transportation analysis is outside of its transportation system context. The town center transportation issues are, in part, linked to the industrial activities on the peninsula.

Andy Cotungo
October 29, 1999
Page Three.

- Please note that Going Street, Greeley Avenue and Swan Island are not in the West Columbia Corridor Subarea - geographically or from a transportation system perspective. Also the Albina Yard does not use Going or Greeley for access. Its access is onto Interstate Avenue at Russell Street. Metro staff has maintained that they are included in the Columbia Corridor subarea as a convenience - putting all the industrial/employment areas together. This disregards the ability to do a subarea analysis of the transportation system. We continue to think Swan Island should be analyzed within the Portland Central City and Neighborhoods Subarea, which should logically also include the Albina Intermodal Yard area (especially Interstate to Broadway), and the Northwest Industrial Sanctuary and BN intermodal facility. The Central City and neighborhoods Subarea analysis is not based on geography or a subarea transportation system but on similar 2040 land use objectives. This does not lend itself to a logical analysis of a subarea's transportation needs and issues.

Major Intermodal Facilities and Industrial Areas in the West Columbia Corridor Subarea: Marine Terminals, T-4, T-5 and T-6 (and the planned West Hayden Island marine facility) should be featured under this heading. Likewise, the regional intermodal rail yards (Brooklyn Yard, Albina Yard and Lake Yard) should be featured within the Portland Central City and Neighborhood Subarea.

Portland International Airport - conclusion: The region's growth forecast in the population and employment assumptions include PDX growth projections with the third runway. Some of the third runway impacts have been analyzed by the Port and are incorporated into the RTP 2020 travel forecasting.

Chapter 5; figure 5.1: Include I-5 North under the Most Critical Freight Corridors. Also, on the Existing Resources Concept sketch, note that Rivergate is actually west and north of where it is mapped. It is not accessed by US 30 Bypass. N. Columbia Blvd. and Marine Drive should be shown as the access routes. US 30 and BN's Lake Yard should be shown as an Intermodal Facility - Also Brooklyn Yard off of 99E.

Table 5.7: the total AWD truck trips in 2020 looks suspiciously low. We think there must be an error somewhere. It is not consistent with Commodity Flow analyses.

Andy Cotungo
October 29, 1999
Page Four

Chapter 6 - Northeast Portland Highway

Please note our Section 3 comments on the Northeast Portland Highway and incorporate into this section.

The Columbia-Lombard corridor has been evaluated through the Columbia Corridor Transportation Study. The actions and projects for this corridor have been adopted by the Portland City Council and should be reflected in the RTP. It does not make sense for the region to recommend further studies and refinements. Port staff does, as mentioned above, concur with the need for a regional analysis of through-truck infiltration on the local street system in St. John's.

Section 6.8, Outstanding Issues: There should be a reference to the Regional Industrial Lands Survey findings and the need to evaluate the transportation needs of Tier B lands to contribute to Tier A industrial land supplies.

And finally, thanks to you and your staff for your efforts on the RTP. Should you have any questions please contact Jane McFarland or me.

Sincerely,



Jane McFarland, Senior Planner
Susie Lahsene, Transportation Program Manager

cc: Mike Heglund
Tom Kloster

To Whom It May Concern,

10-29-99
RECEIVED
NOV 01 1999

I was at your meeting on Oct. 26th. I appreciate the opportunity to express my views. Let me tell you again how much I hate Tri-Met. I know that is a strong statement, but it's true.

One woman on your panel wanted a few examples from my list of 61 annoyances. Believe me riders confront something stupid everyday.

1. Buses don't show up on schedule.
2. Drivers who get off the bus to go into McDonald's for a drink.
3. Having to open your own doors.
4. People who don't know how to open doors.
5. Buses with improper signs
6. Automobile signs on buses.

7 Wet Seats, etc, etc, etc.

Public transportation is a passion of mine. I believe the answer to a perfect city is to accentuate public transit and phase out the auto. Impossible? Think of it, if gas. was \$5 a gallon, we'd be on our way to the "future of transportation."

Let's face it, cars are ugly, noisy, stinky, expensive and deadly. As a pedestrian I'm often afraid for my life. Drivers are too aggressive & arrogant. "Red means stop in Beaverton." What gives?

If I can be of any service to promote the cause of public transit, please feel free to contact me. Sincerely,
Penny Roth



RECEIVED
NOV 02 1999

BY:.....

To: JPACT
From: Chris Hagerbaumer, Air & Transportation Program Director
RE: 1999 Regional Transportation Plan
Date: November 2, 1999

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The Oregon Environmental Council (OEC) appreciates all of the hard work associated with updating the RTP. There are many terrific policies contained therein (e.g., Policy 9.0 and Policy 10.0 and Policies 20.0-20.3). We do, however, have some specific suggestions for changes to the TPAC Working Draft 2 of the RTP.

Air Quality Impacts

Generally, transportation planning requires that projects merely "conform" with the SIP. Although the RTP encourages investment in modes of travel that contribute to clean air, it does not indicate that certain road projects contribute more to clean air than others.

Under Policy 9.0 Clean Air, add an objective that says "When prioritizing among road projects, give extra weight to those that improve the region's air quality, such as local street connections."

The RTP should also specifically identify a financially constrained system and indicate how the financially constrained system will conform to federal and state air quality regulations (as well as transportation planning requirements and 2040 goals).

Transportation Demand Management

Under 1.3.6 Managing the Transportation System: the RTP should reflect the fact that TDM is not just about reducing, but also about flattening, demand. OEC suggests changing the second sentence of the second paragraph on page 1-51 to: In contrast, TDM strategies manage the flow of traffic on and extend the life cycle of existing facilities by focusing efforts to reduce reducing and reshaping the demand for use of these facilities.

The RTP should make a very strong case for and reflect a very strong interest in TDM, particularly those strategies that involve pricing. In that

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oec@orcouncil.org www.orcouncil.org

general policy recommendation that congestion pricing should be used to raise revenues will raise the hackles of a number of transportation reform advocates who fear that toll revenues could be siphoned off for unwise road capacity projects.

