

Region 1 Public Comments to Date Supplemental STIP November 17, 1999

Note: In the Portland metropolitan area ODOT and Metro held joint public comment meetings to gather feedback on the Supplemental Statewide Transportation Improvement Program (STIP) projects and the Regional Transportation Plan (RTP). The summary of comments for the Portland metropolitan area meetings includes comments on both the Supplemental STIP and the RTP.

STIP Public Meeting Comments
October 19, 1999
Rainier, Oregon

1. Lonny Welter, Columbia County Public Works, Transportation Planner, St. Helens, OR, 503-397-5090

Mr. Welter stated that he was representing himself; the Columbia County Public Works Director; Jack Peterson, Columbia County Commissioner; and Tony Hyde, Columbia County Commissioner. He had met earlier in the day the people represents and they came to a consensus that they are placing the Swedetown Overpass as a priority in this County. From the county line starting in Scappoose clear to the county line beyond Clatskanie, that the overpass is the number one priority.

Mr. Welter stated that the county has had significant development come into the County in the past year. They have had US Gypsum (USG) locate in Rainier. When that occurred it happened in a very short period of time. Last year at this time USG was basically a blip on the very far edge of the radar screen. Now they are breaking ground and actually building the foundation down there. Today there is another blip on the edge of the radar screen, Cascade Grains. It is a methanol plant that planning on going in down at Westport.

Mr. Welter indicated that as far as transportation is concerned, it will have to be a joint state/county venture. A significant amount of construction on the county road system is required to meet Columbia Grain's transportation needs from their site to Hwy 30. The other issue is how to access the site from Hwy 30. He understands that the preferred access is via the Swedetown Overpass, which will present several problems. Right now it does not meet the height requirements for large crane trucks. Nor does it meet the width requirements. Also, the trucks are going to be coming down the hill empty, going to the plant, coming out of the plant and going to try and get back on Hwy 30 full. With the present interchange design trucks will have to travel under Hwy 30, get on a curved ramp and get back up on Hwy 30. He believes they will need to have a third lane on that overpass for an acceleration ramp, because the trucks are not going to be able to stop on an incline at that location. If they did stop and do start again they would be starting at a very slow rate of speed, which is going to basically stop all traffic behind them.

The number two priority in the county, as we see it, and this is already in the STIP, would be the light and interchange reconfiguration at the Scappoose/Vernonia road and HWY 30 interchange at Scappoose.

Mr. Welter was asked if the county is willing to contribute any matching funds the for the road improvements. He responded that they are willing to, to the limit their budget will allow, however, USG has already stretched them to the limit. The

Columbia Grain project will require an additional \$7 million on county roads to get from the Hwy 30 to the ethanol plant.

2. Craig Holstein, 67125 Maplecrest Lane, Deer Island, OR 97054, (503) 397-5288

Mr. Holstein commented that he is interested in is a left turn lane or some other kind of safety improvement to US 30 at Tide Creek Road so that vehicles making a left turn will be protected from rear-end accidents. Currently, because of sight distance problems, vehicles on Hwy 30 can't see that a car is stopped ahead until they cross the bridge right before Tide Creek Road. They have no place to go but right into the back end of the left turning vehicle. There are frequently accidents at this location.

Mr. Holstein indicated that he has talked with the ODOT planner about this on numerous occasions. He realizes it is a complicated intersection, because it hits right there at the end of the bridge and ultimately it may require moving the intersection. However, just because it's complicated doesn't mean there shouldn't be at least some kind of interim resolution. It may be a matter of shoulder widening. If there was just room enough for somebody to get by even if there isn't a designated turn lane that would be a great deal of improvement. At the most maybe all that is needed is to trim a little of the bank off maybe move the lane striping over a little bit, if they paved over farther on the south side.

3. Elmer Kelbo, 75808 Cedar Rd, Hwy 30, Clatskanie, OR 97016, 503-728-2681

Mr. Kelbo commented that he is concerned about the safety of making left hand turns on Hwy 30 at Cedar Lane. Currently there is no turn lane. He said that the recent installation of a concrete barrier on the right hand side has made it more hazardous because vehicles can't go around the turning vehicle. He indicated that there have been frequent accidents at this location. Even though he lives on Cedar Road, he goes down the highway to a safer spot, turns around and then comes back to get on Cedar.

4. Deborah Hazen, PO Box 8, Clatskanie OR 97016
 - Government Liaison Chairman for the Clatskanie Chamber of Commerce
 - Editor & publisher of Clatskanie Chief News paper
 - Member of the Steering Committee of the Columbia County Economic Development Council

Ms. Hazen stated her support of the proposed US 30: Swedetown to Lost Creek project, but expressed concern with the condition and width of the overpass itself. The overpass is not scheduled to be widened in this project. She stated that this is particularly a concern because of the proposed Cascade Grain project at Fort Westward.

Rainier Written Comments:

1. Vernon W. Barnett, PO Box 145, Rainier, OR 97048, 503-556-2401

No opposition to the US 30: Swedetown to Lost Creek project. Should also consider widening Highway 30 through Rainier from south entrance to past the City Hall. To enable access to Highway 30 from east side of town. Much too much congestion here now.

2. Elmer Kallio, 75808 Cedar Rd, Hwy 30, Clatskanie, OR 97016, 503-728-2681

Supporting-In particular the curve on the highway near "Cedar Lane" about 5 miles east of Clatskanie on US 30. Traveling east to turn left onto Cedar Lane presents a particularly dangerous "rear ender" hazard, several accidents have taken place already. Traveling west in the same area there have also been several accidents-cars, trucks rolling or sliding off right hand side of road. Concrete barriers on east lane prevents one from pulling onto shoulder to wait for a lull in traffic so left turn onto Cedar Lane can be done safely.

3. Darlene J. Kallio, 75808 Cedar Rd, Hwy 30, Clatskanie, OR 97016, 503-728-2681

East Clatskanie-Widen road so we can make a left hand turn safe. Have had many accidents in this area when stopped to make a left turn on to Cedar Lane. Also when going west right lane needs to be wider. Cars have rolled off when hitting the loose gravel. Call: Terry Boyd at 728-3165. She can tell you how many accidents she has seen.

RTP/STIP Public Comment Meeting
October 20, 1999
Beaverton Conestoga Middle School

1. Don Waggoner, Leupold & Stevens, 14400 NW Green Brier Parkway, Beaverton, OR 97075 526-1404
Commenting on the RTP

Mr. Waggoner indicated that earlier this year his company discovered that there was a plan to run an over crossing across 143rd Ave. (RTP project #3187). As originally designed it would have come through the company's parking lot that was determined to be undeveloped area. Speaking in opposition to this current proposal which would take out significant amount of their property which they were planning on using for future development on both northerly and southerly property that was purchased several years ago with understanding that the area would be for their long term growth.

With last expansion they were required to close off Meadow Drive where it comes into the company's property. Employees were coming down Meadow Dr. going down to Walker. Agreed that this was a potential problem for people that lived on Meadow. Ok to connect to Greenbriar Parkway. If this proposal was to be carried out there would be extraordinary amount of people (10 to 20 times) that would make the average daily trip above current putting down there.

Reason this alignment being proposed is to get north south connectivity. The problem is that when you come down the hill and you hit Walker (Nike campus area) who won't be happy about traffic going on through their campus to get to Jenkins or further. This then fails as a North/South connector. Would be nice shortcut, however, from tennis center through 185th, Greenbriar Parkway, etc. producing significant way that Cornell Oaks works instead of serving a nice industrial park it would become arterial through the industrial park.

The proposed project does not significant help -less than 10% change in amount of traffic. In process it destroys a building, makes certain properties significantly less useful for the company, ruins a neighborhood and Greenbriar Parkway. AND costs about \$15 M.

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

Mr. Waggoner wants this project eliminated from the RTP. If in some future time that there is some major reason to revisit it, then reintroduce it.

Cedar Hill Town Center: This proposal originally was brought forward to help Town Center area and to unload Cornell. All studies show that there would be a zero change to Cornell yet this project still shows up.

2. Bob Behnke, Oregon Transportation Institute, 11895 SW Burnett Lane, Beaverton, OR 97008
Transportation Consultant - Commenting on the RTP

Mr. Behnke indicated that he had read through the RTP information. The brochure is pretty but it doesn't give the public full disclosure of the situation. In fairness to the public you need to qualify some things like "Public Transit Keeps Us Moving" (pg 14). Avg. weekday in 1998 approximately 186K riders used bus/rail system. By 2030 the number is expected to increase by 500K riders. Twenty years ago a similar plan was presented. Actual ridership today is much less than what was projected. The amount of public subsidy was forecast to drop, but in reality it hasn't. No relation to reality. Public deserves to know how good track record has been in the past. Urges that full disclosure be provided to public at least on the transit side. Need to tell the public how good the forecasts are for ridership & cost.

3. Dean Lookingbill, Regional Transportation Council, 1351 Officer's Row, Vancouver, WA 98661 360-397-6067
Commenting on the SSTIP.

Mr. Lookingbill indicated that he was speaking on behalf of City of Vancouver. He supports Delta Park project on the ODOT bond project list. I-5 is an important trade corridor from Vancouver through Portland. 1/3 of the Clark County labor force commutes to Portland for jobs. Supports I-5 trade corridor study. See letter of support submitted for this project.

4. Glenn Schneider: WSDOT, 4100 Main St., Vancouver, WA 98668
Program Manager and Acting Planning Manager for Washington State DOT. -
Commenting on the SSTIP

Mr. Schneider indicated his support for the I-5: Delta Park to Lombard project. WSDOT recognizes importance of the I-5 corridor. They are currently working in partnership with ODOT, Ports of Portland and Vancouver, Metro, SW Regional Transportation Council, Tri-Met, C-Tran, & FHWA to administer a trade corridor study addressing future capacity in the I-5 corridor from I-84 to I-205. Existing bottleneck at Delta Park to Lombard effects quality of life, reduces commute trip reliability to unacceptable levels. It is happening today and will happen in the future without improvements.

Portland & Vancouver are one metropolitan area with closely linked economic and transportation systems. WSDOT is committed to bi-state coordination. Projects in both states effect the other. One of the most frequent comments WSDOT hears from

their citizens is a desire to widen to three lanes the Delta Park to Lombard section on I-5.

Washington has bond program to fix some sites in their area. They are currently spending \$45M to widen I-5 to six lanes from Main Street to 99th in Vancouver. The Delta Park widening will remove the last remaining two-lane segment for traffic on I-5 from 99th St. in Vancouver to the Greeley/Banfield area near the Rose Quarter. Over the next 20 years congestion on I-5 will become intolerable unless other actions are taken. The Delta Park to Lombard project would be included in any package of projects in the corridor, it is relatively low cost, compared to other projects on the proposed list, it has no significant environmental impacts, and it can easily be accomplished in the six years.

5. Frank Angelo: 620 SW Main St, Suite 201, Portland, OR 97205 227-3664
Chairman Westside Economic Alliance Transportation Committee – Commenting on the SSTIP and the RTP.

SSTIP: Mr. Angelo indicated his support for projects listed in the packet. Priority projects for the Alliance are on Sunset Hwy and Hwy 217 corridor projects – the projects associated with the Westside Corridor Project. These projects should be the priority for the bonding money.

Noted that the I-5/217/Kruse Way Unit 2 project has been added to the list. This is a great project, however, in context of priority, the projects on the Sunset Westside Corridor projects are a higher priority than the Unit 2 of Kruse Way. If enough money to go around then that would be wonderful.

Was asked by Andy Cotugno to comment further on prioritization. Mr. Angelo said that all of US 26 projects are a priority for the Alliance, not just the two that have their environmental work completed.

RTP: Mr. Angelo said that he has not reviewed RTP to provide comment. He is waiting for the November draft to come out. Will do so later. Not ready to comment on 143rd project or any others including the Tualatin Valley Hwy project.

6. June Ferar: PO Box 25053, Portland, OR 97298
Citizen - Commenting on the RTP.

Ms. Ferar indicated that she lives in area bounded by Scholls Ferry, Beaverton/Hillsdale, Laurelwood/Jamison behind Jesuit HS. Feels that this area is being ignored in planning for the town centers particularly regarding Raleigh Hills town center. She is very concerned about an access road proposed for retirement center that has been built on Beaverton/Hillsdale Hwy (78th). Now the County wants to put a road through to Laurelwood which is two lane road with enough traffic already. She indicated that she is sorry that the County did not recognize need for access from retirement center, but the Laurelwood neighborhood does not to take the

hit for that decision in terms of congestion and danger on Lawurelwood. Intersection at Laurelwood to be upzoned into higher density which will increase problems.

Ms. Ferar said that when talking about the town centers and regional centers in the area there needs to be discussion about Scholls Ferry Road which connects all of these centers. There is no clear plan for Scholls Ferry Rd., which is currently a two lane road. No one is looking at what to do with all the traffic that is being proposed for the area and no one is looking at impacts. Tigard planning does not include it; County planning doesn't acknowledge it. Wants it in the record that people need to be talking about Scholls Ferry and the traffic impact. Two lanes where is all the traffic going to go. What's the thinking?? There are no bus services on Oleson Rd. All this impacts Laurelwood.

Raleigh Hills town center proposal has been poorly presented with no local participation. County has not stepped up—has not notified anyone. Business community represented, but no one from the residential community is on the advisory committee. Feels that the access to information is being restricted and that there are problems with the lack of communication by the County on the topic. Need to deal with ways to deal with congestion.

Ms. Ferar wants Metro to deal with the County on their behalf. She believes that her neighborhood has been deliberately left out of loop and that there has been a denial of due process. Hal Birdsma, proposed that a representative be appointed, but up to today no word.

7. Tom Garrett, 16477 NW Pumpkin Ridge Rd, North Plains, OR 97133 647-4742
Citizen – Commenting on the SSTIP

Mr. Garret indicated that he is interested in knowing what is happening at Jackson School Rd @ Sunset Hwy. This is a very dangerous intersection. There have been several projects out in the general area that completed to deal with back-ups. But nothing to fix this critical safety problem. If you cannot fix this area now, then the intersection should be closed. There will be some local resistance to this action. There is a project currently in the STIP but it is too far out. Thinks that ODOT needs to move this project up.

8. Terry Moore: 8440 SW Godwin Ct, Garden Home, OR 97223 244-3489
COP3 Neighborhood Association - Commenting on the SSTIP

Ms. Moor urged ODOT and JPACT to quit pouring money into freeways and funnel the money into town centers. She is looking for better community neighborhood redevelopment. If people see a better streetscape in the town centers, it may be possible to get them to accept higher densities. Frustration from the neighborhoods might be less if there were less a quid pro quo.

In response to questions, Ms. Moore went on to say that where state highways such as Barbur Blvd. run through neighborhoods they can be modified by using state hwy dollars to create main street developments. There would be a good partnership to get cities and counties to use some of their new money to help fund these modifications.

9. Cathy Stanton, 8595 SW Rebecca Lane, Beaverton, OR 97008
Councilor for Beaverton - Comments on the SSTIP and the RTP.

Councilor Stanton made the following points:

- From neighborhood point of view would like to see 125th extension (low priority).
- Hwy 217 is no longer a freeway – it is a highway. It has become an arterial street and that is okay. If you choose to increase capacity look to doing a toll lane as opposed to an HOV. ODOT can use the revenue. It will allow everyone who wants to use it to be able to.
- All of US 26 projects need to be done as well as I-5/Hwy 217 Kruse Way. Hwy 26 capacity improvements are needed to address cross town commute traffic is extensive.
- ODOT needs to better market themselves. Lots of people appreciate ODOT, but ODOT needs to sell itself.

P.O. Box 1995
Vancouver, Washington 98668-1995



www.ci.vancouver.wa.us

October 20, 1999

Henry Hewitt, Chairman ✓
Oregon Transportation Commission
900 SW Fifth Avenue, Suite 2300
Portland, OR 97204

Jon Kvistad, Councilor, Metro
Chair, JPACT
11595 SW North Dakota, No. 100
Portland, OR 97223

Dear Commissioner Hewitt and Councilor Kvistad:

Thank you for listening to the 50,000 plus Vancouver and Clark County residents who commute to Portland jobs each day. JPACT took a historic step forward when they agreed to leave the I-5 Delta Park widening project on the proposed list of projects for ODOT's \$600 million bond program. The Delta Park traffic congestion bottleneck is the most common transportation complaint I have heard since being in office. Until JPACT's action, funding had never been proposed, even though both Oregon and Washington have recognized the problem for over 20 years.

Our Vancouver and Portland region is the gateway and intermodal center for east-west trade with the Pacific Rim and is the second largest wholesale distribution center on the West Coast. I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. This segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. Interstate 5, in our region, is the key transportation corridor that provides access to trade-related jobs and housing. The problem is that I-5 is also the most congested segment of the regional freeway system in our Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of our Portland/Vancouver region.