With respect to objective "c", OEC concedes that we have a ways to go before the public will embrace tolling of existing facilities; but the RTP should reflect the fact that pricing of existing roadways could have enormous benefits for the region. (Of the options studied, the three with the highest net benefits were ones on existing roadways.)

With respect to eliminating the references to "major, new highway capacity," in objective "d"; they are repetitive and unnecessary (objective "b" makes it clear). At the very least, eliminate the reference from the sentence on criteria.

The section on TDM would probably benefit from the addition of a policy regarding the Location Efficient Mortgage (LEM). The LEM is a mortgage product that increases the borrowing power of potential homebuyers in "location efficient" neighborhoods. Location efficient neighborhoods are pedestrian friendly areas with easy access to public transit, shopping, employment, and schools. The LEM recognizes that families can save money by living in location efficient neighborhoods because the need to travel by car is reduced. Instead of owning two cars, a family living in a location efficient neighborhood could get by with one – or none. The LEM requires bankers to look at the average monthly amount of money that applicants would be spending on transportation if they had to use a car for day-to-day transport and applies it to the servicing of a larger mortgage. This increases the purchasing power of borrowers when buying a home in location efficient neighborhoods, stimulating home purchases in existing urban areas. It may also make home ownership possible for some people who would not otherwise qualify.

Metro is currently project manager of a feasibility study to determine whether the LEM is applicable in the region, and there is a strong possibility that Fannie Mae will support implementation of a LEM demonstration project. The LEM strongly bolsters growth management and transportation policies identified in the RTP.

Revenue Sources and Forecast

It would be greatly beneficial to the public and to lawmakers if the sources of revenue for transportation and the investments in transportation were more transparent. Granted, the issue is complicated, but there must be some way to show transportation revenues and disbursements in a simplified manner.

OEC would also suggest adding a section that describes the indirect or social costs of providing and maintaining roadways. Major social costs include the costs of noise, water and air pollution, time and economic efficiency lost to traffic congestion, and personal and property losses due to traffic accidents.

each vehicle's contribution to the total cost of air pollution in a particular region.

- ⇒ People could be expected to drive less, take transit, make improvements to their emission control systems, and eventually purchase less polluting vehicles.
- ⇒ Revenues from the smog fee could also be used in part to tune high-emission vehicles owned by low-income individuals. This would help mitigate the socioeconomic effects of the smog fee, would result in a cleaner fleet, and would decrease the incentive to cheat the I&M program. Low income residents could also be trained as mechanics to conduct the repairs, as in a model Chicago program.
- ⇒ Other uses of smog fee revenues would be to direct them to the Oregon Health Plan to compensate for the health impacts of air pollution or to rebate them on a per capita basis to all citizens in the priced region.

Process for Amending the RTP

We suggest the following changes and additions to Section 6.6.3:

- 1. Regional transportation demand strategies, including pricing;
- Add an action: "Investments that increase the connectivity of the local street network."

November 1, 1999

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

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NOV 02 1999

BY:.....



Gentlemen:

The ODOT Bond Program would provide funding for design and construction of highway projects statewide. Hall Boulevard from Scholls Ferry Road through Tigard to Durham Road is a state highway that requires widening to five lanes to meet traffic demands over the next twenty years. The improvement of Hall Boulevard is included in the Metro Regional Transportation Project List in two segments: from Scholls Ferry Road to Locust Street, and from Locust Street to Durham Road. The segment from Locust Street to Durham Road is scheduled in the 2000-05 time frame for construction while the Scholls Ferry to Locust leg is projected for the 2006-10 time frame. Project Selection Criteria No. 6 states that the "ability to transfer local interest roads, district or regional highways to local governments prior to project construction" would be considered in the selection of projects for the ODOT bond. The City of Tigard would be willing to accept those portions of Hall Boulevard that are funded through the bond for improvement to ultimate width.

We therefore submit the following project for consideration in the ODOT bond issue:

RTP No.	Project Name	Project Location	Project Scope	Estimated Cost
6030	Hall Boulevard Improvements	Locust Street to Durham Road	Improve Hall Boulevard to 5 lanes	\$12,400,000

This project involves expansion of over three miles of roadway, right-of-way acquisition sufficient to accommodate a 5-lane section, and replacement of a bridge south of its intersection with Burnham Street adjacent to Tigard City Hall. The RTP estimated amount of \$4,700,000 is not sufficient to fund the improvements envisioned. We therefore submit our estimated amount based on the land acquisition costs, bridge replacement cost, and total project length. With an aggressive approach to project design and rights-of-way acquisition, this project could begin construction well within the six-year period allotted for these highway projects.

Sincerely,

BRIAN MOORE
Council President, City of Tigard

- c: Mayor and Council Members
- Washington County Commissioners
- Kay Van Sickel, Region 1 Manager, ODOT
- William A. Monahan, Tigard City Manager

I:\Eng\Gus\Letters\Letter to JPACT Requesting Consideration of Hall Boulevard



CITIZENS for BETTER TRANSIT

6110 S.E. Ankeny Street, Portland, OR
tel. 503 232-3467 97215-1245

RECEIVED
NOV 03 1999

BY:.....

November 1, 1999

M E T R O , Regional Transportation Plan
600 N.E. Grand Avenue,
Portland, Or 97232-2736

In presenting your new Regional Transportation Plan you state that; " Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability."

We agree, but disagree on your proposed "How to" because "We'd better prepare for gas pains!" as stated in The Oregonian Forum op-ed article of October 10. Consensus has it that we are running out of cheap oil, that averting a crisis is a much better policy than reacting to one and that we have, at best, a little more than a decade to address wrenching changes to our energy policy.

The Oregon Transportation Planning rule calls for reducing vehicle mile travel (VMT) per person, for reducing parking and for reducing dependence on the automobile and driving alone. These appropriate goals are and will remain wishful thinking given the present available, well developed road system and parking. We must provide equally easy accessibility to an alternative, readily available, frequent transit system that can be used by the general public for all their transportation needs. But your proposed plan, as a first priority, states the need to expand some roads and highways (including some new ones!), ahead of improving bus and light rail service (heavier rail too) to allow walking to stops and stations.

With the state Transportation Planning rule goals in mind, the first priority must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking, all of which are already overbuilt in light of the imminent cheap oil supply end.

To begin these essential policy changes, we recommend prompt implementation of our recommendation to the Transportation Policy Alternatives Committee (TPAC) for a transit intensive RTP made almost 10 years ago, in March 1990!

Enclosed are copies of The Oregonian Forum article of October 10 appropriately highlighted and of the TPAC memo.

We appreciate the opportunity to provide meaningful input for the only course which will maintain, indeed improve, our cherished quality of life.

R. J. Palmer 286 G-Chair
(Don Olszew)

OCTOBER 10, 1999

We'd better prepare for gas pains

Soon America will guzzle all the cheap oil, then we face wrenching changes

By JOHN H. BALDWIN
SPECIAL TO THE OREGONIAN

As gasoline prices have surged in Oregon this year, sometimes requiring \$1.50 for each gallon that propels our vehicles a dozen miles down the road,

we grumble — but pay — and send our politicians to investigate the causes and consequences.

Some say the causes are oil company collusion, a lack of competition in the Northwest or simple supply and demand. The consequences probably don't often include a significant alteration of lifestyle.

But imagine the changes in your daily life — your work, your play — and the way you manage your home if gasoline were \$5 to \$10 a gallon and rapidly increasing.

Many energy analysts say today's price increases are the tip of the iceberg. No one can predict when exponential gas price increases will occur, but there is near-unanimous agreement that they are imminent.

And the way these price increases arrive could be important as you make necessary adjustments in your life. If the increases

are anticipated, timed, phased in and planned for, adjustments are possible that might actually improve your quality of life. But if the increases are unexpected, sudden and extreme, it could mean serious disruptions in our consumer-based, industrial society.

The United States consumes three times more fuel per capita than any other country. We account for about 27 percent of global oil consumption, compared with 20 percent by all of Western Europe and 7 percent by Japan. Massive increases in U.S. production and consumption since World War II have been fueled by cheap energy. And that makes us vulnerable to energy price increases.

U.S. domestic petroleum production has been declining since 1972. We have simply been making up the difference between declining production and increasing consumption with cheap imports. But now international petroleum production peaks are in sight, and the end of cheap international oil puts the post-war economic boom — and our vehicle-driven way of life — in jeopardy.

For decades, North America has had the cheapest gasoline in the world. In 1997, the United States imported more than 56 percent of its oil.

Please see **FUEL PRICES**, Page F2



BOB NEWMAN/Los Angeles Times Syndicate

aying nearly \$67 billion to oil companies and foreign governments. At as little as \$15 a barrel, this has been a steal — representing 1 percent of U.S. gross domestic product. In the past decade, the real price of gasoline has declined to the point that in some U.S. regions, a gallon of clean fresh water is more expensive.

But the cost of crude oil, from which gasoline is refined, for October delivery hit \$23.20 a barrel, an increase of 93 percent from the beginning of the year, and it is predicted to rise to \$25 this winter.

The U.S. economy, transportation systems, buildings and communities have come to depend on cheap energy. Other industrial economies, especially in Europe and Asia, have developed with much more expensive energy.

In England, for example, gasoline costs \$4.84 a gallon. So the European pattern of transportation and development is more energy-efficient. Most workers commute by train, not by car. Most communities are compactly developed around a central rail station. You seldom see large SUVs, RVs or all-terrain vehicles, motorboats and snowmobiles.

Would similar changes in consumption harm our quality of life? A better question might be: Shouldn't we start figuring out how to make this inevitable transition as smooth and painless as possible?

206 Petroleum prophets unheeded

Many in our industrial economy are in denial about the fact that fossil fuels are geologically finite. Some believe in the ability of markets and capitalism to resolve shortages. Others have blind faith in technology — such as the late economist Julian Simon's admonition that if we run out of copper, we'll simply find a way to make more.

But for years, independent scientists, petroleum engineers and even the oil companies have been predicting energy shortages in the early 21st century. As far back as 1956, the late M. King Hubbard, longtime head of the U.S. Geological Survey, predicted that U.S. oil production would peak in 1970 (it peaked in 1972), and world oil production would peak in 1995 (now predicted to peak around 2010).

Many energy analysts don't agree with these predictions. They often cite the oil shock of the 1970s as an example of how prices stimulate the acquisition of new discoveries. That decade's high energy prices stimulated new discoveries, notably off Alaska's north slope and below the North Sea, and provided incentives

This will not be the case with the next energy shortage because of the law of diminishing returns — the big pools of easily and cheaply acquired oil are gone. Eventually, it will take a barrel of oil in exploration and acquisition costs to get a barrel of oil. When this stage is reached, prices become irrelevant to new discoveries.

New discoveries worldwide peaked at 41 billion barrels a year in 1962. Today they range from 5 to 7 billion barrels a year despite increased drilling, improved exploration technologies and increased investments. The world is consuming 23 billion barrels of oil a year and finding only seven. So it's not a shortage of supply that will drive up world prices, but competition and increased demand.

The Paris-based International Energy Agency and the Organization for Economic Cooperation and Development say the peak of world oil production "is in sight." Pessimists say it will happen in 2001, optimists say in 2020. Either way, if you have always wanted to drive your RV to Alaska, you had better do it soon.

Getting a new life

Surely, higher fuel prices — and lower consumption — will have benefits: a reduction in air pollution, acid rain and global warming. Improved environmental conditions will improve our quality of life.

But we will face wrenching changes in our lifestyles.

A sudden global crude shortage of 5 percent could dramatically increase fuel prices and bring back the gasoline lines of the 1970s — or worse. One of the biggest effects will be less mobility by middle- and lower-income people and high-cost commercial transportation. Only government — such as emergency services, police and military — and the wealthy will have the money for auto and airplane fuels. One of the first things to go will be our toys: SUVs, personal watercraft, off-road vehicles and snowmobiles.

High fuel prices could hit us in the stomach, too. A.A. Bartlett, an astrophysicist at the University of Colorado, describes modern industrial agriculture "as the process of using land to convert petroleum to food." About 17 percent of U.S. energy consumption is used for agriculture: making fertilizers and pesticides, working the fields, and processing, delivering and preparing food.

If fuel prices increase, food from industrial agriculture will be much more expensive. Global food distribution could be disrupted, creating widespread hunger. Food surpluses, from countries with industrial agricultural systems, would disappear.