As mentioned earlier, one-third of our community's labor force, approximately 50,000 workers, commute to Oregon jobs every day. At the same time, trucks hauling "just in time" freight are trying to deliver their cargo to the ports and industries immediately north and south of the Columbia River. Both of these activities are critical to the bi-state region's economic vitality and both are negatively impacted by traffic congestion related to the Delta Park two-lane bottleneck.



Royce E. Pollard • Mayor
Rose F. Besserman • Councilmember
Dan Tonkovich • Councilmember
Pat Jollota • Councilmember

Jim Moeller • Councilmember
Jeanne Harris • Councilmember
Jack Burkman • Councilmember
Vernon E. Stoner • City Manager

Henry Hewitt and Jon Kvistad

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October 20, 1999

The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion bottleneck on I-5 southbound and could be built in the six-year time frame.

Let me say one more time, the need to widen this segment on I-5 is the most common public comment I hear. I urge you to keep it on the funded list of projects for ODOT's \$600 million bond program and on Metro's constrained list of projects for the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "R. E. Pollard". The signature is fluid and cursive, with the first name "Royce" and last name "Pollard" clearly distinguishable.

ROYCE E. POLLARD

Mayor

RTP/SSTIP Public Comment Meeting
October 21, 1999
Gresham City Hall

1. Rowena Hughes, PO Box 514, Troutdale, OR 97060 491-8067
Citizen - Commenting on the RTP.

Ms. Hughes indicated that she thinks Portland has made tremendous improvements in the post-War public transportation, especially with the construction of MAX. She believes that Portland still doesn't have the great public transportation system that was in place before the war had when people weren't so reliant on the automobile. She indicated her support of the old streetcar system.

She is a supporter of public transit. Her concern is for people who need transportation especially the elderly who have little options for mobility. Too many stops without benches, shelters, etc. People with limited incomes also have no other way to get around except by public transportation and sometimes the public transportation is limited in service to certain areas. Those buses that do run are too infrequent. She lives on 257th and the bus runs once an hour and not at all in the evenings and on the weekends. Would like better bus service by her house. Also suggested that there should be a think tank to develop ways to entice people to give up their cars and begin using public transportation.

2. Jim Galloway, 104 SE Kibling, Troutdale, OR 97060 655-5175
City of Troutdale - Commenting on the RTP.

Mr. Galloway indicated his support for project #2001 – the 242nd Connector from I-84 to Stark Street. He said that it is essential to provide the eventual connection between I-84 and US 26. He also said that is important for Troutdale to relieve congestion on the frontage road and 257th especially with the closure of Exit 16b on I-84.

Mr. Galloway also indicated his support for project #2123: Stark St from 257th to Troutdale Road. This project is a high priority in the City and County transportation plans. This section of road needs to be brought up to urban standards with appropriate widths and amenities such as sidewalks and bikelanes.

3. Charles Becker, 1333 NW Eastman Parkway, Gresham, OR 97030 618-2584
Mayor of Gresham - Commenting on the RTP and the SSTIP

Mayor Becker indicated his interest in two projects. The first is the project on Powell Boulevard – he said that there needs to be reliable transportation route to fulfill the City's comprehensive plan. The second project of support is the 242nd Connector. He said that the bonding money should be made available to fund these long awaited projects. These projects have long been delayed and he doubts whether some of

projects can be built within 6 years. The 242nd Connector also support the City's transportation plan because they will make the transportation system efficient, without them the system will not be efficient. Finally, the Mayor indicated that the project will also help the movement of freight.

4. Gene Smith, PO Box 553, Sandy, OR 97055 668-0743
Member of Sandy City Council Commenting on the RTP and the SSTIP

Councilor Smith indicated that he was commenting on Project #4 the Clackamas Industrial Connector. He recommends consider changing the order of the Sunrise Corridor projects. Currently the SSTIP recommends constructing the section from I-205 to Rock Creek. The RTP calls this project #5003. While this area clearly has congestion problems, they are not as bad as the problems in the section from Rock Creek to US 26. The RTP project numbers for this section are #5004-5006. Fixing this bottleneck from Rock Creek to US 26 would move traffic faster. An astute driver can find a way around the congestion out to Rock Creek, but once you get to the bottom of the hill, there are absolutely no other alternative routes. While this may spur development out in this area, it will also give residents further to the east, such as in Sandy, better access to the industrial area in Clackamas.

5. Entered into record: City of Cornelius sent a letter requesting additional funds to complete the project that has been partially funded through the MTIP process. See attached letter.
6. John McConnaughey, WSDOT, 4200 Main St., Vancouver, WA 98668 360-905-2050
Commenting on the SSTIP

Mr. McConnaughey indicated his support for the Delta Park widening on I-5. He also said that he supports the Greeley-Banfield EIS and recommend earliest completion of the project. He recommends that the Greeley-Banfield construction project (#5) be kept on the list to retain flexibility if the Trade Corridor project reaches early conclusion there can be something from that study that can be constructed. He asked for some money to be available for an element of this project.

7. Paul Thalhofer, 104 SE Kibling, Troutdale, OR 97060 665-5175
Mayor of Troutdale. Commenting on the SSTIP

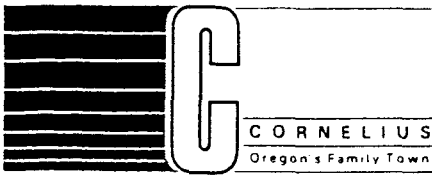
Mayor Thalhofer said that it bothers him that there is only one project in east Multnomah County, he feels that they always get the sort straw on just about everything that happens. He supports construction of the Troutdale interchange. It was scheduled several years ago, but ODOT ran out of money when they got to the 238th interchange. This project used to be high on the priority list, right after the 238th interchange. Why wasn't this project not even included on the list? The need is there. Why was it completely dropped out of sight.

The second project he supports is the widening of Powell Blvd. from I-205 to east to Hwy 26. Several people killed Mt. Hood Freeway project. Need more than one east/west highway. There can't be just I-84. It was needed. Should have been built and it wasn't. This has virtually strangled Gresham because of limited east/west freeway movements. Wants a mini-freeway or boulevard along Powell Blvd. from I-205 east to Mt. Hood Hwy. I-84 will eventually need to be widened and this will be very challenging.

8. Jim Worthington, 3232 SE 153rd, Portland OR 97236 760-2835
Citizen - Commenting on the RTP

Mr. Worthington said that he supports widening of Powell Blvd. through of Centennial neighborhood of Portland. He wants a minimum of left turn lane through out the area. Also supports I-205 @ Glisan in RTP. The right turn lanes are a good idea. Suggests resigning/stripping of the off-ramp so that cars turning left onto Glisan have their own lane, rather than being mixed in with cars that want to go straight ahead. Also, thinks that in this may need to be widened a bit to accommodate a right turn onto Glisan without holding others up.

Mr. Worthington indicated that he is concerned about pollution in Portland area. He thinks that there is a solution to help, but realizes that many won't agree with him. People in Washington County have to come through the City of Portland to go north to Seattle. He believes that all Washington County cars should avoid Portland -- get them away from core Portland by sending them up to Longview Bridge or somewhere. He said he supports a Westside Bypass -- not necessarily the currently proposed alignment. Mr. Worthington also indicated his support of HOVlanes.



City of Cornelius
1355 N. Barlow Street
P.O. Box 608
Cornelius, Oregon 97113

Phone: 503/357-9112
FAX: 503/357-7775

RECEIVED
OCT 20 1999

October 15, 1999

BY:

Andy Cotugno
METRO
600 NE Grand Avenue
Portland OR 97209

RE: Cornelius Gateway Enhancement Project

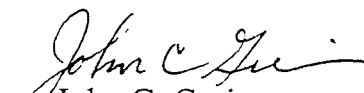
Dear Committee Member:

This letter is a request for your help and consideration in placing the Cornelius Gateway Enhancement Project on the list of projects to be financed through the ODOT \$600 million allocation under the 1999 gas tax funding.


We were very fortunate, as a small community, to have developed a partnership with ODOT Region 1 to submit a joint priorities 2000 application for a boulevard improvement called the Cornelius Gateway Enhancement Project. The project was only partially funded at \$1.8 million. The full project is \$4.541 million. This request is to place \$2.74 million in the ODOT allocation to complete this critical mainstreet project. This project is a great example for the Metro region in how a cooperative effort between Metro, ODOT and a small suburban community can work together to make the Metro planning goals work for the region.

We look forward to your support in this endeavor.

Sincerely,


John C. Greiner
City Manager

Sincerely,


Ralph Brown
Mayor

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Cc Susan McLain, Metro Councilor
Mike Burton, Metro Executive Director
Kay Van Sickle, ODOT Region 1 Manager

STIP Public Meeting Comments
October 25, 1999
Hood River, Oregon

1. Representative Bob Montgomery, PO Box 65, Cascade Locks, OR 97014, 541-374-8690

Representative Montgomery commented that there were no projects in Hood River and Wasco County, on the bonding list.

2. Holly Coccoli, Hood River Watershed Group/Hood River Soil and Water Conservation District, PO Box 1656, Hood River, OR 541-386-2275

Ms. Coccoli urged ODOT to continue with erosion control and water management. She would like to work with ODOT in partnership in fish enhancement and stream restoration. Inquired about the appropriate place to be involved with ODOT to work on these issues. Is interested in looking at how much it would cost to add to some of the future long-range fish enhancement projects as road work is done. There is a watershed enhancement plan that is being drafted right now. She is working with Jim McNamee of ODOT.

Referred immediately to Fred Eberle regarding the Hwy 35 plan, and for future reference to Richard Beck, for environmental concerns.

3. Jerry Sable, PO Box 785, Welches, OR, 503-622-5568, and Kylie Milne (Chamber President), PO Box 824, Welches OR 97067, 503-622-6002

Mr. Sable and Ms. Milne have been involved with Hwy. 26 Corridor Safety Commission, working with Charlie Sciscione. They want an answer to their petition with 650 signatures regarding safety improvements on US 26 at Wildwood.

In a discussion with the ODOT representatives at the meeting all parties agreed that there appears to be a way to solve the safety concerns on this section of road without removing any of the trees in the Dwyer Preservation area. The issue of removing these trees is controversial. ODOT's district maintenance office has been working with the Bureau of Land Management and the citizens and a solution is developing. Representative Montgomery has indicated an interest in helping to find funding for this project.

Other items in the corridor. Mr. Sable and Ms. Milne have been working to get Hwy. 26 as area for doubling the traffic fines. They are concerned that Oregon State Police is under staffed and thus have difficulty enforcing the 45-mph speed limit. They recognize that OSP is doing every thing they can to enforce the speed limit. Finally, they are concerned that the safety corridor might be extended from Sandy to Gresham because their safety projects will be left behind as the attention turns to more urbanized areas.

4. Lynn Guenther, City Manager in Hood River, PO Box 27, Hood River, OR 541-387-5252.

Mr. Guenther stated that he is disappointed that the supplemental STIP list is so focused on the Portland metropolitan area. His major concern is the outlying area.

Hood River has been working with ODOT and developing now for over 2-3 years trying to solve the signalization issues on 12th and Pacific, and Rand St and the Old Columbia Scenic Highway. Both 12th and the Scenic Highway are ODOT roads. To date we have developers willing to partner but no city funds to solve the problem. Both of the above intersections qualify for stop lights and most importantly both meet all seven criteria established as a prerequisite for selection. He expressed frustration that both projects can be fixed for less than \$500,000. He felt there should be some mechanism, with percentage distributed to small projects.

Mr. Guenther was asked about the intersection of Hwy 35 and the Old Columbia River Highway. He responded that most people are courteous and take turns. That light would be #3 on their priority list. The stop sign was supposed to be temporary, but people like it.

5. Linda Maddox, 318 9th, Hood River OR, 541-386-4526

Ms. Maddox stated that her main concern is historic highway. She also wants to support Mr. Guenther's concern about the amount of money for Hood River. They need \$300,000 for our intersections. It is important that they keep up with traffic needs.

Ms. Maddox is avid bicyclist. Pacific and 13th is a dangerous intersection. So much is happening, there is lots of visual confusion that she notices especially when biking. She also expressed concern about the condition of the pavement on 13th Street south to Pacific from May St..

Regarding the Historic Highway. She is concerned about the width of the pedestrian and bikeway project. The plan is to narrow the road from the gate at Hood River, all the way to the tunnels to bring it down to its historic width. She believes that this is unsafe and that it is a waste of money.

On a bike you're moving. It's going to be much more dangerous for pedestrians and families on a narrower road. She feels the extra width makes it somewhat safer. One suggestion is to have a small area to show original 1920 width as a demonstration.

The path is going to be 16 feet width. She has experienced conflicts out there. A dog and biker got tangled up. She is researching paths, says 16 feet sounds wide, but when you have bikers going 30 mph., conflicts could be a problem. She may take idea to Historic Citizen's Advisory Committee.

**RTP/STIP Public Comment Meeting
October 26, 1999
Metro Regional Center, Portland**

1. Lois Achenbach, 2005 NE 46th, Portland, OR 503-281-0063
Member of the RTP CAC – Commenting on the SSTIP

Ms. Achenbach turned in written comments regarding the Sandy modernization, 12th to 57th Avenue. She was supporting the project and is interested in creating a town center there.

2. Susie Lahsene, Transportation Program Manager, Port of Portland, 121 NW Everett, Portland, OR 97208, 503-231-5000
Commenting on the SSTIP.

Ms. Lahsene shared a packet including letters from the Portland Air Cargo Assn. and Pacific NW International Trade Assn. regarding the Columbia Corridor project. See attached.

3. Paul Reed, Aeroground, Inc., 8904 NE Alderwood Rd., Bldg. E, Portland, OR 97220, 503-287-7407
Commenting on the SSTIP

Mr. Reed commented that the problem with Columbia and Killingsworth intersection is congestion. There are also safety issues. He felt it is one of the worst intersections around and there is no way to keep his loads time sensitive if he has to use those two streets.

4. Chuck Harrison, Halton Tractor Co., 4421 NE Columbia Blvd., Portland, OR 97218, 503-280-1540
Commenting on the SSTIP

Mr. Harrison turned in written comments regarding the bottlenecks and traffic backups on Columbia/Killingsworth intersection. He said people are starting to use alternate routes like Airport Way and Marine Dr. to get around the problem. He said the proposed layout through 87th is an excellent option and much better than the 60th street or others. It encourages traffic to use Killingsworth more with very little disruption to existing businesses. He encouraged them to maintain funding for this critical project.

5. Per Fagereng, Brooklyn Neighborhood, SE Portland
Commenting on the RTP

Mr. Fagereng spoke about problems that would arise when the Grand street viaduct was closed for rebuilding work. He said traffic from the detour for that project would be complicated by train traffic and cause huge traffic backups. He said some thought needed to be put into that part of the project. Secondly, he talked about an Oregonian article from September 12 that said Westside MAX may be soon be maxed out. He felt commuter trains for outlying areas and points north and east would do away with the need for the Interstate line extension. He said commuter rail and streetcars would be a good way to deal with outlying areas and still have a rational plan for the central city using streetcars and/or buses.

6. Helen Farrens, Homestead Transportation Committee, 3956 SW Condor Ave, Portland, OR 97201, 503-228-2740
Commenting on the SSITP

Ms. Farrens was advocating for finishing up the pedestrian way into Portland down Barbur. She said while they were putting in the roads and bike lanes they should continue with the pedestrian access also. She felt the Tri-Met plan for express buses in the plan was a great idea as long as they were local buses. She urged keeping the Barbur streetscape plan in the works and spending time on the connectivity parts of the plan.

7. Dave Hunt, For Congressman Brian Baird, 1220 Main St #360, Vancouver, WA 98660, 360-695-6292
Commenting on the SSIP

Mr. Hunt read and submitted a letter from Congressman Baird urging support of keeping the widening of I-5 between Delta Park and Lombard on the priority list as a significant demonstration of bi-state cooperation as well as a way of ending the congestion problem. He said they were excited about the I-5 corridor study as well.

Mr. Williams, panel member from ODOT, said there was no quarrel about the widening being necessary. He wondered whether they would actually lose momentum in the long run in getting a commitment from both sides of the river to do a long-term fix. He said in the short run they would see congestion improved but it would not last and that has made him nervous about the Delta Park area.

Mr. Hunt said from a practical standpoint it would help the issue but not solve it. He thought people would still see it was congested and future work was needed. He thought from a political standpoint it would be a boost in bi-state relations.

8. Peter Finley Fry, AICP Ph.D., 2153 SW Main, #104, Portland, OR 97205, 503-274-2744
Commenting on the SSTIP

Dr. Fry turned in written comments supporting the separation of the Water Avenue off-ramp from the Morrison Bridge off-ramp and make the traffic flow better onto

Water Avenue. He also suggested making the temporary signal ODOT had planned for that into a permanent one.