The hardest hit will be urban lower and middle classes, who cannot grow their own food and won't be able to afford to buy much. Urbanites around the world already are feeling a pinch. In Moscow, families board and educate farmers' children in exchange for food.

In Japan, I've seen a watermelon on sale for \$70.

We might also feel higher fuel prices in our bones. Commercial and residential heating requires about 10 percent of our annual oil consumption. We will switch to less-expensive alternatives such as natural gas — speeding the exhaustion of gas reserves — weatherization, solar heating and shutting off the heat in some rooms in our homes.

We might even feel it in our jobs. Expensive heating and transportation fuels could put the U.S. economy at a competitive disadvantage with Europe and Asia, which have been dealing for decades with high-priced energy. High energy prices also could fuel inflation.

But what would really get our attention would be watching our children march off to oil wars in the Middle East, where by 2015 five nations will be producing more than 50 percent of the world's oil.

Some effects of a sudden oil shock on a society can be seen in Cuba, whose supply of cheap oil from Russia was cut off in the early 1990s. Bicycles are replacing automobiles. Horse-drawn wagons are replacing trucks. Urban industrial factories are faltering. Workers are migrating to rural areas to engage in labor-intensive agriculture. Meats and processed foods are expensive, with bananas and potatoes the new mainstay of the diet. And Havana's air quality is improving. It must be emphasized that this is change and not collapse.

K.E.F. Watt, a professor at the University of California at Davis, advises everyone to "plan their lives as if gasoline will be \$100 per gallon in 10 years." This is not a prediction but an exercise in planning for such change.

The exercise will reveal many policies and actions that have been recommended to us for years, including: promoting mass transit, alternative transit and walking to work; developing efficient vehicles using alternative fuels; financing research and development of clean and renewable energy sources such as conservation, renewables, hydrogen, fuel cells and fusion; developing "green" taxes to promote good practices and discourage the bad; and curtailing population growth.

Preparing for the inevitable

Conventional wisdom (old thinking) is to develop (exhaust) all the fossil fuels available on Earth, then make an obligatory and expensive transition to conservation, renewables and alternative fuels. This approach does not recognize the real subsidized cost of the combustion of fossil fuels or the future cost of energy. (What will be the cost of gasoline in 2020 compared with the cost of sunlight?)

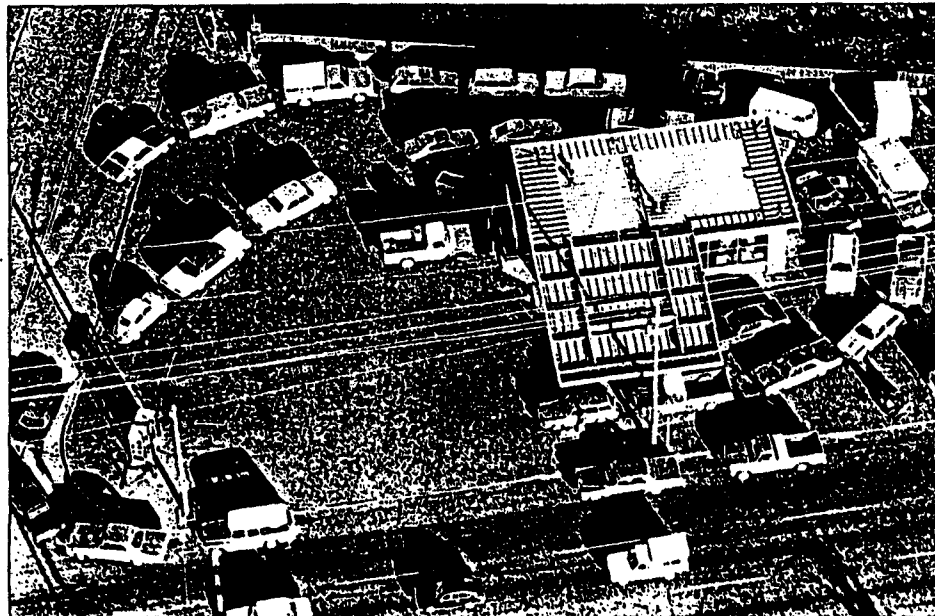
Averting a crisis is a much better policy than reacting to one. We are not running out of fuels, we are running out of cheap fuels. Higher prices could increase the quality of our lives if we have the vision and the time to adapt. Sudden reactive afterthoughts could make for a bumpy ride.

What we need are the changes in energy policy to be known in advance, planned for, and to occur gradually. Higher prices could reduce consumption and waste, and perhaps help us to become less of an industrial consumer society and more of an efficient conserver society with a much more sustainable economy.

The obstacles in the path of an easy transition are extraordinary. Americans will be asked to park their gas guzzlers, RVs and other toys. Think of the political and fiscal costs of redesigning cities and rebuilding the nation's railroads. What will be the social and economic costs and benefits of a move away from industrial agriculture? Can a politician get re-elected after approving a gas or green tax?

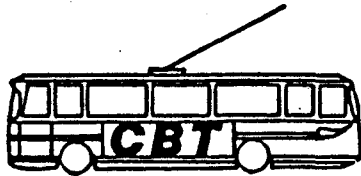
We have, at best, a little more than a decade to address these changes.

John H. Baldwin is director of the Institute for a Sustainable Environment at the University of Oregon. You can contact him by e-mail at jbaldwin@oregon.uoregon.edu.



Oil shortages and high gasoline prices in the United States in the 1970s created long lines at filling stations such as this one in Portland. The shock stimulated new discoveries of oil that abated the crisis, but because the pools of cheap oil are disappearing, that won't happen next time.