9. Don Baack, SW Neighborhoods, 6495 SW Burlingame Dr, Portland, OR 97201, 503-246-2088
Commenting on the SSTIP and the RTP

SSTIP: Mr. Baack has submitted written comments on the Southwest Portland study as it relates to the Naito Parkway. He's opposed to that. Barbur Boulevard modernization mainly is what he's here for. The neighborhood citizens have been highly involved in planning this and view it as extremely important. Barbur's becoming a sewer; the street doesn't attract the right kind of environment. There's little support in the southwest for any freeway project, but a lot of support for the Barbur project. Make sure you look at Barbur to the county line. The citizens want to see this corridor studied in these areas. Tri-Met would involve other areas as well.

RTP: Regarding Tri-Met, zoning and land use. The neighborhoods don't want to zone Barbur until it's looked at.

Access to I-5 is a key issue. Now it's Capitol Highway or nothing and that's a major neighborhood problem. When asked how to resolve this, Mr. Baack said possible overpasses and/or sign volume change. Fifty percent of the traffic goes onto I-5 from Barbur. Move it up the street? Get another entrance onto the freeway? A lot of Clackamas County traffic comes through here. The neighborhood told the Bureau of Planning to take Barbur off the table in the community plan because there's no agreement.

10. Kathleen (Kate) Griffith, 3411 NE 113th St., Vancouver, WA 98686, 360-573-3846
Commenting on the SSITP

Ms. Griffith spoke in support of Project 17. She felt lightrail should be a part of the regional plan and was disappointed that Clark County voted it down.

11. Penny Roth, 761 SW Vista #101, Portland, OR 97205, 503-224-6716
Commenting on the RTP

Ms. Roth commented that she is a full time Tri-Met rider and wanted to comment about how much she hates them and how inconvenient they are. The service is inconvenient and terrible. She said she is working on a list of reasons she does not like Tri-Met and the list is up to 59 items at this time. She lives on the 15 and sometimes takes the 8. She arrives late work not infrequently because of the busline. Slowness of the ride was a big issue as well as detours and other route problems. She said she was afraid for her life sometimes as a rider. She felt there needed to be improved public transportation and cars should not be the primary answer to getting somewhere. She said she had talked to Tri-Met about these issues also.

12. Terri Spaeth-Merrick, 1908 NE 50th Ave, Portland, OR 97213, 503-282-6228
Commenting on the SSTIP

Ms. Spaeth-Merrick spoke in support of keeping the Sandy Boulevard project on the list.

13. Sally McLarty, Bolton Neighborhood – West Linn, 21395 Willamette Dr., West Linn, OR 97068, 503-656-3795
Commenting about an ODOT project

Ms. McLarty commented about an ODOT project that was built in her neighborhood. Highway 43 west to the Elliot connection was the project and it was very disturbing to her neighborhood. They felt it was not workable. They felt very unlistened to and the consequences were sidewalks that went nowhere and the neighborhood was divided. They felt it was a boondoggle and a waste of taxpayer money. The livability has been lost in their neighborhood. The wrong streets were selected to connect to the arterial. The neighbors were made to feel if they protested the plan that someone else could use the money when they were asking for less, not more money for a smaller project that would have benefited the neighborhood.

14. Scott Bricker, BTA, Irvington NA, Lloyd TMA, 2938 NE 9th, Portland, OR 97212, 503-288-9493
Commenting about the SSITP

Mr. Bricker commented about accountability of the process. He said it seemed that when it came to giving out the dollars, things like bike lanes got cut out of their allocations. He said it was about providing a system for bikes to get anyplace in the Metro system because currently they could not.

15. Michael Kepche, WRNA, 39213 NE 289th St, Washougal, WA 98571, 360-837-3992
Commenting about the RTP

Mr. Kepche commented that he would like to see another bridge across the Columbia River and light rail to Vancouver. He also wanted to improve the rail lines from Seattle all the way south. He commented that there was a need for another rail bridge between the Port of Portland to the Port of Vancouver. He felt the bridge had been studied in 1983 that said it should go across from Sauvie Island to Vancouver Lake where there was a natural pass to the West Hills and Newberg.

16. Kay Durtschi, Portland, Or
Commenting about the SSITP

Ms. Durtschi commented on the Barbur Boulevard project. Her concern was that it had to be tied in with town center projects at the same time. She was concerned about the crossings there and thought they should be very careful about that. She felt this

project was not an immediate need but felt if the streetscape was done as planned they had to tie it in with a towncenter.

17. Mr. Lenny Anderson, private citizen and consultant, 2934 NE 27th Avenue, Portland, OR 97212, (503) 460-0211
Commenting about the SSTIP

Submitted and read written comments (see attached).

18. Wayne Kingsley, Co-chair, CEIC Transportation Committee, 110 SE Carruthers, Portland, OR 97214
Chris Hammond, Co-chair, CEIC Transportation Committee, 619 SE Division Place, Portland, OR 97202

Mr. Hammond:

Submitted written comments. Mr. Hammond said we are not commenting to support of condone any projects on the ODOT list. This panel helped shape the growth in our district, and yet of all the money available, none goes to the long-standing needs of the CEIC. It's difficult for us to compete with suburban construction parks when our needs continue to be overlooked.

Mr. Kingsley:

It's a mistake to combine these meetings. The RTP is a 20-year plan and deserves a process of its own; it shouldn't be thrown in with a hastily compiled list of projects, which may or may not happen.

The CEIC has developed projects over 20 years, which have been rejected. We'd like to request a meeting with JPACT to define and adjust so of our projects, some of which are preferred, some strategic, and also maybe explain some of them and their importance. The gist of what we're saying is why aren't any of ours funded? Some are pretty cheap. We just need an understanding of why we're not getting this done. The City of Portland is getting \$147.5 mill on STIP; we think some of ours should be done.

ODOT's putting in a temporary light as part of the Ross Island reconstruction. We tried to get them to do this as part of traffic mitigation but couldn't get them to do it.

We object to the turnover of recent highways because the Portland Department of Transportation (PDOT) is going one way and ODOT is going another. We don't think their objectives are compatible. We don't want pure in and out traffic; you do have to improve the livability of the neighborhoods.

The Water Avenue project is estimated at \$275,000 (less than 1% of the \$147.5 million). Regarding paying for it themselves, Mr. Kingsley said they've talked with PDOT regarding PDC funds to go in for part of it, and have also researched LIDs. He

said so much of the money goes into beautification – are we in the beautification business or the transportation business? Are the main street areas going to LIDs?

19. Gene Gyes, Coliseum Ford – Day Commuter, 4711 NE 47th Street, Vancouver, WA 98661, (360) 694-3637, (503) 288-5211
Commenting about the SSITP

Mr. Gyes indicated that he was speaking as a commuter. He is a Washington resident but has paid Oregon taxes for years. He supports on Project #17, I-5 (Delta Park to Lombard). The STIP quote, “one of the most congested segments” is putting it mildly. It is so bad of a bottleneck that the EPA could get after you for creating so much pollution. Give it some good priority, my personal viewpoint. Spent many a day taking an hour to get from Vancouver to Portland. Much money has been spent east and west, going to I-205 is great, even the truckers should be here . . . it makes their deliveries late, costs them more fuel, etc. You should try to speed it up to normal; six lanes going into a few, then opening back to six is really bad.

The in-bound HOV should be done away with. There’s a trickle of cars in it, and the other lanes are stop and go. Make one more lane, then you’d have more lanes for more people to use. If you make the other lanes suffer for a less used lane, it’s wrong. What percent drive in the HOV compared to the other two? (Andy Cotugno said a lane capacity is about 2000; we’re carrying 1200 in the HOV. Per hour in rush hour. You can’t fit more than 2000 per hour in one of those lanes.) If the extra lane were available for all citizens, we’d come closer to the speed limit. (There was a short discussion on the future possibility of reversible lanes.)

20. Kenneth McFarling, 7417 SE 20th Ave, Portland OR 97202-6213
Commenting about the RTP

Submitted written testimony, which he read. He also commented that our primary maps should reflect the other modes of transportation.

Mr. McFarling said that, years ago, the people who had invested in transportation found out that it was cheaper to use public roads than to put their own money into better railroads. This led to a discussion of how roads are funded as well other modes of transportation.

Councilor Kvistad said ODOT has taken ownership of some rail lines, and they’re looking at rail commuting; there may be some very positive things with this. Mr. McFarling agreed that ODOT’s rail division seems to have a heads up on that, but the legislature rejected sufficient appropriation to buy equipment.

21. Art Lewellan, SE Brooklyn at 8th St, Portland
Commenting about ODOT and the RTP

ODOT: Doesn't like the work he sees coming from ODOT, particularly from his side of town – the work proposed for the Ross Island bridge, the viaduct on the McLoughlin Corridor. Mr. Lewellan said many times he's made comments about that work.

Overall Transportation Planning cannot just include moving cars and trucks. Walking, biking, mass transit are all forms of transportation. If we only adequately fund statewide cars and roads, ODOT is acting as the department for cars and road. As such, when you add bike lanes, improvements to sidewalks, Metro is doing better work than ODOT. We are not going to be able to drive around like ODOT is planning to do because the electric car is going to be here. We need to reduce the amount of driving. Use energy less.

RTP: He was sorry to see in the RTP that the same South/North light rail plan is in there that the voters rejected. Doesn't believe it's going to do the job. We should do a South/North light rail, he always supported a particular route that would be affordable – put it on I-205 to Vancouver Mall, then connect to downtown Vancouver. To do the distance on the bus just doesn't get it. He can enjoy twice as many miles on light rail.

Barbur should have light rail on it. That's the one that's missing a good transportation improvement.

We can accomplish more with land use, with cities that are more walkable, where the transit works, and you can bike. Metro's position is very, very good on this. That's the way the country's going to go. Make all the transportation systems work. All of them.

22. John McConnaughey, WSDOT – Southwest Region, 4200 Main Street, Vancouver, WA 98668, (360) 905-2050
Commenting on the SSTIP:

Mr. McConnaughey presented the written testimony of Mr. Donald R. Wagner, P.E. (below). Mr. McConnaughey repeated WSDOT's strong interest in widening I-5 at Delta Park. Fixing Delta Park is the most frequent comment WSDOT hears. Washington has a \$150 million project to widen Vancouver's Main Street.

Other comments supporting Project #5 (I-5: Greeley – N. Banfield/Lloyd District Rose Quarter Access).

In the last paragraph of Mr. Wagner's comments, the I-5 Trade Corridor study is not on the list for comment, but WSDOT believes it would be important for both Oregon

and Washington to continue funding this in order to complete all the various planning and environmental work prior to the next federal funding legislation. We are jointly funding a variety of things with Oregon.

23. Written testimony: Donald R. Wagner, P.E., Regional Administrator, Washington State Department of Transportation, Southwest Region, 4200 Main Street, P. O. Box 1709, Vancouver, WA 98666-2709
Commenting on the SSITP

Mr. Wagner's written testimony regarding the STIP was submitted by . WSDOT strongly supports Project #17, I-5 (Delta Park to Lombard). WSDOT recognized the extreme importance of the I-5 Corridor to the movement of goods and people in the region. They also advocate Project #5 (I-5: Greeley – N. Banfield/Lloyd District Rose Quarter Access), regretting that ODOT and JPACT believe it cannot be constructed in six year. Because of this, WSDOT urges selection and earliest completion of Project #13 (I-5: Greeley – I-84/Lloyd District Access). Although funding for completion of the I-5 Trade Corridor Study was not included on the project list, WSDOT recommends that ODOT program funds to continue this planning study. (See written testimony for further details.)

Comment on Projects and Funding for RTP and on Projects for Funding through the Supplemental Statewide Transportation Improvement Prog.

Metro, Tuesday, October 26, 1999

My comments concern Sandy Modernization (12th to 57th Ave.): Reconstruct Sandy to Main Street design guidelines. Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland. It is buildable in 6 years, has a strategic RTP status of 2000-2010, and a projected cost of \$20,000,000.

Having been publicly involved in transportation issues regarding the Hollywood District since 1991, I can testify that most conversations about this area have ended with the difficulty of creating a real town center while the heart is split by a state highway. ODOT is focussed on moving the maximum amount of traffic through Hollywood at the highest speed possible. Hollywood area residents and businesses want people to be able to access the businesses without being directed in illogical ways or creating safety hazards for pedestrians and cyclists. By approving this project, Metro would be putting us a step closer to City of Portland control and more multi-modal friendliness.

Included in this project are signalized crosswalks, curb extensions, streetscape improvements at planned nodes along Sandy Boulevard, transit kiosks, Intelligent Transportation Systems, and selected street closures among other items. More detail is supplied in the Proposed Hollywood and Sandy Plan being presented to the Portland Planning Commission tonight.

Help us make Hollywood a real Town Center by healing the rift in its heart.

Lois Achenbach
2005 N. E. 46th Avenue
Portland, OR 97213
Telephone: 503-281-0063





P.A.C.A.
P.O. Box 55983
Portland, OR 97238-5983
(503) 735-3119 / Fax: (503) 735-1645

October 23, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
c/o Andy Cotugno
METRO
600 NE Grand Ave.
Portland, OR 97232-2736

Henry Hewitt, Chair
Oregon Transportation Commission
c/o Kate Deane
Oregon Department of Transportation
123 NW Flanders
Portland, OR 97209

*2k tractors, backed up traffic.
like the alt. attached. Columbia Blvd.
is maked out.*

Dear Councilor Kvistad, and Commissioner Henry Hewitt,

We would like to express our strong enthusiasm for constructing the E. Columbia/Killingsworth/ 87th Ave. connection with the ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods throughout the region via airfreight. The E. Columbia/Killingsworth-Lombard connection is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on this system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd backs up over a mile during the afternoon peak. As a result, traffic from businesses on Columbia Blvd must seek alternative routes to access the freeway. Columbia Blvd. is a two lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project, that you would help fund, would improve access from Columbia Blvd. to US 30 (Killingsworth) and I-205 through improved interchanges at 87th Ave. at Columbia and Killingsworth.

The Port of Portland, City of Portland and ODOT has completed studies of the problem to identify the best alternative for construction. A new connection at 87th Ave. best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

Our business is serving the air cargo market demand of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role the Columbia Corridor serves for the city, the metropolitan region and the state.

We appreciate your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Dickhaus". The signature is written in a cursive style with a large initial "T".

Tim Dickhaus
President – Portland Air Cargo Association

cc: City of Portland Commissioner Charlie Hales,
Port of Portland Mike Thorne



One World Trade Center
121 S.W. Salmon Street, Suite 1100
Portland, Oregon 97204 USA
503 471-1399 Fax: 503 675-9068

Tuesday, October 19, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
C/O Andy Cotuno
Metro
600 NE. Grand
Portland, Or 97232-2736

Dear Chairman Kvistad:

On behalf of the members of the Pacific Northwest International Trade Association (PNITA)¹, I am writing regarding the critical importance of a modern, efficient transportation system to support the economic growth of Oregon and the Pacific Northwest region.

Trade has historically played a significant role in development and growth of this state. International trade is 18 percent of our gross state product and is the fastest growing segment of this state's economy. The Portland area is the gateway for business access to national and international markets. It is the 10th largest exporting region in the nation even though it is the 26th largest population center.

Distribution of freight has been a strategic advantage for this region. The close proximity of two class 1 rail carriers with north/south and east interstate freeway access and our river and international air system has provided a strong foundation for the region and state's economic base. Further deterioration of the transportation system for moving products to market puts our economy at risk.

The Columbia/Killingsworth/87nd Avenue. Connection Project on the ODOT Bond program list is a project critical to facilitate trade in this region. The project is vital to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods through out the region via air freight. Studies analyzing efficient freight movement in the area, such as the Columbia Blvd. Study and the Airport Area Transportation Analysis, have been completed and. the Columbia/Killingsworth at I-205 is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.


The Columbia/Killingsworth /87nd Connection Project will improve traffic access from Columbia Blvd. to I-205. Traffic accessing I-205 from Columbia Blvd. backs up over a

¹ PNITA is a membership organization with over 200 company and individual members, founded in 1982 who are dedicated to promoting international trade.

mile during the P.M. peak. As a result, traffic from businesses on Columbia Blvd. (including most air cargo businesses) have to seek an alternative route to the freeway. Columbia Blvd. is a two lane facility connecting with US 30 Bypass through an intersection at a rail road overpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The improvements will improve access from Columbia Blvd. to US 30 Bypass and I-205 by improving the connection at 87th Ave.

The proposed improvement has been endorsed by the Pacific Northwest International Trade Association. We urge to fund this important project through the proposed ODOT bond program.

Sincerely,


Tom Zelenka, Chair
PNITA Transportation Committee

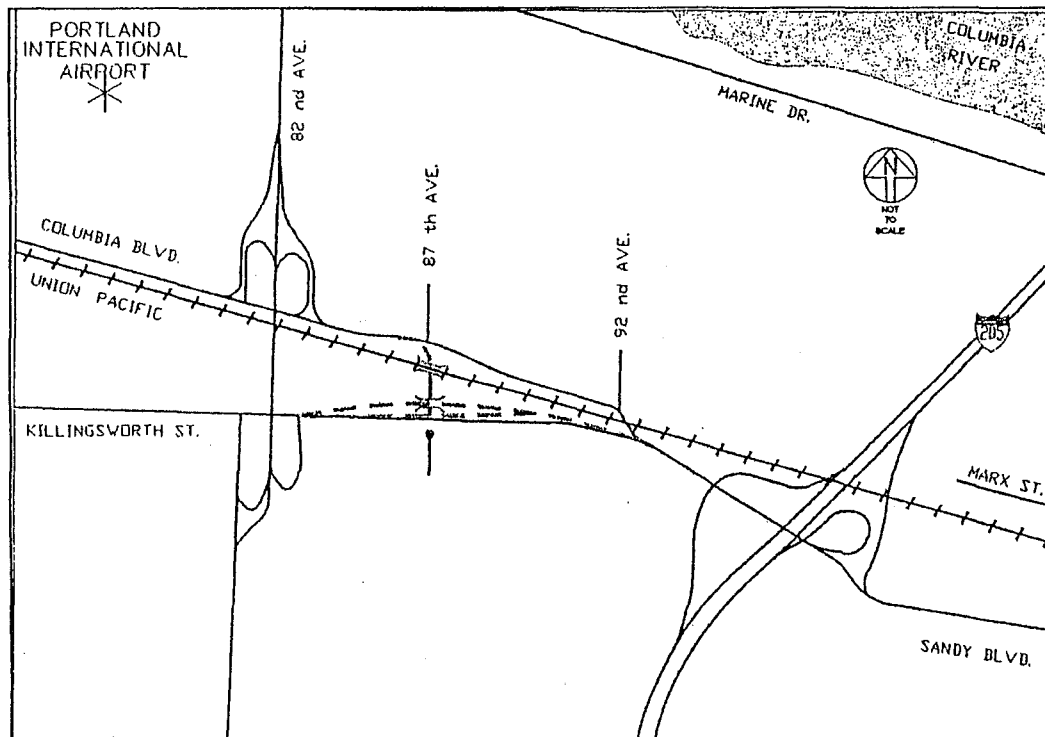
Bcc: Susie Lahsene, Port of Portland

East Columbia – Lombard Connector

Reconnaissance Study

Alternative Two: 87th Avenue Grade-Separated Connector (3B)

Combines the construction of a new connector, near 87th Avenue including new railroad underpass, with a grade-separated intersection at Killingsworth Street. This alternative would involve closing Columbia Boulevard to all eastbound traffic, east of 87th Avenue, all the way to the intersection with Killingsworth Street.



Advantages:

- Grade-separated intersection on Killingsworth increases capacity, reduces delay.
- Improved safety due to improved geometrics and increased sight distances.
- Higher capacity railroad underpass than existing on Columbia at 92nd Avenue, therefore providing much improved connectivity between Columbia Boulevard and Killingsworth Street.
- Eliminates the need for the existing Columbia / Killingsworth signal when existing underpass is converted to one-way, access from Killingsworth WB only.
- Improved LOS due to signal downgrading to pedestrian-only at Columbia / Killingsworth.
- Minimal traffic disruption with staged construction outside existing roadway.

Disadvantages:

- High-standard temporary railroad detour required for duration of construction.
- Entire acquisition of six privately owned tax lots; partial acquisition of one additional tax lot.
- High cost.
- Does not address congestion at I-205 ramp terminal signals.
- Close access to 87th Avenue south of Killingsworth.

The Halton Company

October 26, 1999

Mr. Henry Hewitt, Chair
Oregon Transportation Commission
C/o Kate Deane
ODOT
123 NW Flanders
Portland, Or 97209

Mr. John Kvistad, Chair
Joint Policy Advisory Committee on Transportation
C/o Andy Cotugno
METRO
600 NE Grand Ave.
Portland, Or 97232-2736

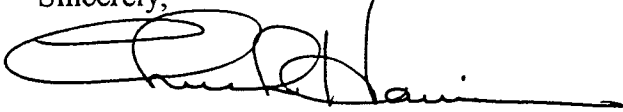
Dear Councilor Kvistad and Commissioner Hewitt:

The Halton Company would like to express our support for allocating State transportation bond program funds to construct the 87th Avenue connector at Columbia Blvd., Killingsworth and I-205. As a business that relies heavily on transportation and the need for efficient traffic flows, we believe that this project is critical to maintaining good access to the businesses in the Columbia Blvd. area. Numerous studies have shown that the construction of this project is the key piece in improving the East-West traffic flow and will yield the greatest result for the dollars spent.

Everyday experience provides the proof that this area is the worst traffic bottleneck for East-West vehicle flow. At peak hours, back ups of a mile are not uncommon on Columbia Blvd. and Killingsworth. Off peak back ups of ten minutes, or more, along Columbia Blvd. are also common. As a result of these back ups vehicles are using alternative routes to access the freeway or local neighborhoods. In some cases these alternative routes are Marine Drive or Airport Way. Other vehicles are utilizing residential streets south of Killingsworth rather than sitting through the back ups. It is our belief that the proposed improvements would eliminate many of these problems and act as a cornerstone project for improving the overall traffic flow in this key industrial area.

The Columbia Corridor is a very unique place in Oregon. It is the hub of local, national and international trade for Portland and the state of Oregon. The combination of river, ocean, rail and interstate routes make a properly functioning highway system essential for continued effective freight movements and long term growth in the area. Failure to fund this project can only lead a steadily increasing traffic bottleneck that will be a deterrent to business development and cost effective goods movement. Again, we strongly urge you to support the funding for Columbia/Killingsworth and I-205 upgrades.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Harrison". The signature is fluid and cursive, with a large initial "C" and "H".

Chuck Harrison
Facilities Manager

Cc: The Halton Company- Ted Halton Jr.
City of Portland Commissioner- Charlie Hales
Port of Portland- Mike Thorne

BRIAN BAIRD

THIRD DISTRICT, WASHINGTON

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

WATER RESOURCES AND
ENVIRONMENT SUBCOMMITTEE

COAST GUARD AND MARITIME
SUBCOMMITTEE

SMALL BUSINESS COMMITTEE

SCIENCE COMMITTEE



Congress of the United States
House of Representatives
Washington, DC 20515-4703

October 26, 1999

DISTRICT OFFICES

1220 MAIN STREET
SUITE 360
VANCOUVER, WA 98660
(360) 695-6292

606 COLUMBIA STREET NW
SUITE 220
OLYMPIA, WA 98501
(360) 352-9768

WASHINGTON, DC OFFICE

1721 LONGWORTH HOS
WASHINGTON, DC 20515
(202) 225-3536

web address: <http://www.house.gov/baird>
e-mail address: brian.baird@mail.house.gov

Dear ODOT and Metro Colleagues:

As the Congressional Representative for Southwest Washington and a member of the House Transportation Committee, I want to thank you for including \$13 million to widen Interstate 5 between Delta Park and Lombard Street in your proposed bond program list. I also want to urge you to keep this important project on your priority list. I regret that Congressional business requires me to be in Washington, D.C. today, because I would prefer to share these concerns with you in person.

As you may know, Washingtonians who work in Oregon pay \$139 Million annually in Oregon state income taxes, yet they receive virtually no direct benefit from these taxes. Oregon obviously doesn't provide services like education and health care to Washingtonians who work in Oregon, yet these income taxes continue to be collected. In addition to income taxes, Washingtonians also pay a significant portion of gasoline taxes in Oregon.

I urge you to make sure that a significant portion of the significant revenue collected each year from Washington commuters pays for transportation projects that will directly benefit commuters from Washington. I especially urge you to include the I-5 widening between Delta Park and Lombard Street in any priority list, because this project will help overcome a major congestion hurdle for commuters.

I am delighted that the Bi-State Transportation Committee has begun their work with such goodwill and cooperation. I was proud to successfully work to obtain \$2 million in federal funding for the I-5 corridor study, which will provide significant guidance to the Bi-State Committee and to transportation planners on both sides of our river. I am hopeful and confident that this major study will identify solutions that enhance our region's economic competitiveness through the provision of adequate transportation facilities to benefit constituents in Oregon and Washington.

Widening I-5 between Delta Park and Lombard Street in the near future would be a significant demonstration of bi-state cooperation. I strongly encourage you to retain this project on your priority list and help us all stay focused on the transportation solutions than bring our region together rather than those which pull us apart. Thank you very much for your consideration of the needs of my constituents.

Sincerely,

Brian Baird
Member of Congress

BB/dgh

October 26, 1999

Metro-RTP Comments
600 NE Grand Avenue
Portland, Oregon 97232

ODOT - Supplemental STIP Comments
123 NW Flanders
Portland, Oregon 97209

**RE: Regional Transportation Plan (RTP)
Supplemental State Improvement Program (SSIMP)**

Dear Sirs:

It is difficult to change a culture that is geared to constructing large dramatic projects. However, many significant improvements to the system can be made with little investments.

One such project is to separate Interstate 5's Water Avenue off-ramp from the Morrison Bridge off-ramp. This project is estimated to cost less than \$270,000 (less than .01% of the SSTMP dedicated to just the Portland region. Map 1 describes the area. Map 2 describes the existing condition. Map 3 describes the improvement. Map 3 is the result of engineering by the Portland Department of Transportation and the Oregon Department of Transportation (ODOT).

ODOT intends to construct a temporary signal at this location. ODOT engineers have agreed that a substantial part of the estimated \$150,000 (\$70,000) temporary work can become permanent (such as the coils in the pavement).

This improvement will:

- 1) Separate the weave at the end of the on ramp enhancing safety.
- 2) Improve the flow of vehicles improving safety and congestion on the freeway.
- 3) Provide pedestrians and bicyclists safe and direct access off and on the Morrison Bridge onto SE Water Avenue.
- 4) Provide safe pedestrian movement through a controlled intersection on Water Avenue.
- 5) Improve circulation on Water Avenue.

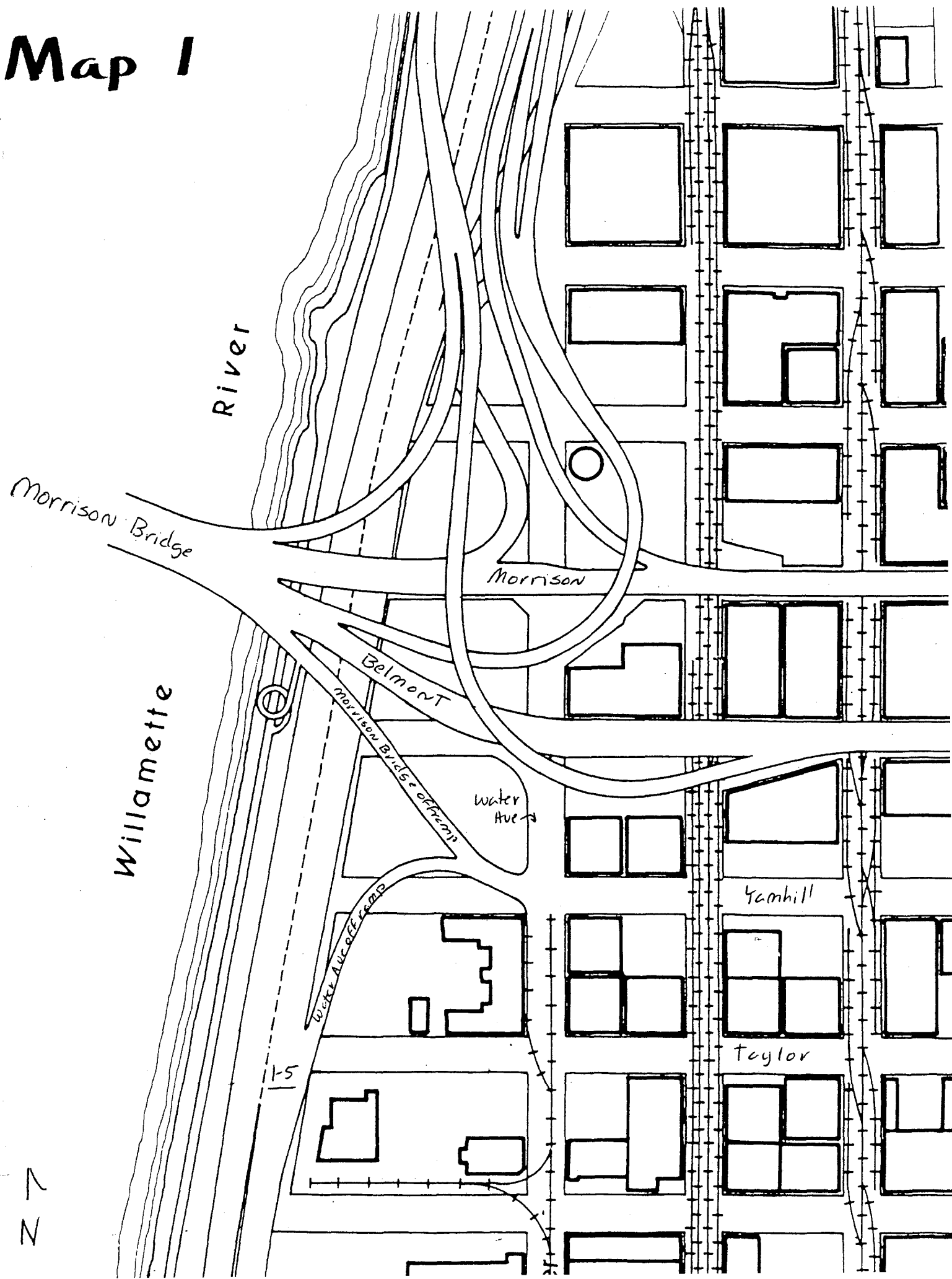
I can not see any reason why this should not be constructed now.

Sincerely,

Peter Finley Fry AICP Ph.D.

Attachments

Map 1



↑
N

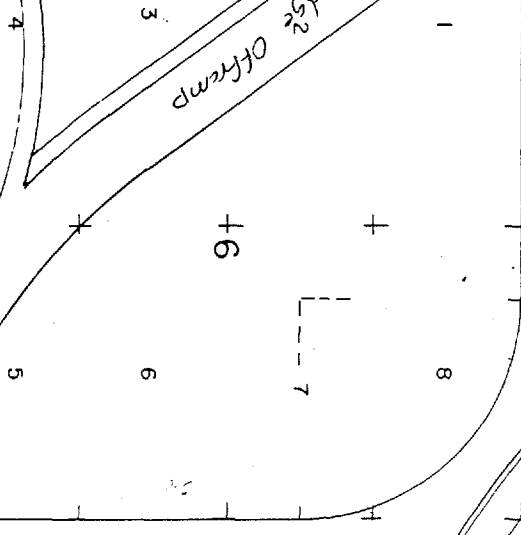
Map 2

1-5

Water Ave
Off ramp

Morrison
Bridge
Offramp

N



Water Ave

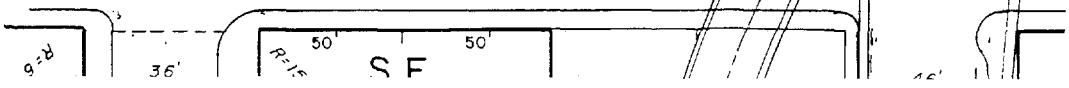
32.8
O

48'

48' (S) ON (B)

32.8
O

43'



Map 3

I-5

Water Ave
Offramp

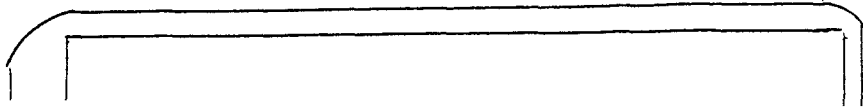
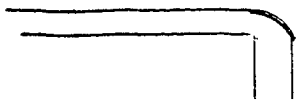
Morrison Bridge
Offramp

22

⊗ stop sign

⊕ traffic light

Water Ave.