ASSOCIATED PRESS/1974



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990
From: Ray Polani
Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizeable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
 - a. Improved bus network (routing, headways and preferential treatment)
 - b. Additional high capacity corridors (IRT)
 - c. New circumferential corridors (Bus, Railbus, IRT)
 - d. Commuter service beyond metro area (rail, Bus)
2. Travel demand forecast using input from improved and expanded transit network design
 - a. Modify base highway network to exclude highways not currently in place and include "phantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
 - b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment construction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
 - a. Moderate fares
 - b. Parking costs highest near the rail system
 - c. High auto operating costs (due to increased fuel, parking and registration)
 - d. Constrained auto traffic flow consistent with existing capacity
 - e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
 - f. Comfort and reliability factor for rail travel
4. Research availability of existing regional rail corridors for passengers and freight use
 - a. Negotiated purchase
 - b. Condemnation
 - c. Joint use agreements
5. Develop costs for this transit intensive alternative
 - a. Capital (right-of-way, fixed infrastructure, rolling stock)
 - b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 2-3% of Metro's Fiscal 1991 planning budget be diverted to this critical project (\$100-\$150,000).

7365 SW 87th Ave.
Portland, Oregon 97223
November 4, 1999

Andy, Mike, TPAC members:

Just finished looking over the maps for the RTP update in advance of tomorrow's TPAC meeting, and I noted several things that appear to be old carryover errors from past maps. I hope TPAC will forward the maps to JPACT with the changes that are noted below.

The major concern of our neighborhood is the designation of Oleson and Garden Home Roads as minor arterials on the Regional Motor Vehicle System map. This is a mistake that I thought we'd worked out with Metro staff. These streets are the neighborhood's collector streets and they are the ONLY collector streets in the area. They function just as Vermont, Tayors Ferry, Hamilton, Hart, Denney, etc. function and can't take the wider design standards shown for them. We need these collectors to continue as collectors due to the topograhpy, the 2 golf courses that limit any other collector possibilities, and the Fanno Creek system that runs through the area.

It's highly unlikely that they'd ever be developed as arterials or community boulevards given that they are accessed at very closely spaced intervals (about one driveway every 25 feet of roadway length) by private driveways and local streets. Also, they serve only residential development (lower density-type in the 2040 plan) that has no option but direct access to the streets and is built very close to the existing right-of-way. Revelopment at the r-o-w widths envisioned in the RTP would require acquisition of an enormous amount of viable housing stock and the land it sits on. In fact, the county's MSTIP3 project for Oleson between Beaverton-Hillsdale and Hall will only be a two-lane section with bike lanes and sidewalks and a left-turn pocket at 80th. That project will be built in the next 5 or so years. We need to ensure that these collectors are developed like collectors to serve the land uses surrounding them. There are good options for regional vehicle traffic on Scholls Ferry, Hall, B-H, and 217.

I'm working from the small maps, so the detail is hard to read, but these are the changes that should be made before the "adoption draft" is sent on to JPACT.

- 1) Regional Street Design Map: Remove Garden Home and Oleson north of Garden Home as community streets; change Oleson south of Garden Home from a community boulevard to a community street.
- 2) Regional Motor Vehicle System Map: Remove Garden Home and Oleson as minor arterials; show them just like Vermont, Taylors Ferry, etc. are shown.
- 3) Regional Public Transportation System: Show a regional bus on Scholls Ferry connecting Raleigh Hills to Washington Square.

The neighborhood association has been working on these issues for many years and has just recently reviewed that work and reiterated its concerns about the future of these two streets. Call me if you need further information. Thanks.

Sincerely,


Robert N. Bothman, Chairman (244-7206)

CPO 3

November 5, 1999

To: TPAC

From: Richard Ross, TPAC Member, Multnomah Co. Cities

RE: Amendments to Chapter 6, Implementation, Regional Transportation Plan

These amendments address policy and planning concerns of East Multnomah Co. cities related to Section 6.7 Project Development and Refinement Planning, October 29th Working Draft 2.2. We want to be sure that proposed refinement and corridor studies reflect issues that we have already identified in our TSP or related planning efforts.

Proposed amended text is underlined

6.74 Specific Corridor Refinements Page 6-21

Banfield (Interstate 84) Corridor

COMMENT: Gresham TSP policies and the East County Long Range Transit Plan call for feeder bus improvements to MAX as the priority transit need. Gresham prohibits park and ride surface lots at MAX stations. Inadequate MAX feeder bus service currently creates a second class transit system for East County bus riders, compared to MAX.

AMENDMENT:

- consider additional feeder bus service and park and ride capacity along the eastern portion of the light rail corridor to address demand originating from East Multnomah and North Clackamas Counties.

6.7.5 Specific Corridor Studies p 6-29

Powell Boulevard/Foster Road Corridor

COMMENT: Improvements to transit and streets and ITS in the Foster/Powell corridor must address improved North/South access to East Multnomah County, Gresham Regional Center, Eastside MAX and Columbia South Shore. Gresham has an IGA with City of Portland that assigns Gresham primary responsibility for the Pleasant Valley Town Center and Urban Reserve. Text as written emphasizes *only* radial access from Central City to southeast urban reserves and urban areas and does not address current capacity issues on Powell. Gresham and East County cities are very concerned about linking urbanizing areas in southeast Multnomah and Northeast

Clackamas Counties to the East County urban area, given limited present North/South connections. The amended language reflects linkages already proposed in the Regional Public Transportation and Motor Vehicle systems.

AMENDMENT:

Paragraph 1:

The concentration of urban reserves in Clackamas County and southeast Multnomah Co. will place heavy demands on connecting routes that link these areas with employment centers in Portland and Multnomah County.

Paragraph 2:

As a result a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus urban reserves to employment areas along the Foster/ Powell corridor, Gresham Regional Center, Columbia South Shore, and central city.

- Aggressive transit improvements , including rapid bus service from Central City to Damascus town Center via Powell and Foster roads and primary bus on 172nd Avenue and to the Gresham Regional Center, Eastside MAX, and Columbia South Shore.
- Capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues , and from two to five lanes from 172nd to Highway 212, phased in coordination with capacity improvements to Powell Blvd. from two to five lanes from I-205 to Eastman Parkway.
- Extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell and to improve access between these areas and adjacent urban East Multnomah and northeast Clackamas Counties.
- ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland, East Multnomah County and northeast Clackamas County network .