DEANE Kate H

From: Don Baack [donbaack@k-com.net]
Sent: Monday, October 25, 1999 12:19 PM
To: DEANE Kate H
Subject: Fwd: Opposition to STIP Project #12 South Portland Circulation Phase 1

>
> Date: Wed, 20 Oct 1999 11:47:15 -0700
> To: laurel@syseng.ci.portland.or.us, kate.h.deane@odot.state.or.us
> From: Don Baack
> Subject: Opposition to STIP Project #12 South Portland Circulation Phase 1
> Bcc: donbaack@k-com.net, gbridger@teleport.com, Risher.Wes@deq.state.or.us,
> molloye@jps.net

>
> Kate, in view of the email problems you have been having, please let me know
> if you have received this by 10/25. Don Baack

>
>
> Don Baack
> 6495 SW Burlingame Place
> Portland, OR 97201

>
> ODOT Supplemental STIP Comments
> 123 NW Flanders
> Portland, OR 97209

>
> For the Record

>
> RE: Opposition to Project Number 12 South Portland Circulation Phase 1

>
> I have read the project description presented on page 17 of Portland
> Metropolitan Area: Proposed Projects for the Supplemental STIP.

>
> As a member of the South Portland Circulation Study Citizen Advisory
> Committee, the project as presented does not represent the agreement which
> was reached at our last meeting. It is missing two vital aspects:

>
> 1. There was to be a direct link to the Ross Island Bridge from Front/Naito
> via either Grover or Woods to Kelly with a signal at the Kelly/Woods or
> Grover Intersection. This condition was agreed to by all parties and must
> be explicitly stated in the phase one project to be acceptable (in my
> opinion) to the greater southwest Portland population.

>
> 2. The use of the parking lanes for a second lane for peak hour inbound
> traffic in the morning and peak hour outbound traffic in the evening was to
> be implemented at the inception of the project. There was to be no
> question
> that this provision was mandatory, not a decision left to the local
> neighborhood or PDOT staff. I understand that other CTLH neighborhood
> members
> of the CAC who were not at the last meeting do not agree with this
> condition. Another meeting has been scheduled.

>
> In addition, there are to be 4 to 6 traffic lights along the length of the
> project.

>
> The Southwest Neighborhood Transportation Committee has voted to
> recommend to
> the SWNI board a motion to support the South Portland Circulation Study with
> these conditions, among others. If the removal of parking for the travel
> lane during peak periods in the direction of peak travel is not mandatory,
> then the committee asked that 2 travel lanes be provided. The SWNI board
> will consider this motion on October 27, 1999.

>
> In view of the inadequate description of the project scope, and the missing
> elements of the agreement, I ask that funding for this project not be

- > included in the 600 million STIP list. If these elements, as stated above,
- > can be included in the project description, I am in full support of the
- > project.
- >
- > Don Baack
- >
- > CC Laurel Wentworth
- >

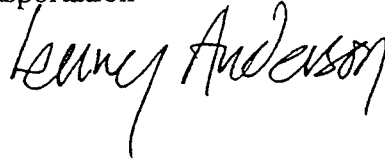
Lenny Anderson
Transportation Options
lenny.anderson@inetarena.com

2934 N.E. 27th Avenue
Portland, Oregon 97212
Tel: 503-460-0211

October 26, 1999

To: Metro Council and Oregon Department of Transportation

From: Lenny Anderson, Transportation Consultant



Subj: Regional Highway Priorities

In the 50s and 60s when most of Portland's freeway system was designed and built, little thought or expense was given to what we now call mitigation. Indeed, entire neighborhoods in what could have been the most desirable sections of the City, the eastbank of the Willamette, Goose Hollow, Albina Historic District and south Portland were sacrificed to speed suburban commuters to or through Downtown.

I believe that in much the same way as communities are now compensated in some fashion for the negative impacts of regional transportation projects, the transportation priorities of the region should reflect the need to undo or at least mitigate the damage that was done to numerous City neighborhoods in those earlier decades.

Beyond a general statement agreeing to such mitigation, I would ask you, the transportation decision makers, to specify that certain projects be pursued in such a way as to reclaim land, indeed whole communities, lost to previous construction. These should include but not be limited to the following:

- Rebuild I-5 between I-84 and Greeley below grade between NE Weidler and NE Oregon (Oregon Convention Center) with a complete cover between NE Broadway and NE Oregon. Reconnect the regular grid of the Lloyd District with the Rose Quarter, create open space between the Rose Garden and Oregon Convention Center, provide land for housing and allow the OCC to be reoriented toward the SW—toward the Willamette River and Downtown!
- Fund an initial I-405 cover project in the West End at the MAX line crossing. Provide close-in housing, mixed-used and office development along light-rail line.
- Commit to the reconstruction of the eastbank freeway as either a covered, below grade freeway or as a at grade "boulevard" with traffic signals to allow pedestrian access to an expanded Eastbank park between I-84 and the Morrison Bridge. Bring the increasingly valuable land adjacent to the eastbank of the Willamette River to its full potential.

These three initial measures cannot undo the loss suffered by individual neighborhoods or the City as a whole due to the freeway construction of the past, but it is a start. It will begin to bring the full potential value of this land onto the tax rolls, make for more living, working and commercial possibilities in these close in communities and reduce the need for expanded highway capacity.

Lenny Anderson
Transportation Options
lenny.anderson@inetarena.com

2934 N.E. 27th Avenue
Portland, Oregon 97212
Tel: 503-460-0211

Solving transportation problems by NOT building more roads may sound radical, but it is precisely the strategy followed by this region in the 70s. Two freeways were NOT build, Mt. Hood (actually Kelly Butte) Freeway through inner SE and I-505 through inner NW; few would argue that these communities were adversely affected. Indeed some of the most dynamic growth of livable neighborhoods have occurred right where those freeways were to be built. Downtown an expressway was converted to a riverside park, a city square replaced a parking garage, MAX was built to the Eastside and so on. Was this a failure? Has Downtown Portland wilted as a result?

The lesson here is Don't Build It and They Will Come! Vitality will return to more neighborhoods, a park will blossom on both sides of our river, and the Lloyd District and Rose Quarter will merge into a truly happening place. Have the courage to help us make it happen.



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

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

October 26, 1999

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Metro - RTP Comments
600 NE Grand Avenue
Portland, Oregon 97232

ODOT - Supplemental STIP Comments
123 NW Flanders
Portland, Oregon 97209

Re: Regional Transportation Plan Supplemental State Improvement Program

Dear Ladies and Gentlemen:

It is a mistake to combine public response to two important issues: the Regional Transportation Plan (RTP) and the Supplemental State Transportation Improvement Program (SSTIP) at the same group of meetings. The RTP is critically important for the long term health and vitality of our region. The SSTIP is a precipitous collection of projects in response to action by the State Legislature that is already subject to reversal by referendum.

The RTP deserves its own process without being eclipsed by the short term demands of communities.

Concerning the RTP, the Central Eastside Industrial Council (CEIC) formally requests an opportunity to present its projects to the Transportation Policy Advisory Committee. We need to further define "preferred" versus "strategic" projects for our area with regard to METRO's Functional Plan, and we need to explain our projects more clearly, as they all seem to be arbitrarily rejected.

Inter-urban projects are complex and require close examination and refinements to address concerns raised by a variety of jurisdictions. This must be done in a thoughtful manner. Projects can not be rejected in entirety by one agency or another because the project, has a specific correctable flaw. Our projects have been rejected in their entirety because the agencies concerned have not taken the time or creative energy to address the complex design requirement of inner-city projects and arrive at a solution.

We must move away from a philosophy of constantly building new systems. We must begin to fix and improve the existing systems. Culture must change or our region will continue to expand without generating any real intensity of use.

Investment in this inner City industrial area results in redirecting the real estate market from urban sprawl to inner-city reinvestment by providing jobs and economic activities at the regions' center. Our businesses, for almost one hundred years, have provided employment stability for inner-city neighborhoods. They have projected Portland into regional, national,

and international markets and have provided much of the economic foundation for all the suburban employment areas.

Please find enclosed a refined list of transportation projects for the Central Eastside Industrial District (CEID). This list is the result of over twenty years of thoughtful planning and assessment of needs. The CEID is critical to the region.

A strategic approach to investment would build upon the partnership between ODOT, Portland, Multnomah County, Tri-Met, and METRO in the reconstruction of the Grand/MLK viaduct. Portland has placed \$147.5 million of projects on the SSTIP. Several projects which are not included should be included which would complement the viaduct project: the Grand/King couplet should be improved, Phase 4 of the East Marquam Interchange Project should be moved to construction, and a ramp should be built from south bound MLK to westbound Ross Island Bridge.

We support the majority of projects that are on the RTP in regard to our district with the following additions and deletions. Our projects are driven by the following principles;

- 1) Direct Southbound access from the CEID to southbound Interstate 5 and westbound to Highway 26.
- 2) The McLaughlin/Marquam connection is an important link between the southeast region and Interstate 5 and reduces congestion on our "main street" the Grand Avenue and/Martin Luther King Boulevard couplet.
- 3) Access from our district to the entire regional system must be improved.
- 4) The system through and to the CEID must be fixed and adjusted in specific ways to refine and maximize the system's efficiency.

ADDITIONS:

- A) Reconstruction of Hawthorn/Madison between SE 12th and Grand Avenue.
- B) Realignment of Hawthorne Bridge Ramp southbound to MLK to release Clay Street for access to OMSI and surrounding area.
- C) Creating a one-way couplet for Stark and Oak between Water Avenue and Grand Avenue.
- D) Separating the Morrison Bridge to Water Avenue from the Interstate 5 water Avenue off-ramp.
- E) Double spanning the Ross Island bridge for freight, cars, pedestrians, and bicycles.
- F) Central City street car extension over Hawthorne Bridge via Grand/MLK couplet to Broadway.

DELETION:

- A) SE 11th/12th Bikeway.

Concerning the Supplemental State Transportation Improvement Program (SSTIP) we have two fundamental concerns.

It is directed to construct massive projects that end up either being primarily suburban or "main streetisation" of regional traffic ways within Portland. The result of these approaches is to degrade access through and to the urban area and improving access in the fringe. This approach promotes urban sprawl.

Of Portland's \$147.5 million agenda, \$58 million is dedicated to "main street" regional traffic routes of which City expects to gain jurisdiction. We are concerned that the transfer of state highways to the City of Portland will result in the City redirecting the streets' purpose from an ODOT/METRO policy direction of regional access to a City policy direction of neighborhood livability. Neither approach is the correct approach. The tension between these policy demands should result in appropriate design. The inability of the agencies to cooperate is a sign of failure that should not lead to a rejection of principle. If the City gains exclusive control, then each "Main Street" will become politicized by "NIMBY" neighborhoods and the regional transportation system will implode resulting in degradation of access and capacity. "Livability" in terms of being able to get into, out of and through the city will be greatly reduced.

We appreciate the opportunity to participate in this hearing and meet with the various agencies. At this time we formally request and opportunity to redirect our improvement program back to inner-city reinvestment. The first step is for us to meet with TPACT.

Sincerely,

Wayne Kingsley
Co-chair
CEIC Transportation Committee

Chris Hammond
Co-chair
CEIC Transportation Committee



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

TRANSPORTATION COMMITTEE

Ph: (503) 224-3900 - Fax: (503) 223-6407

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Hammond Construction

Wayne Kingsley
Portland Spirit

Member
Rod McDowell
OMSI

Consigliari
Peter Finley Fry, AICP, PHD
Columbia Pacific Planners

October 26, 1999

CEIC TRANSPORTATION PROJECTS

A. Eastbank at Burnside Redevelopment Plan – Gateway to the Central City:

1. Develop plan for managing and increasing public and private parking to accommodate growth. This is a specific Eastbank requirement and also a general CEID objective.
2. Traffic management.
 - a. Off peak left turn signals on E. Burnside Street at Grand and MLK.
 - b. Install signal at 7th Avenue and E. Burnside.
 - c. Fix E. Burnside Street/Sandy Boulevard/12th Avenue intersection; “Gateway to the Central City.” Make it pedestrian friendly and more efficient for vehicles.

B. Improve Intra-District Circulation:

1. Improve SE Clay Street from Water Avenue to Grand Avenue.
2. Improve SE Water Avenue from Stark Street to OMSI.
3. Improve traffic signal operation on Clay at MLK and Grand Avenues.
4. Install left turn lanes on Stark Street at MLK and Grand Avenues.
5. Improve RR crossing at SE 11th Avenue and 12th Avenue at Clinton Street.

C. Improve I-5 and I-84 access to and from the district:

1. Preserve current auto/truck capacity on Morrison Bridge until Ross Island Bridge repairs and viaduct replacement are completed.
2. Relocate Water Avenue off ramp from Morrison Bridge. Provide signals to control I-5 and Morrison Bridge off ramp traffic at Water Avenue.
3. Direct MLK southbound and Grand northbound connections to and from Ross Island Bridge.
4. Modify Ross Island Bridge: Increase to six lanes (three each way), eliminate bottlenecks at west end (include direct connections to I-5), eliminate bottlenecks at east end (add direct connections to MLK/Grand).
5. Build East Marquam Interchange Phase Four (connections between Marquam and 99E).

D. Grand Avenue/MLK Viaduct Reconstruction and Ross Island Bridge Repair:

1. Construct traffic ramp from King to Division Street at SE Harrison Street; signalize
2. Construct pair of on and off-ramps to Division Place from Grand Avenue Viaduct.
3. Widen and improve SE Woodward between McLoughlin and SE Eighth.
4. Install traffic light at SE 8th Avenue and Powell Boulevard.
5. Improve Division Place and Eighth Avenue streets to collector standards in Southern Triangle area within existing rights-of-way.

6. Provide new street connection from SE Seventh to SE Eighth/Division signal; revise local access.

E. Relieve Martin Luther King and Grand Avenue congestion:

1. Develop North and South truck routes through the district.
2. Reconstruct eastbound SE Belmont Street ramp to southbound MLK to prevent weaving.
3. Reconstruct eastbound SE Hawthorne ramp to southbound MLK, separating it from Clay Street.
4. Construct pedestrian access on westside of Grand at Morrison and Hawthorne Bridge heads.

TESTIMONY FOR HEARING
IN REGARD TO TRANSPORTATION PLANNING
FOR THE METROPOLITAN SERVICE DISTRICT OF OREGON

Tuesday, October 26, 1999

Kenneth McFarling 7417 S E 20th Av, Portland, 97202-6213

Chairman and Councilors:

Individuals who exercise planning authority over transport facilities, and who engage in promotional efforts in behalf of those facilities, should strive conscientiously to assure that whichever technology is intrinsically best for performing each transportation task will be chosen for that task.

The choice should be unwarped by the circumstance that what is often the intrinsically best technology is not the protege of a promotional agency of government, Federal or otherwise.

The choice should be unimpeded by the traditional prerequisite to the application of railway technology:
The proprietor of a railway must attract capital from voluntary investors by showing substantial reason to anticipate a respectable return on investment.

Investors recognize that railway earnings are subject to taxation, and quite unlike off-track transport forms, railway infrastructure is likewise subject to taxation.

Investors recognize that the proceeds of that taxation, rather than being earmarked to improve railway infrastructure, are in part spent to provide expensive facilities and services for off-track transport forms.

For appropriate comparison of costs between a private enterprise railway and another transport form, offset the cost of railway use by giving credit for the relevant amount of taxes it pays.

Choice of technology should take into account the much more frugal use of land by a railway, in comparison with a road of equal capacity.
(Think also of the land devoted to providing for conveyance storage.)

The habitable surface of the Earth is not increasing. Increasing population is constantly cited as creating need for devoting ever more space to roads. Population has other needs -- vital needs -- which also require space. Providing for those other needs should be of as much concern to you as covering more of the planet with asphalt.

Choices by you and your staffs should take into account the intrinsically more economical use of energy by railway motive power, in comparison with off-track conveyances of equal capacity.

Your choices should take into account the impact of pavement and vehicles on the cost of facilities to combat floods, and of facilities to dispose of polluted water. Road users pay none of those costs.

Taxes which the general public pays on property and on income defray numerous other costs which are attributable to roads and to road users. You should strive to impose costs on the activities which are the cause.

Wherever railway technology would be most suitable, choose it. A proper choice should not be dismissed by assertion that dealing with proprietors of railways is too difficult. You need to demonstrate inclination to cooperate, for mutual benefit. Consider contracts for service or other arrangements providing a reasonable rate of return on investment. That would be neither a gold mine for a railway proprietor nor confiscation of any part of his assets.



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Southwest Region

4200 Main Street
P.O. Box 1709
Vancouver, WA 98668-1709

(360) 905-2000
(360) 905-2222 Fax

October 26, 1999

Henry H. Hewitt, Chairman
Oregon Transportation Commission
900 SW 5th Avenue, Suite 2300
Portland, OR 97204

Jon Kvistad
Metro Transportation Division
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Hewitt and Mr. Kvistad:

The purpose of this letter is to provide additional comments during your public comment period on the projects being proposed for funding from the ODOT \$600 million bond program in the Portland Metropolitan Area Supplemental STIP.

The Washington Department of Transportation (WSDOT) strongly supports Project 17 that would widen I-5 from Delta Park to Lombard Street to 3 lanes in each direction. One of the most frequent public comments we hear, even from communities on I-5 north of Vancouver, is to fix the bottleneck on I-5 south of Delta Park. WSDOT is currently funding a \$51 million project to widen I-5 to 3 lanes in each direction in Vancouver from Main Street to 99th Street. The Delta Park widening would remove the last 2 lane segment for traffic on I-5 from 99th Street in Vancouver to the Greely/Banfield area of I-5 near the Rose Quarter. The project would provide temporary relief from some congestion and would certainly be included in any package of highway improvements to the I-5 corridor. It is relatively low cost compared to other projects in the I-5 corridor and can easily be completed in the next 6 years.

WSDOT recognizes the extreme importance of the I-5 corridor to the movement of goods and people in the region. We also advocate Project 5 in the Greely/ Banfield area of I-5 near the Rose Quarter. WSDOT regrets that ODOT and JPACT believe that Project 5 cannot be constructed in six years. For that reason we also urge selection and earliest completion of Project 13. This project would develop a project design for this segment that meets both ODOT and local jurisdiction criteria.

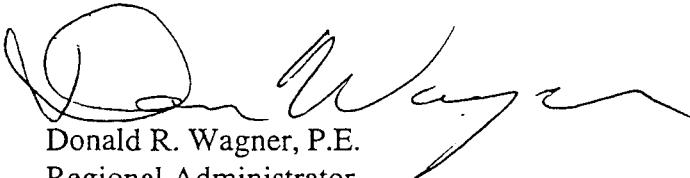
Mr. Hewitt
Mr. Kvistad
October 26, 1999
Page 2

We also recommend that ODOT and JPACT retain Project 5 on list of projects with a nominal level of funding in order to retain the flexibility to fund early stages of the project such as right of way on this segment of I-5 should Project 13 in conjunction with the I-5 Trade Corridor Study result in the ability for ODOT to begin construction within the next 6 years.

Finally, although funding for completion of the I-5 Trade Corridor Study was not included on the project list we recommend that ODOT program funds to continue this planning study in Region 1 in order to maintain the funding flexibility to implement the studies' Corridor Development and Management Plan recommendations for Project Development (EIS and final project design). Continuing these studies during the six-year time frame may be critical for obtaining federal funding for construction of the Trade Corridor Study's preferred alternatives in following six-year federal funding cycle.

Thanks again for the opportunity to comment.

Sincerely,



Donald R. Wagner, P.E.
Regional Administrator

DRW:kd
Wagner/ODOT & JPACT Comment

cc: Kay Van Sickel

**RTP/STIP Public Comment Meeting
Clackamas County
Thursday October 28, 1999**

1. Commissioner Michael Jordan: Clackamas County Commissioner – Commenting on the SSTIP

Commissioner Jordan indicated that he supports the Sunrise Corridor project. This project is critical for Clackamas County to implement the 2040 vision. According to the plan, this area will be getting additional housing and appropriate regional transportation facilities are needed to serve the new residents. Likewise, there is a need to ensure that we can move freight in and out of the area. The Clackamas County Advisory Committee voted this project as its highest priority.

2. Jerry Smith: 337 SE 7th Avenue, Canby, OR 97013, 263-8429
Chair of the Clackamas County Economic Development Commission – Commenting on the SSTIP

Mr. Smith indicated his support for the Sunrise Corridor project. Hwy 212/I-205 intersection has more trucks than I-5/Columbia River. This area needs the improvements that the Sunrise Corridor project will provide. See letter submitted in support of this project.

3. Senator Verne Duncan & Lynn Snodgrass, Jane Lokan – Commenting on the SSTIP

Representative Lynn Snodgrass: Speaker of the House of Representatives
269 State Capitol, Salem, OR 97310 986-1200

Representative Snodgrass said that while the Legislature did not vote on per se on the list, members were aware of specific projects. There was an understanding that there would not be substantial changes to the list. Of critical concern is the Sunrise Corridor project. This project has been a longstanding commitment of ODOT and given the importance of the project to freight movement and future growth in Clackamas County it should be built at its revised cost of \$72 million. Don't do what everyone fears by moving projects off the list and adding new projects. Move forward with this first unit of the Sunrise Corridor. See letter submitted in support of this project.

Representative Jane Lokan: District 25
5317 SE El Centro Way, Milwaukie, OR 97267 654-9691

Representative Lokan urged JPACT & ODOT to continue moving forward with the Sunrise Corridor project. The Clackamas Industrial connection is on the list and wants ODOT to continue move forward with it. This project has been materializing for over a decade. It is Clackamas County's turn to have some attention. Since Clackamas County is slated for the bulk of future growth in the Portland area, the

County needs this project now. The cost only goes up so the delays are continuing to cause the project to increase. See letter submitted in support of this project.

Senator Verne Duncan: District 12
16911 SE River Road, Milwaukie, OR 97222 659-8091

Senator Duncan indicated his support for the Sunrise Corridor project. Although the projects weren't selected by the Legislature, there is an expectation that the list of projects were highly supported. There was nothing binding, however and they knew there could be changes. Keeping to the original project trust is part of the process of building trust between the Legislature and ODOT.

4. Edith Kerbaugh: Milwaukie Citizen Forum – Commenting on the RTP
12341 SE 67th Court, Milwaukie, OR 97222 653-8015

Ms. Kerbaugh spoke about the light rail in the south corridor. She thought light rail would go down McLoughlin, but found that was not necessarily true. She is not supportive of LRT along Linwood/Harmony. Her perception of why the voters said “no” was because of all the displaced families. It is the alignment.

5. Eugene Grant, Mayor of Happy Valley & Randy Nicolay, City of Happy Valley – Commenting on the SSTIP and the RTP

Randy Nicolay, 13445 SE King, Portland 97236 726-0677

Mr. Nicolay indicated his support of the Sunrise Corridor project. Is concerned about what will happen to Hwy 212 with all of the growth and the truck traffic if this project is not completed.

Eugene Grant, 11311 SE Charview Ct., Clackamas, OR 97015 698-5822

SSITP: Mr. Grant stated his support for the Sunrise Corridor project. The current infrastructure won't support the employment growth that is expected. Sunnyside Road is extremely congested now and getting worse.

RTP: Mr. Grant said that the timelines for many Clackamas County projects in the RTP are way off. The growth is occurring now. Wants Sunnyside Rd widened from 122nd to 162nd now and not in 2011 as stated in the RTP. Wants to hold to the urban growth boundary, but the RTP is not acting fast enough to deal with growth. The RTP needs to correspond with what is happening on the ground. There is a need to look at creative financing to fund projects. See e-mail message for additional comments.

6. Julie North: P.O. Box 751, Portland, OR 97201 725-4412
Portland State University Administration—Mgr of Transportation – Commenting on the RTP

Ms. North made the following points:

- Students have unique transit needs. They use transit at off-peak hours. The RTP should acknowledge this special need and support better transit service.

- Supports the Project 17: widening I-5 from Delta Park to Lombard.
- It is very difficult getting onto Hayden Island when bridge is up or there is a wreck. On the northbound half of the new Marine Drive interchange there is space to put 4 travel lanes. The 4th lane should be marked as Hayden Island and emergency vehicles only.
- Port of Portland project on west end of Hayden Island. They want to come through residential streets to reach their development. They suggest approximately \$200,000 worth of work on local streets. The need is much greater than that.
- They really need a bridge from Hayden Island to Vancouver. It could be used to fix LRT, Port access and other problems.

12. Eugene Schoenheit: 13780 SE Fernridge, Milwaukie 97222
Citizen – Commenting on the RTP

Mr. Schoenheit indicated that he thinks Metro is missing the point. The way to relieve traffic is to add more lanes to I-205. He is opposed to continuing light rail to Clackamas Town Center. It has been voted down. The ridership just won't be there. Some people were told this was not a light rail meeting. Light rail is in the RTP therefore, we should be able to comment.

13. Ed Zumwalt: 10888 SE 29th, Milwaukie, OR 97222 654-2493
Chair of Historic Milwaukie Neighborhood Association – Commenting on the RTP

Mr. Zumwalt said that he is appalled that light rail in this area has been revived. "Add new LRT in long term. . . ." He is not interested in density as proposed. He urged Metro to drop any thought to add light rail into the community.

14. Dick Jones: 3205 SE Vineyard Rd, Oak Grove 97267 652-2998
Commenting on the SSITP and the RTP

SSITP: Mr. Jones indicated his support for the Sunrise Corridor project. He is a Clackamas County resident and serves on a number of committees. Long lines in both directions backed up on Hwy 212. People want less congestion. The Sunrise is ready for construction. See letter of support for this project.

RTP: Mr. Jones made the following points about the RTP:

- Opposes light rail in Clackamas County
- Could not find the South Bus Study in the RTP material
- Supports construction of a new south/north arterial in the east part of the metropolitan area linking the Clackamas area with the Columbia Corridor area.
- Supports development of a strategy to get the message out to people about how to reduce congestion.

15. William Garity: 41440 SE Squaw Mtn. Rd, Estacada 97033 630-6250
Represents public employees of Clackamas County – Commenting on the SSTIP

Mr. Garity made the following points:

- Accountability: Sunrise Corridor has been talked about for about 13 years. Route was adopted about 3 year ago. It is a priority.
- Livability: Clack industrial area provides family wage jobs. This corridor will open up more industrial area.
- Clackamas Co. needs to get its fair share.

See letter submitted in support of the project.

16. Michal Wert: 8405 SW Nimbus Ave., Beaverton, OR 97008 372-3533
Columbia Corridor Association – Commenting on the SSTIP

Ms. Wert indicated her support for the Columbia/Killingsworth project. The City of Portland & the Port of Portland just finished a study. This is an important freight route and it experiences heavy congestion. The Columbia Corridor area is a large industrial. I-205 and Killingworth are the main transportation routes. See letter submitted in support of the project.

17. Wes Wanvig: 7705 SE Harmony, Milwaukie, OR 97222 654-1607
Citizen - Commenting on the RTP

Mr. Wanvig made the following points:

- Supports funding for King Road/Fuller Road signal. There is a tower to put up lights, but it doesn't have a signal. He wants it taken care of.
- Regarding congestion in the Clackamas industrial area he suggests reestablishing the old road that used to run parallel to I-205/Railroad.
- Traffic problems on Hwy 224 at Carver. Wants a traffic light at Carver Bridge & Hwy 224.

18. Bob Shannon: 17421 SE Vogel Rd, Boring, OR 658-5492
Citizen from Damascus - Commenting on the RTP and the SSTIP

RTP: Mr. Shannon made the following points on the RTP:

- Suggests that Clackamas County get some of the federal funding earmarked for the transit projects and then use them for highway projects.
- There should be bus service from Oregon City to Tualatin or Wilsonville.

SSTIP: Supports the Sunrise Corridor project.

19. Mark Schoening, City Engineer, City of Lake Oswego, P. O. Box 369, Lake Oswego, OR 97034, (503) 635-0274
Commenting on the SSTIP and the RTP

SSITP: Mr. Schoening indicated that he appreciates ODOT including Project #18 (I-5/Hwy. 217/Kruse Way Interchange – Phase 2) for \$35 million. It will go to construction early next year.

The City of Lake Oswego has funded a project to interconnect Bange with Kruse Way. The City of Lake Oswego and Clackamas County have an IGA to dedicate all Transportation STCs collected in the Kruse Way corridor to the Kruse Way project. First is the Boones Ferry intersection. Lake Oswego will be receiving TMA exploratory funds for the project.

RTP: Lake Oswego's top priority, #5163 (A Ave Reconstruction). To complement that, Lake Oswego is completing the multimillion dollar construction of a park south of A Avenue. Also, the City Council selected a new library site one block north of that. There is a lot of redevelopment activity adjacent to A Avenue, so Lake Oswego is very interested in that particular RTP project.

Supportive of the Rosemont/Stafford intersection project on the county's five-year plan.

Regarding an I-5/217 land use question, responded that the Kruse Way corridor is zoned commercial and is developing as anticipated and this naturally exacerbates traffic problems.

20. Barry Broomham, 19141 Lot Whitcomb Drive, Oregon City 97045; (503) 657-1187
Commenting on the SSTIP

Mr. Broomham indicated that he was speaking as a citizen but also on the board of directors of North Clackamas County; also acts as a corporate consultant and has several clients in this area. Addressed STIP Project #4 (Clackamas Industrial Connection). He sees the congestion in the area as enormous. The interchange would certainly alleviate that. It'll help the north/south traffic on I-205. The businesses in that area are primarily transportation oriented, warehouses, etc. Taking the exit to get on Hwy. 212 to I-205 or NE 82nd Drive just isn't long enough for the semis. One truck boggles it all up. If you're on 82nd Drive it's impossible to get on I-205. They back up on Hwy. 212 considerably coming the other way. This bypass connector would be great. They really need it. This started as the Sunrise Corridor Project, which disappeared. This is a key influence in that, though. This will help the east/west transportation system significantly in this area.

It'll improve the environmental conditions, which is a large factor, too, i.e., the pollution from all those trucks.

When questioned how to pay for this, said to trade it for some other unfortunate soul who doesn't get their project. This should be included in the \$600 mill package.

Mr. Cotugno said this is a pretty skimpy \$72 million cost; it's only two-lanes worth. He asked Mr. Broomham what he thinks of using that \$72 million and supplementing it with tolls and building the full project. Mr. Broomham thinks people would go for that. He said businesses would accept it because it would save them a lot of money. The problem is usually during the 5:00 rush hour, but one never knows. It can happen at any time, but it always happens at 5:00 p.m.

To identify the areas this would benefit, Mr. Broomham stated if you took Hwy. 212 all the way out to Hwy. 224, the entire industrial area – add the benefit of the warehousing district – getting from the warehouse to the manufacturing plant – the influence would be the entire length of Hwy. 224 from Milwaukie. Asked how he felt if it were to be for trucks only, he said that was an excellent idea. He also would not object to it being a toll road. He doesn't know how it could be made a toll road for such a short passage, but it would be a great start. Even if it were left at two lanes for trucks only, that, too, would be a good start. Individuals may object, but the larger industrials would welcome it.

Responding to a gas tax questions from Councilor Kight, Mr. Broomham said the Chamber of Commerce is in favor of and has supported it. The problem is the weight/mile tax – the Chamber is still in favor of it but it'll affect some members. It's going to find a tough road. Mr. Kight then asked if anyone at the Chamber has talked about a Plan B regarding transportation. Mr. Broomham replied that no, they've taken the stance that we shouldn't need one, they'll wait for the legislature. He's tried to promote another alternative where they can take other funds and channel them into what they already have; this may avoid the gas tax increase and mollify the people who don't want it.

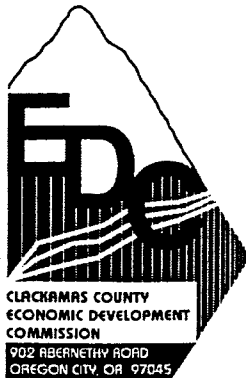
21. Robert Wheeler, 12088 SE Reginald Ct., Happy Valley 97015
Commenting on the SSTIP

Mr. Wheeler indicated that he represents the North Clackamas County Chamber of Commerce. He chairs the Land Use Transportation Committee. Mr. Wheeler said that he supports the Clackamas Industrial Corridor (old Sunrise Corridor Project). He realizes AAA has the signatures they need for the gas tax and knows the bond measure is tied to that. The Chamber doesn't want to see this project die because the gas tax gets voted down. They know there are other important things to be done, but feel this is a critical project for this region. The Sunrise Corridor Project would relieve (and its a small phase) and reduce traffic on NE 82nd, Hwys. 224 and 212, and I-205 – in the middle of the afternoon you get a backup on I-205 where people are just sitting there, waiting on the ramp to get on.

In response to a question from the panel members he indicated that he doesn't know how to pay for it, but hearing the previous testimony about toll roads, he can't imagine that many companies would object to that in order to expedite traffic. If the gas tax fails, this project goes on the shelf. A problem with the gas tax is that business people object to it, feeling Oregon trucking companies would be more

burdened (equity issue). I don't know if that's true. A member of my committee is affiliated with the trucking business and he filled me in. There was resistance at our Land Use Committee meeting last month when we had a speaker on Measure 76. Also, just because it's a constitutional amendment some of my committee object simply because of that.

Regarding maintenance, Mr. Wheeler said he's a Maryland native and that their roads are in much better condition than Oregon's because they have outlawed studs and chains, that if Oregon did this they could substantially reduce their maintenance budget. He then commented that Oregon is one of the lowest in the country as far as money spent toward transportation.