Oregon

John A. Kitzhaber, M.D., Governor

Department of Environmental Quality

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

November 15, 1999

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

Re: Regional Transportation Plan Development

Dear Mr. ^{Andy}Cotugno:


As you are aware, our department has been participating in the development of the new Regional Transportation Plan (RTP) for the Portland area. This letter expresses our continuing concern about the lack of attention that is being given to developing a financially constrained transportation system. Both the "Strategic" and "Preferred" systems contained in the proposed public review draft cost much more than the region can reasonably expect to receive based on historic funding levels adjusted for inflation. Disclosure of the financially constrained system and evaluation of its performance is necessary to comply with the letter and intent of TEA-21 and the Clean Air Act.

We recognize the value of addressing other scenarios such as the "Strategic" and "Preferred" systems described in the November 5th draft. However, those scenarios require three to four times the resources currently available (as the text indicates) and a constrained system still cannot be discerned. We also recognize the need to have agreement on projects, their timing and cost, prior to evaluating the system for air quality conformity. The resolution of intent adopted by TPAC, however, falls far short of that agreement since the financially constrained system is yet to be identified.

With the current process, this plan will likely need to be reviewed by TPAC and JPACT three times. Once during this meeting to reach agreement on the "Strategic" and "Preferred" systems, once to reach agreement on the financially constrained system and then finally to approve the plan once the financially constrained system has been evaluated for air quality conformity. Since the air quality conformity rules require a 30-day comment period on the air quality analysis, additional public involvement and opportunity to comment will also be necessary. The process would be much more efficient if the financially constrained system could be addressed earlier in the review process.

We exercised significant flexibility on the conformity determination for the Transportation Improvement Program by voting to support adoption contingent upon the completion of the analysis. At that time, we requested that the RTP adoption process be laid out to ensure that all requirements are addressed before final TPAC and JPACT action. We look forward to working with Metro to achieve this objective.

Sincerely,


Langdon Marsh
Director

cc: Joint Policy Advisory Committee on Transportation
LG:AL:l
LTR/AQ77085.doc



Willamette Pedestrian Coalition

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

RECEIVED

Working together to improve conditions for walking in the Portland region.

15 November 1999

BY: _____

Metro Council and the Joint Policy Advisory Committee on Transportation
c/o Metro Transportation Department
600 NE Grand Ave.
Portland, OR 97232

Regarding: Regional Transportation Plan

Dear Metro Councillors and members of JPACT:

The Willamette Pedestrian Coalition is a grassroots volunteer organization dedicated to improving conditions for walking in the greater Portland metropolitan region. WPC has studied the proposed Regional Transportation Plan, and we have the following comments.

First, regarding the project list, there have been a number of recent Transportation and Growth Management grants that have proposed projects consistent with RTP goals and objectives. We note that some of these, such as the Barbur Streetscape Plan, the Milwaukie Action Plan for Brooklyn, the McLoughlin Corridor Land Use and Transportation Study and the Washington Square Regional Center Plan, have identified important projects that have not been included in the RTP. We believe the projects that have resulted from the grant process should be included in the RTP. In particular, the Barbur Boulevard Streetscape Plan, which has been identified in the Supplemental STIP (Project #14), should replace project 1195 in the RTP.

Second, with respect to the policies, we suggest adding language to Policy 18.0 Transportation System Management (Page 1-54) and Policy 19.0 Regional Transportation Demand Management (Page 1-55), as follows (underlined text is proposed addition):

Policy 18.0: "Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line road reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids."

Policy 19.0: "h. Objective: Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers, at employment centers."

Finally, WPC supports section 6.4.6, which calls for the use of improvement in non-SOV mode share as the key regional measure for assessing transportation system improvements in the Central City, Regional Centers, Town Centers and Station Communities.

Very truly yours,

Ellen Vanderslice
Vice-President, Willamette Pedestrian Coalition

cc: Pamela Alegria, President



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
(503) 823-5185
FAX (503) 823-7609
TDD 823-6868

November 15, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Members of the Metro Council,

RE: Regional Transportation Plan Priorities

The St. John's Truck Strategy Advisory Committee strongly recommends the immediate initiation of the Regional Transportation Plan Priority Project No. 4016, North Willamette Crossing Study. This committee, representing the citizens and businesses of the North Portland peninsula, and truck-related industries, is currently engaged in a study to determine how to reduce the impacts of nonlocal trucks on residential and commercial-retail uses, while improving truck circulation. Following is our reasoning and a detailed recommendation for an alternative to increasing the use of the aging, historic, and limited capacity St. John's Bridge.

There is no short-term solution or easy fix that would wholly separate the movement of truck-freight from the residential and commercial-retail areas (pedestrian-district) of St. John's, without a severe impact on freight movement. For many nonlocal truck trips the St. John's Bridge provides the most convenient, obvious and efficient route between US 30 and the Columbia Corridor and the State of Washington. In turn, the location of the St. John's Bridge requires that trucks using it enter the St. John's core area and Pedestrian District, with its narrow streets and mix of residential, commercial and retail uses.

The conflicts created by the existing truck routes across the peninsula will continue to worsen as truck trips increase. These conflicts are likely to be solved only through the creation of an alternative to the present route choices. Such an alternative would necessarily find a way to separate truck traffic from the St. John's core area and Pedestrian District. Such a separation, in turn, requires the creation of an alternative to the use of the St. John's Bridge for freight movement.

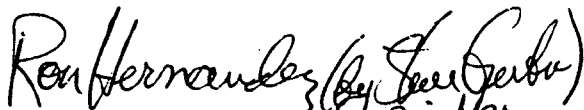
Requiring trucks to use I-5 and the Fremont or Marquam Bridges, as the only access to and from US 30, would create significant inefficiencies for the movement of truck-freight because of an increase in miles of vehicle travel, travel time, and congestion. It also places these truck trips in the precarious situation of relying on I-5, with only I-205 to provide a back up. The use of I-205 for these trips will result in even greater vehicle miles of travel and longer travel times between the identified origins and destinations.

To provide a permanent solution to increasing freight movement, and the associated impacts, separating truck trips from the St. John's core area and Pedestrian District is essential. Metro has already recognized this need in the Regional Transportation Plan, Priority Project No. 4016, North Willamette Crossing Study. This study must be initiated at the earliest possible time if efficient and noninvasive movement of nonlocal truck-freight is to be achieved on and through the North Portland peninsula.