October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission,
The Oregon Department of Transportation,
And the Metro Joint Policy Advisory Committee on Transportation
123 NW Flanders
Portland, Oregon 97209

Dear Mr. Chair and Members of the Commission;

The Clackamas County Economic Development Commission strongly supports the construction of Phase 1 of the Sunrise Corridor. This project is vitally important to the development of Clackamas County's economy. It has long been specifically listed as a high priority project in the 1986 Economic Development Plan and again in the updated 1997 Economic Development Plan.

We feel that the Sunrise Corridor is critical to the development of the Clackamas Industrial Area, one of the largest employment centers in the County. This project will play a key role in attracting and keeping employers here and enabling them to expand their businesses. The Sunrise Corridor will also provide a strong link in the transportation system needed to facilitate freight movement and preserve access to interregional shipping facilities.

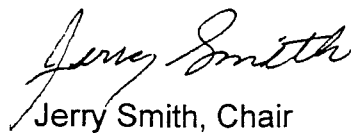
Currently the I-205 /Highway 212-224 interchange remains one of the most congested in the region despite significant investments in the Jennifer Street overpass and widening of 82nd Drive to the Gladstone Interchange. Better transportation access to this area will reduce the out of pocket and time costs to our businesses. Large distribution oriented firms in the area include the Fred Meyer Distribution Center, Safeway Food Distribution, TNT/Reddaway, Pacific Seafood Company, Emmert International, North Pacific Supply, Wymore Transfer and others.

Our Economic Development plan is consistent with many other transportation and land use plans in Clackamas County and Region. Each plan recognizes this project's importance in achieving the objectives of improving the efficiency and safety of the regional transportation system; enhancing the effectiveness of a key freight corridor to better serve a major employment area and industrial sanctuary (Clackamas Industrial Area); and reducing congestion and associated air pollution.

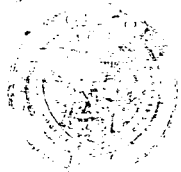
Within the Portland metropolitan region, Clackamas County currently suffers from a poor jobs-to-housing balance. As the nearby Damascus and Pleasant Valley Urban Reserves are brought into the UGB, the continued viability of this Industrial Area employment base will be important in realizing the objectives of the METRO 2040 Growth Concept to minimize urban sprawl and resulting long commutes.

For all of the reasons stated above, the Economic Development Commission urges you and other regional and state leaders to approve the construction of Phase 1 of the Sunrise Corridor.

Sincerely;

A handwritten signature in cursive script that reads "Jerry Smith".

Jerry Smith, Chair
Clackamas County Economic Development Commission



LYNN SNODGRASS
SPEAKER OF THE HOUSE
OREGON HOUSE OF REPRESENTATIVES

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

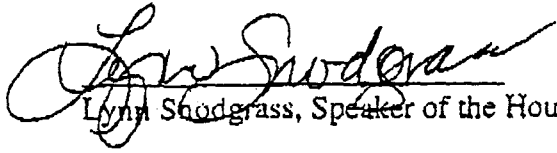
We appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

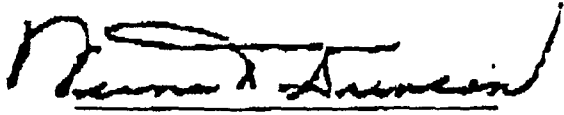
It is our understanding that the Oregon Department of Transportation (ODOT) and the METRO Joint Policy Advisory Committee on Transportation (JPACT) are asking for comments on an initial list of projects and an additional list of projects that would be built from the bond revenue made available within HB 2082. As HB 2082 worked its way through the House and Senate of the 1999 Oregon Legislature we were fully aware of the initial list of projects that ODOT presented to the respective chambers. The list was not voted on per se, however, it is our belief that members were aware of specific projects represented by ODOT as bonding priority. Furthermore, it appeared there was not to be substantial changes in the list of projects that ODOT would submit to the Emergency Board in February 2000.

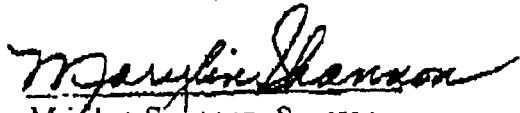
Of critical concern to us is the Clackamas Industrial Connection (Sunrise Corridor) project listed by ODOT at initially \$65 million. This project has been around since 1988 as a part of the development of the Access Oregon Highway program. Now, some twelve years later, we are still awaiting funding. Given the long-standing commitment of ODOT to this project, and the extreme importance it has in managing statewide freight movement, as well as the future growth in Clackamas County, we fully support the inclusion of this project at the revised construction cost estimate of \$72.5 million, which is contained in ODOT's final list for Emergency Board consideration.

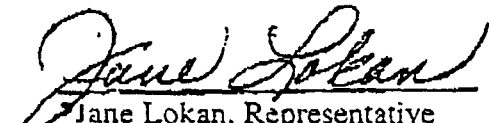
ODOT's *State and Federal Highway Revenues and Expenditures by County and Region, August 1999* report indicates that for the six year period of 1996-2001 Clackamas County receives only 0.86 cents back on each dollar in taxes paid by our constituents. This "donor county status" makes the investment by ODOT to the Clackamas Industrial Connection project a fair and warranted allocation of scarce resources. In addition, this project would partially correct a historical funding inequity in transportation investments in Clackamas County and provide the County some relief to its rapid growth.

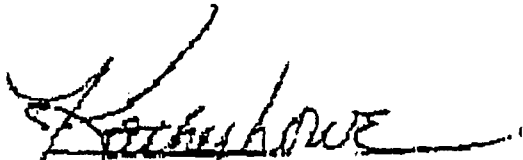
We look forward to seeing the \$72.5 million Clackamas Industrial Connection project in the list that the OTC will submit to the Emergency Board.

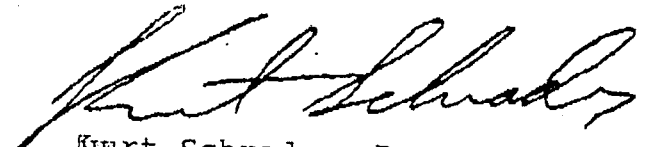

Lynn Stodgrass, Speaker of the House


Verne Duncan, Senator


Marilyn Sannon, Senator


Jane Lokan, Representative


Kathy Lowe, Representative


Kurt Schrader, Representative



JANE LOKAN

State Representative

Oregon Legislative Assembly
District 25 • Clackamas County

October 28, 1999

Members of the JPACT and Oregon Department of Transportation:

My name is Jane Lokan, State Representative from Oregon House District 25 in Milwaukie. Thank you for bringing this meeting to Clackamas County. I am here to especially urge JPACT and ODOT to carry forward with construction of the Clackamas Industrial Connection, formerly known as the Sunrise Corridor.

During the most recent Legislative session I was proud to be chief sponsor of HB 2478, which was signed into law by Governor Kitzhaber. This bill is known as the Transportation Spending Accountability Act. It directs the ODOT to identify projects on their priority spending list for each biennial budget, and specify the time frame for project completion. The Clackamas Industrial Connection is among the projects listed on ODOT's most recent project list, and I urge ODOT to move forward with construction in keeping with this legislative directive.

It was also my privilege to support HB 2082 during the 1999 session. I am here tonight to support that portion of HB 2082 that deals with the \$600 million bonding program. This bonding program is a creative and an innovative approach to funding key transportation projects throughout the state of Oregon.

It has been more than a decade since the Oregon Transportation Commission designated the Sunrise Corridor as an Access Oregon Highway. Between 1988 and 1996 the Commission, ODOT and Clackamas County have worked cooperatively to move this project forward. In fact, we have been very patient in Clackamas County, awaiting our turn!

Now the time has come for the Sunrise Corridor to become a reality as the Clackamas Industrial Connection. Indeed, METRO has included this project in the Regional Transportation plan as a regional highway corridor, and ODOT has a long-standing commitment to this project. Since Clackamas County has been slated for the bulk of future urban growth, it is imperative that this project be completed to maintain the livability that hallmarks Clackamas County.

During my tenure in the Oregon House, I worked hard to bring fiscal accountability to many aspects of government. And without a question, when we apply the issue of fiscal accountability to this project, it is clear that we need to move forward without further delay. Already, the projected construction costs alone have escalated from \$65 million to \$72 million. We must also be considerate of the average 12-15% annual escalation in the

cost of acquiring right-of-way property, and any increases in cost of design and engineering services that additional delays would bring about.

As a State Representative from one of Oregon's high growth counties, and keeping in mind both the letter and spirit of HB 2478 and HB 2082, I urge you to move forward on a critically important project, the Clackamas Industrial Connection, with all deliberate speed, placing the Clackamas Industrial Connection as a top priority now and for the 2001-03 biennium.

I look forward to seeing this project on the list that will be submitted to the Emergency Board at the Legislature. Thank you for this opportunity to speak.

From: "Grant, Eugene" <EGrant@schwabe.com>
To: "arthurc@metro.dst.or.us" <arthurc@metro.dst.or....>
Date: Fri, Oct 15, 1999 7:48 AM
Subject: Transportation supplemental STIP List comments

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 to 162nd both north and south of Sunnyside Road) into the Urban Growth Boundary and just about everyone wants to see Happy Valley annex these areas sooner rather than later as a means to comply with the Metro Functional Plan and help fund 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 the 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 to help meet these goals.

PS for Rod Monroe and Bill Atherton: 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 the Rock Creek area, (that is Pleasant Valley down to Hwy 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 Hwy 212. Please help us by not taking an oversimplified approach to UGB expansion that ignores subregional realities and needs such as this. Thanks for your help.

By the way, I also strongly support the need for the Hwy 99 project thru Milwaukie, which is a terrible bottle neck right now.

Eugene L. Grant
Schwabe Williamson & Wyatt

PORTLAND STATE UNIVERSITY

Proposed statement by Julie North, Manager of Transportation and Parking Services
before:
METRO hearing on the Regional Transportation Plan
October 28, 1999

I am pleased to be here tonight to offer, on behalf of the Portland State University Administration, our comments on the Regional Transportation Plan. I am the parking manager at Portland State University which means I am responsible for the overseeing the University's transportation management plan. Portland State University is Oregon's urban university and that designation compels us to be actively involved in issues that affect the University and the region. A multimodal, comprehensive transportation system is integral to the mission of PSU and essential if we are going to be able to be responsive to the needs of our students. Transportation policy is important to the metropolitan region and it is vitally important to PSU. A majority of our students are nontraditional, older, work, and have family responsibilities. Every year, we serve more than 16,000 students, we employ 1900 faculty and staff, and we have more than 5 million visits to the campus. Serving the needs of these people requires a plan and it requires us to coordinate our efforts with the region.

PSU is working to reduce automobile use by student, faculty, and staff

Portland State University's plan encourages public transit, use of bicycles, and walking as key transportation modes used by students, staff, and faculty. Automobile transportation will continue to be an important element of our strategy but since we only have 3,000 parking spaces, alternative transportation is critical to our ability to serve the region and its students and businesses.

As part of the University's plans for public transit we have pursued three strategies. The first is a comprehensive bus pass program with Tri-Met. This program is subsidized by Tri-Met and by the University. It has been very successful with our campus community. In our recent negotiations on this policy, Tri-Met asked PSU to work with other colleges and universities in the region to develop a single bus plan for all students. That makes sense to us since many of our students are also taking classes at PCC, Mt.Hood, or Clackamas Community College and our faculty and students work closely with OGI, OHSU, Clark College and WSU Vancouver. For these reasons we believe it only makes sense that students should be treated equally and fairly throughout the system. I am the chair of a newly formed Higher Education Alternative Transit (HEAT) coalition (a list of our members is attached). We are working now to prepare a proposal for submission to Tri-Met for consideration. Our students tend to use public transportation during nonrush hours and if we can encourage the use of transit among traditional aged-students we believe we can build a community of lifelong transit riders.

Recommendation: The Regional Transportation Plan should include recognition that students at the region's institutions of higher education (about 100,000) have unique public transit needs and

programs and policies should encourage use of the Tri-Met and C-Tran systems in a coordinated way. We support the elements of the plan that address new and improved bus services including rapid bus service, new buses, and frequent buses that link with the colleges and universities. I would also urge planners to understand that our peak hours are different than those of normal work hours so the RTP should support transit service that operates, for example, after our last class ends at 9:40 p.m.

The second component of our strategy has been focused on light rail and the central city streetcar. The University worked with transit planners and urban planners in designing its new Urban Center Building. This building will (thanks to the support of the transportation community) include a one-stop transit center for bus pass purchases and information. It is appropriate that the center be located on this site since it is the highest volume transit stop in the Tri-Met system. Educational partnerships with Clackamas County -- both at the Metro Center site near Clackamas Town Center and at the Community College -- require that we address ways to facilitate the commute from these areas to the campus.

Recommendation: Make the full development of the North South Light Rail line a priority and protect the original alignment that includes a link with the PSU Urban Center. We support the longer term plans to include a line to Oregon City and in the Highway 217 and Barbur Boulevard corridors.

The third element of our public transit plan includes the Central City Streetcar and its connection to Portland State University. We are pleased that the first phase of the Streetcar will come to the campus and we want to be a part of efforts to expand the service area covered by the Streetcar. Since our students and faculty are so involved in the community through research and teaching projects it is important for them to have access to transit serving the downtown area.

Recommendation: Make the Central City Streetcar a priority of the regional transportation plan and the extension to North Macadam.

Thank you for the opportunity to provide comments on the regional transportation plan. In closing, I want to encourage you to develop a final plan that:

- Continues the focus on multimodal transportation but places a high priority on public transit.
- Involves regional centers and high volume destinations in the planning effort and targets resources toward those areas. Both PSU and OHSU have unique transportation needs and are major destinations -- our needs should be considered as integral to the plan.
- Recognize that for some people the automobile is the only viable option for transportation and consideration must be given to their needs as well.

Portland State University is committed to being a part of the planning process and to making a constructive contribution to the overall discussion related to the region's transportation system.

As the region addresses these important issues please include my office in your correspondence and opportunities for involvement. Thank you for considering my comments this evening.

*Portland/Vancouver Area Alternative
Transportation Student Consortium
Roster*

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Co-Chair, Michael Surface
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**National College of Naturopathic
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Glenn Taylor/Sue (president's office)

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**Pacific NW College of Art
Michael Hall, Director of Student
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***Clackamas Community College**

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Western Business College
President Randy Rogers
Jackie Ferguson, Academic Dean
Phone: 222-3225
(no email address at this time)

Warner Pacific
Steve Scott, Director of Plant Safety &
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Western States Chiropractic College

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Oregon Graduate Institute

Nancy Christie
20000 NW Walker Road
Beaverton, Oregon 97006
Phone: (503) 690-1027
Christie@bmb.ogi.edu

Multnomah Bible College & Seminary

Anna Staeger
8435 NE Glisan Street
Portland, Oregon 97220
Phone: (503) 255-0332
(no email address)

Concordia University

2811 NE Holman
Portland, Oregon 97211
Phone: (503) 288-9371
Revised 10-18-99

* indicates no participation or response
to date

OREGON CUTTING SYSTEMS DIVISION
4909 SE INTERNATIONAL WAY
PORTLAND, OR 97222 4679
PHONE: 503 653 8881
FAX: 503 653 4555

JAMES S. OSTERMAN
PRESIDENT
OUTDOOR PRODUCTS GROUP

BLOUNT

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

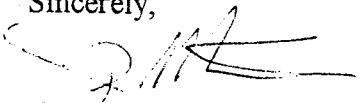
I appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

It is my understanding that the Oregon Department of Transportation (ODOT) and the METRO Joint Policy Advisory Committee on Transportation (JPACT) are asking for comments on an initial list of projects and an additional list of projects that would be built from the bond revenue made available within HB 2082. I testified and worked in support of HB 2082 during the 1999 Legislature. I was aware of the list of projects proposed by ODOT to be built by the bonding provisions of HB 2082 and support the Clackamas Industrial Connection project on this list.

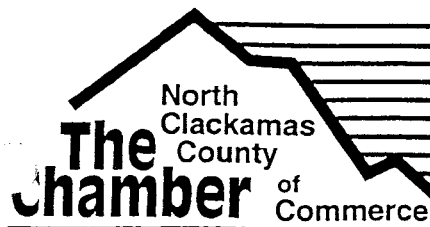
Of critical concern to me as an employer of approximately 1,000 employees in Milwaukie is our ability to move freight in and out of our manufacturing plant, and the ability of our employees to get to work. The Clackamas Industrial Connection (Sunrise Corridor) project has been planned since 1988 as a part of the solution to freight mobility in the Region and Clackamas County, and to future growth challenges the County faces in moving its residents from home to work.

I fully support the inclusion of this project, at the revised construction cost estimate of \$72.5 million, in ODOT's final list for Emergency Board consideration.