The St. John's Truck Strategy Advisory Committee has identified three possibilities as providing the necessary separation of nonlocal trucks and the affected land uses:

1. North Willamette Crossing. Build a bridge between Rivergate and US-30. This option is currently included in the Regional Transportation Plan, for study. This option has a high potential in terms of capturing the cross-Willamette nonlocal truck movement on the peninsula. In conjunction with the use Columbia Boulevard, this option could dramatically reduce the number of trucks through the St. John's Pedestrian District. However, the construction of a new bridge brings with it some serious issues, including: river-related environmental concerns, aesthetic impact on the St. John's Bridge, impacts on river traffic, and impacts on the industrial streets in the west end of the Columbia Corridor.
2. Burlington Northern Rail Road Bridge. Rebuild and/or modify the Burlington Northern Rail Road Bridge and the Carey Boulevard, "Rail Road Cut", to accommodate trucks. This option has a high potential to capture cross-Willamette nonlocal truck movement on the peninsula. Like the preceding option, this alternative could dramatically reduce the number of trucks through the St. John's Pedestrian District. While environmental concerns would be reduced to some extent because the bridge is existing, the feasibility of this option has been questioned, but not tested.
3. River Road. Construct a riverbank roadway from Rivergate to Swan Island to accommodate trucks. However, by itself this option will not result in the separation of a significant number of nonlocal truck trips from the St. John's core area and Pedestrian District. Any such truck route would require a direct connection to a bridge for it to be effective.

Sincerely,



Ron Hernandez, Co-Chair
At Large Citizen Representative



Wayne Plaster, Co-Chair
Truck-Related Industry Representative

Attc: Position Statement: St. John's Neighborhood Association, September 19, 1999
Position Statement: Friends of Cathedral Park, September 28, 1999

RH/WP/sg

On page 41, replace as follows the entire section titled:
Implementing the transportation system plan

The primary mission of this RTP is to guide both decision-making and reduce uncertainty for decision-makers as well as users of the region's transportation system. And because implementing the ideas, projects, and principles of this plan often requires expenditures of money, this document provides clear direction for raising and spending transportation dollars.

The following policies are designed to:

- Achieve the broad goals of connecting land use and transportation choices according to the 2040 Growth Concept.
- Improve fairness and efficiency in the allocation of limited transportation resources.
- Balance basic transportation needs - as well as preferences - with a commitment to high level environmental quality standards.

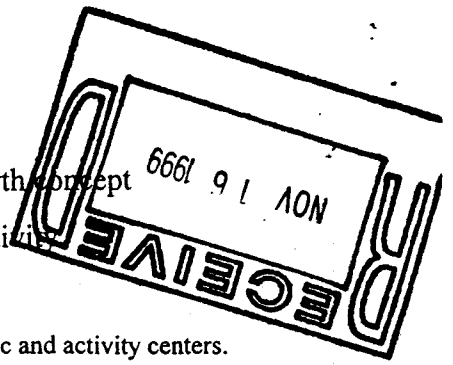
Policy 20.0 Fairness and efficiency in transportation finance

Allocating transportation resources by how the funds are collected reduces uncertainty in planning and implementation, but also addresses inequities in the present system because the "users pay."

- a. **Broad-based** funding sources such as state, regional, or county gas taxes and registration fees should be used primarily to maintain and preserve the existing roadway system infrastructure that all motorists of the transportation system use.
- b. **Growth-related** funding sources such as system development charges, local improvement district assessments (LIDs), or other targeted property tax or bonding mechanisms should be the primary source of funds to construct facilities and improvements that serve the primary users of those facilities.
- c. **Roadway tolls** or other fees should be used to construct new projects designed to alleviate congestion problems. Alternatively, **user regulations** such as designated high occupancy vehicle lanes may be used to apportion existing transportation assets if expanding capacity is not feasible.
- d. **Federal government grants** and other flexible funding sources should be used to develop or improve public transit; bicycle, or pedestrian facilities that preserve basic transportation options for non-motorists and for citizens who do not own real estate.

Policy 20.1. Linking land use and transportation

Implement a regional transportation system that supports the 2040 growth concept providing high levels of service to traditional and planned centers of activity.



- a. Do not abandon transportation needs of the traditional urban core, or other economic and activity centers.
- b. Allow opportunity for uses of land that support existing investments in public transit.
- c. Require that adequate public transit can - and will - be provided before expanding the urban growth boundary.
- d. Require protection - based on enforceable standards - for the investment of existing residents and property owners in the region before expanding urban settlement.

Policy 20.2. Transportation and the environment

Plan and implement transportation projects to meet environmental standards and provide equal protection for all citizens.

- a. Existing transportation projects shall be operated and maintained, or modified, to meet existing environmental standards.
- b. New transportation projects must be designed and implemented to meet existing or anticipated environmental standards.
- c. Standards of livability or environmental protection relating to the transportation system shall protect all citizens to equal standards.

Policy 20.3. Transportation Safety

Anticipate and address system deficiencies that threaten the safety of the traveling public.

- a. Place the highest priority on projects and programs that address safety-related deficiencies in the region's transportation infrastructure, but do not abandon the financing policies of Section 20.0.

RECEIVED

Date: November 17, 1999
To: Tom Kloster, Metro
From: Rex Burkholder
Re: Comments on the RTP Update:

BY:.....

Thank you for the opportunity to comment on the update of the Regional Transportation Plan. Please enter these comments into the public record.

General Comments:

- The difficulty of devising an affordable, successful transportation strategy for the region is caused by the failure to create an urban form where people's needs are met within their immediate community. This is exacerbated by policies and subsidies which support spatial separation of jobs and other destinations from where people live. Any investment in transportation beyond local streets should be seen as a failure of our land use planning system.
- Recent reports indicate that recent efforts to link land use and transportation are effective in reducing growth in traffic and congestion. The region's transportation system is functioning better because we haven't had the money to build significant new highway capacity. This is an incredible lesson that we still haven't learned, judging from the emphasis on highway expansion in the Strategic and Preferred Systems. In fact, the places where congestion has gotten worse is where we have been expanding the major highways, e.g., in the 217 and 26W corridors.
- A significant hole in the RTP is the lack of discussion of the price elasticity of transportation. With world oil production predicted to peak within the 20 year time frame of this plan, it is prudent and essential that we prepare for the effects of increasing gasoline prices. Higher transportation costs have particularly harmful effects on low wage workers, who already spend a disproportionate amount of their income and time on travel.

Specific Comments: (new language, deletions)

1. 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.

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

2. **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. Objective: Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities.

3. **Policy 2.0 Intergovernmental Coordination:** Metro does have a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation investment. The chart on the bottom of 1-11 indicates a reversal of the proper decision-making order. 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 citizen's objectives of 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.

4. **Policy 3.0 Urban Form:** Add:

D Objective: Develop workforce housing adjacent to employment. Workforce housing is defined as housing affordable to all workers employed at these sites, i.e., costing no more than 30% of a household's income.

E. Objective: Provide mixed use development to reduce travel demand, i.e., locate housing, jobs, schools, parks and other destinations within walking distance of each other.

Recommendation In the appropriate implementing chapter add language:

Local jurisdictions shall amend their comprehensive plans and other city policies (e.g., Strategic investment policies) to achieve these objectives.

5. **Policy 8.0. Water Quality:** There is an increasing body of work that details the cost savings as well as stormwater runoff reduction that can be achieved by eliminating curb and drainage. (see work by Professor Patrick Condon, UBC) This policy is empty rhetoric without implementing language.

Recommendation: In the appropriate implementing chapter add the following:

Local jurisdictions shall amend their comprehensive plans and transportation system plans to implement the design changes recommended on page 1-13, 1-14. in roadways to significantly reduce stormwater runoff.

Reduction of impermeable surfaces: Set regional goals for reducing % of land used for parking. Eliminate parking minimums in local plans.

Recommendation: In the appropriate implementing chapter add the following:
Local jurisdictions shall amend their comprehensive plans and transportation system plans to eliminate minimum parking requirements and to reduce amount of land area used for parking.

6. **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.

7. **Policy 13: Regional Motor Vehicle System;** The region needs to recognize that the motor vehicle system is complete. Lack of financial resources and the unwillingness of the public to contribute more to achieve diminishing returns means that we must do better with what we have. We must stop treating all trips as equally valuable. The RTP should place a value on trips and vehicle types, setting priorities that will determine actions and policies. E.g., the SOV commuter traveling at peak hour is of a lesser priority and should be treated differently (priced) than a truck carrying freight or a bus carrying 60 commuters. Pricing would be one way to communicate the relative social value of various forms of transportation that is sensitive to time of day, efficiency and impact on residents and the environment.

Recommendation: Change Policy 13 to read: **Manage the existing Provide a regional motor vehicle system of...**

Add objective I: Implement a pricing system based on traveler’s relative contribution to congestion based on time of day, type of vehicle, number of passengers.

Level of Service differentials: The RTP proposes to let congestion rise in the central city and regional centers while increasing capacity to achieve lower levels of congestion on other roads, typically located in the outer edges of the region. Absent a strategy to facilitate freight movement and to provide high quality transit undelayed by congestion for workers, this may encourage businesses to locate in the suburban fringe and abandon the central city and regional centers.

Recommendation: Use one standard of LOS for all roadways, Adopt a congestion pricing program for all existing roadways.

8. **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.

9. **Policy 18 Transportation System Management:** Access management should not reduce pedestrian and bicycle movement. On page 1-55 under Access management, calls for minimizing connections of local streets to arterial streets which reduces connectivity.

Recommendation: Limit local street connections to arterials to a numerical maximum using the connectivity study. E.g., No more than 20 local streets should connect to regional arterials in a mile.

10. **Policy 19.1. Regional Transportation Demand Management** Eliminate requirement for minimum parking ratios under Objective (a) as unnecessary and contrary to goals for reducing impermeable surfaces and reducing VMT.

Recommendation: Amend Objective (a) to read:

Objective a: Establish ~~minimum~~ and maximum parking ratios to help....

11. **Policy 19.2 Regional Transportation Demand Management** As the Traffic Relief Options Study showed quite clearly, Congestion Pricing is an effective and fair means of managing traffic demand. Amend the language on congestion pricing as follows:

Recommendation: amend objectives as follows:

b. Objective: apply peak period pricing appropriately to manage congestion and ~~generate revenues to help with needed transportation improvements.~~

c. Objective: ~~Use~~ Consider peak period pricing as a feasible option when ~~major~~ new highway capacity is added to the regional motor vehicle system.

~~d-Objective: Do not price existing roadways at this time~~

12. **Chapter 4: Financial Analysis:** The RTP projects a system, both strategic and preferred that may be unrealistic to fund. At the very least, the RTP should include a plan of action based on existing revenue sources. This plan should not be simply a cut-back version of the proposed plan. Rather, it should recognize that without additional resources it will be impossible to continue a transportation system based on maximizing mobility of undifferentiated motor vehicle traffic. It could be argued that even the strategic and preferred systems fail to achieve this goal, despite the expenditure of billions of dollars, due to physical and social constraints.

Recommendation:

- 1) Prepare a transportation program based on existing resources that recognizes that the regional road system as essentially complete. Set a high priority on maintenance of existing infrastructure, management techniques to maintain freight and person mobility (such as converting existing general purpose lanes to Freight/HOV/bus lanes and area wide pricing), and aggressively redevelops communities to be more accessible.
- 2) Prepare a regional transportation budget that includes all expenditures by jurisdictions and agencies by mode. Estimate private party expenditures by mode.

13. **Chapter 6:** Add a section on street design for **stormwater runoff reduction**. See comment #5 above

14. **6.4.5 Design standards for street connectivity:**

Recommendation: amend 2 (h) to read:

h. 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**, and

15. **Modal System Completion Goals:** Chapter 6; 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

(existing baseline data on systems completion is necessary to complete this table)

16. **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.

17. **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)

18. **Missing Sections:** The following issues are not addressed in the RTP and should be included:

Air Freight and Air Travel: regional concerns and issues

Regional responsibility for funding improvements on local street systems to relieve demand on regional facilities

Changing environment:

- Peak in world oil production (projected to occur between 2001 –2015)
- Effect of increased use of SUV's/light trucks in fleet on air quality conformity
- Growth in traffic originating outside of region and role of highway widening in encouraging long distance commuting