Sincerely,


Jim Osterman, President
Outdoor Products Group

OREGON



Mission Statement
*To provide innovative leadership
to ensure a successful business climate
and promote the quality of life in Clackamas County.*

7740 SE Harmony Road • Milwaukie, OR 97222-1269 • 503/ 654-7777 • Fax 503/653-9515
website: www.yourchamber.com E-mail: ncccofc@yourchamber.com

Serving the needs of Business and the Community in; Milwaukie, Gladstone, Happy Valley, Johnson City, Clackamas, Sunnyside, Oak Grove, Damascus, Barton & Boring

August 25, 1999

Henry Hewitt, Chairman
Oregon Transportation Commission
101 Transportation Building
Salem, OR 97310

Dear Chairman Hewitt:

The North Clackamas County Chamber of Commerce (NCCCC) has been an active supporter over the years for additional transportation funding and most recently for the passage of increased gas and vehicle registration funding in the 1999 Legislature. We are aware of the provision in HB2082 that provides ODOT with the ability, pending Emergency Board approval in February 2000, to construct \$600 million of highway improvements throughout Oregon.

ODOT Director Grace Crunican presented to the Legislature a list of \$725 million in state highway projects which ODOT would recommend for the public's consideration, should additional funding become available through a bonding proposal. Understanding that ODOT and the Oregon Transportation Commission (OTC) must reduce the list to \$600 million, we are writing to express our support for the retention of the \$65 million Clackamas Industrial Connection (I-205 to 145th) project as a part of the amended STIP that the OTC will submit to the Emergency Board in February.

The Clackamas Industrial Connection (commonly referred to as the Sunrise Corridor) was one of the original Access Oregon Highways identified for construction by Governor Goldschmidt and the 1987 Legislature. Since this project has been around from the late 1980's it has already gone through the environmental process with the final environmental impact statement expected for completion in 1999. In addition, ODOT and the County have approved the alignment for Unit 1.

We believe that the construction of this project from I-205 to 145th is of statewide significance for the following reasons: it will (1) accommodate the planned growth in North Clackamas County under the region's 2040 Growth Plan, (2) improve freight mobility and safe recreational travel from the metropolitan area to central and eastern Oregon, (3) is consistent with the recently adopted Oregon Highway Plan, (4) has the capacity to complete the project within six years and

(5) qualifies leveraging additional funds. Clackamas County, the business community and citizen groups have, over the years, supported the construction of this project.

The Chamber respectfully requests that the Clackamas Industrial Connection project be included in the amended STIP that the OTC will forward to the Emergency Board in February 2000.

Sincerely,

Chip Sammons, President

John Wyatt, Senior Vice-President

cc: Governor John A. Kitzhaber
Speaker of the Oregon House Lynn Snodgrass
Senator Randy Miller
Senator Marilyn Shannon
Senator Verne Duncan
Senator Ted Ferrioli
Senator Rick Mestger
Representative Jane Lokan
Representative Kurt Schrader
Representative Roger Beyer
Representative Richard Devlin
Representative Jerry Krummel
Representative Kathy Lowe
Representative Bob Montgomery
Clackamas County Board of Commissioners
Metro Executive Mike Burton
Oregon Transportation Commissioners
ODOT Director Grace Crunican
ODOT Region 1 Manager Kay Van Sickle

October 28, 1999

Testimony connected with ODOT Supplemental STIP

Support for Clackamas Industrial Corridor

I support the Clackamas Industrial Corridor project more widely referred to as the Sunrise Corridor in Clackamas County. I am a resident of Clackamas County and serve on several groups that are concerned with the Corridor. Several years ago while rebuilding my home I passed making purchases along Highway 224 because of congestion then and it is even worse today.

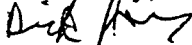
Unfortunately gridlock exists almost all day on Highway 224 with lines going back $\frac{3}{4}$ of a mile even in mid morning. I have had to go to the Clackamas Industrial area twice recently. Both times I found traffic at 10:00 AM backed up from I-205 to Lumberman's Building Supply.

Nothing is being said of the changes which will occur when the North bound I-205 ramp lights are lit. Each truck will have to stop on an up slope before entering the freeway. Often these trucks are only going to the next exit, the Highway 224 offramp to Milwaukie and the industrial areas along it or to the frozen food warehouses along Highway 99 North of Milwaukie. If instead of going on I-205 trucks were to go north on 82nd Drive, 82nd Drive would become totally gridlocked.

Two other reasons I support this projects are: reduction of congestion and the project is ready for immediate construction. I reviewed, the criteria for selecting projects found on the Internet, and I was disappointed that among the seven criteria listed, reducing congestion was not included. Several studies I have seen say people want less congestion. I recognize some believe that congestion is a tool to help move people toward other modes of transportation. People are not going to support transportation improvements until reducing congestion is our FIRST goal. Secondly the Sunrise Corridor is ready for construction meaning an early impact on improved travel.

Thank you.

Submitted by,



Dick Jones

3205 SE Vineyard Rd.

Oak Grove, Or 97267

Phone (503)652-2998 Fax (503)353-9619 e-mail BULLDOGJONES@prodigy.net



AFSCME

American Federation of State, County and Municipal Employees, AFL-CIO

LOCAL 350

Representing the
Employees of:

350-0

Clackamas County
Department of
Transportation &
Development

350-1

City of West Linn

350-2

City of Oregon City

350-3

City of Gladstone

350-4

Clackamas County
Department of Utilities

350-5

City of Milwaukie

350-6

City of Canby

350-7

Clackamas County
Emergency
Communications

350-8

Rockwood Water
P.U.D

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

We appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

Building the Clackamas Industrial Connection (Sunrise Corridor) must continue to be a priority and be included in ODOT's submission to the Emergency Board.

In 1988 this project was designated an Access Oregon Highway. In 1989 Clackamas County amended our Comprehensive Plan to include the Sunrise Corridor. In 1996 our Board of County Commissioners heard testimony and approved the alignment of Phase 1.

Clackamas County is one of the fastest growing areas of the State. The Industrial Area served by this needed highway has a major employment potential. Enhancing the effectiveness of the freight corridor would partially correct a historical funding inequity of transportation investments within Clackamas County. As you are aware, Clackamas County is one of Oregon's "Donor Counties." We have received only 86% returns on each of our invested tax dollars.

We look forward to seeing the 72.5 million-dollar allocation to the Sunrise Corridor project on the list that the Oregon Transportation Commission will submit to the Emergency Board.

William A. Garity, President
D.T.D. Chapter, Local 350, AFSCME

COLUMBIA CORRIDOR ASSOCIATION

PO Box 55651
Portland, OR 97238

October 28, 1999

Jon Kvistad, Councilor
METRO
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Councilor Kvistad:

The Columbia Corridor Association would like to express our strong enthusiasm for constructing the E. Columbia/Killingsworth/ 87th Avenue connection with the ODOT bond program funds. The project is critical to maintaining good access to Columbia Boulevard businesses and for industries exporting and importing goods throughout the region via air freight. Studies analyzing efficient freight movement in the area, such as the Columbia Boulevard Study and the Airport Area Transportation Analysis, have been completed by a number of agencies. The East Columbia/Killingsworth connection is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system. Last year, the Port of Portland and City of Portland, in conjunction with ODOT, have completed an alternatives analysis to identify the best alternative for construction. A new connection at 87th Avenue best meets freight traffic and multi-modal objectives.

The current problem is acute. Traffic accessing I-205 from Columbia Boulevard backs up over a mile during the pm peak. As a result, traffic from businesses on Columbia Boulevard has to seek alternative routes to access the freeway. Columbia Boulevard is a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Boulevard to US 30 (Killingsworth) and I-205 through improved interchanges at 82nd Avenue at Columbia and US 30 Bypass

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its function as the region's gateway to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

John Kvistad, Councilor
October 28, 1999
Page 2

Air cargo activity is dependent upon the landside transportation system for good access to freight forwarders, reload facilities and air cargo terminals. The majority of the region's air related facilities are located in the Columbia Corridor and rely heavily on Columbia Boulevard and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of this important project.

Sincerely,



Michal A. Wert
Transportation Committee Co-Chair

CC: City of Portland Commissioner Charlie Hales
Port of Portland Mike Thorne

**Additional Correspondence Regarding the
SSTIP/Bonding Program**

**BOARD OF
COUNTY COMMISSIONERS**

BETTY SUE MORRIS
JUDIE STANTON
CRAIG PRIDEMORE

October 25, 1999

Henry Hewitt, Chairman
Oregon Transportation Commission
900SW Fifth Avenue, Suite 2300
Portland, Or 97204

Dear Commissioner Hewitt:

I am writing you to express the gratitude of all Clark County commuters for your inclusion of the I-5 Delta Park widening project on the list of projects for ODOT. This critical project is important not only to our commuters, but to the integrity of freight mobility within the region and our collective competitiveness within the global economy.

At a recent trade and transportation forum sponsored by Congressman Brian Baird, and attended by Secretary of Transportation Rodney Slater, we learned how important freight mobility is to the ongoing development of trade with the Pacific Rim. A single economy and a single region inextricably link our two communities. It only makes sense to improve the points of connection between us.

In the scope of the \$600 million effort, this \$13 million project is but a small part. Your recognition of this need is a sure signal of Oregon's commitment to collectively deal with the bi-state nature of our region's transportation issues. Therefore, I urge you to widen this segment of the corridor and keep this project on your \$600 million dollar bond program.

Sincerely,

A handwritten signature in cursive script, appearing to read "Judie Stanton".

Judie Stanton, Chair

JS:ld



**COLUMBIA
RIVER
ECONOMIC
DEVELOPMENT
COUNCIL**

100 E. Columbia Way
Vancouver, Washington 98661-3816
Phone **360-694-5006**
Fax 360-694-9927
www.credec.org

October 25, 1999

Henry Hewitt, Chairman
Oregon Transportation Commission
900 SW Fifth Ave., Ste. 2300
Portland OR 97204

Jon Kvistad, Councilor, Metro
Chair, JPACT
11595 SW North Dakota, #100
Portland OR 97223

Dear Commissioner Hewitt and Councilor Kvistad:

The Columbia River Economic Development Council writes to express our gratitude for your willingness to listen to our commuters and keep the I-5 Delta Park widening project on the list of projects for ODOT.

At a recent trade and transportation forum sponsored by Congressman Brian Baird, and attended by Secretary of Transportation Rodney Slater, CREDC learned how important freight mobility is to the ongoing development of trade with the Pacific Rim. As a regional economy we recognize how important the movement of people and freight has become in order to maintain our competitiveness with areas such as Seattle and San Francisco.

While the proposed \$13 million dollar project would widen a small segment of I-5, it would substantially reduce trip times, which convert to dollars. Therefore, CREDC would like to urge you to widen this segment of the corridor and keep this project on your \$600 million dollar bond program and on Metro's constrained list of projects for the RTP.

Sincerely,

Robert A. Levin
CREDC President





Washington State Senate

109-B Irv Newhouse Building
PO Box 40482
Olympia, WA 98504-0482

Senator Don Benton
17th Legislative District

Phone: (360) 786-7632
FAX: (360) 786-7173
E-mail: benton_do@leg.wa.gov

September 9, 1999

Grace Crunican, Director
ODOT
135 Transportation Bldg.
355 Capitol NE
Salem OR 97301-3871

Dear Director Crunican,

As Vice Chair of the Washington State Senate Transportation Committee and on behalf of thousands of my constituents who drive into Oregon every day, I am appealing to you as the Director of ODOT to consider once again the great need for improvement on the Oregon side of Interstate 5. Please consider my request.

The unbearable bottleneck on southbound Interstate 5 at Delta Park should be included on your "high priority project list" for funding with your new gas tax increase. I have been begging for this since 1995 and will continue to do so till this is resolved. This is not only a problem for Washingtonians but for all freeway travelers on I-5.

Again, I request that you prioritize the Delta Park bottleneck for correction in the near future. Please let me know your thoughts on this subject. I look forward to hearing from you.

Sincerely,

Don Benton
STATE SENATOR
Seventeenth District

DB/ljc

RECEIVED						
DOT DIRECTOR						
REFER TO						
SEP 15 1999						
FOR						
Info	Index	R/D	Presk Direct	Sign	Act	File

cc: Mike Burton, Metro Chairman, Senator Marilyn Shannon, Representative Bob Montgomer

Supplemental Statewide Transportation Improvement Program Public Comment Form

Optional: Name: PAUL SCARPELLI
Address, City, State, Zip: 2607 NE 136th ST, VANCOUVER, WA 98686

Based on the project selection criteria, please respond to the following questions:

- 1) Are you supporting or opposing a particular project(s) on the proposed project list?
If so, which project(s) do you support or oppose and why?

Project 17 - I5 WIDENING @ DELTA PARK - is a major concern for me & the thousands of other Washingtonians paying Oregon income tax. Regardless of the presence of an accident, this section is DAILY stop-and-go, causing backups across the Fremont Bridge. I can't imagine the millions of man-hours lost each week by commuters stuck in traffic. After traveling this route for over 9 years I'm firmly convinced this last improvement to I-5 N will alleviate a huge nightmare for commuter, commerce, & tourist alike. My only other suggestion, is to increase the timing of metered on ramp for I-5 @ Jantzen. The acceleration lane cannot be extended & w/o policing, too many cars are being released either by the meters or cheaters. Please put this project

2) Is there a project not already on the list that you think should be considered for funding? Why?
@ the top of your list, giving traffic reporter a new #1 bottleneck to joke do.

- 3) Using the form on the attached page, how would you rank projects in the Portland area? If you are proposing an additional project for consideration, please include that in the ranking.

Mr. Dan Layden, Senior Transportation Planner, ODOT
123 NW Flanders
Portland, OR 97209

Nov. 5, 1999

e-mail: daniel.f.layden@odot.state.or.us Telephone: 731-8565

Dear Mr. Layden:

Thanks for spending a few minutes with me at the Metro/ODOT meeting at the Monarch Hotel last week. On behalf of the Hayden Island Neighborhood Association (HINOON) I also want to thank ODOT and Metro for holding these meetings. They appeared to be very effective for citizen input.

I will list the ideas and comments I presented later at the meeting:

1. We on Hayden Island want to emphasize the need for a third lane on southbound I-5 in the Delta Park area. I-5 traffic worsens by the day, and with the projects being pushed into our area it will get even heavier. Removal of this bottleneck would seem to be an excellent investment for ODOT funds.
2. We on Hayden Island need a dedicated lane to allow us to reach our homes when northbound I-5 is stopped dead in its tracks by either an accident on the bridge, or the bridge being up. The emergency lane that passes under the Marine Drive overpass could be modified. With a minor adjustment of the emergency lane next to the median, and the three marked traffic lanes, you could gain a couple of feet to widen this lane. It could be marked with a yellow sign: "Hayden Island and Emergency Vehicles Only." Then we could always get home and get emergency vehicles onto the Island.
3. In case word has not reached ODOT, the HINOON Board voted to reject the Port's latest proposal to put up funds to improve the streets on the Island in return for our agreement to not hold out for a bridge from the west end of Hayden Island to Marine Drive as a prerequisite for any development on the Island. The citizens of Hayden Island still say: "No Bridge, No Deal!" The infrastructure on the Island can not support Port operations of any kind. The streets are already maxxed out. No amount of money can increase their capacity, nor improve the access to northbound I-5.
4. As you pointed out, this is not a new idea, but I want to present it to get more conversation going on the subject of Port development, a new and additional I-5 bridge over the entire Columbia River, light rail to Vancouver, and the possibility of a new regional airport. These could all be tied together in one big project, by locating a new regional airport north of Vancouver. A new bridge would cross North Portland Harbor, serve the Island's west end, continue on to Vancouver and head north. We can't guarantee that our neighborhood would endorse such a project, but the chances would greatly increase if traffic from the west end of the Island could be absolutely prevented from entering the rest of the Island east of the railroad.

Please add these comments to those received at your public meetings. We'd be delighted to have ODOT representatives at our HINOON meetings to discuss our concerns and to offer solutions.

Sincerely,



Roger Lahey, HINOON Board of Directors Member

cc: Gayla Whitman, President HINOON Board

BRIAN BAIRD

THIRD DISTRICT, WASHINGTON

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

WATER RESOURCES AND
ENVIRONMENT SUBCOMMITTEE

COAST GUARD AND MARITIME
SUBCOMMITTEE

SMALL BUSINESS COMMITTEE

SCIENCE COMMITTEE



Congress of the United States
House of Representatives

Washington, DC 20515-4703

November 16, 1999

DISTRICT OFFICES:

1220 MAIN STREET
SUITE 360
VANCOUVER, WA 98660
(360) 695-6292

606 COLUMBIA STREET NW
SUITE 220
OLYMPIA, WA 98501
(360) 352-9768

WASHINGTON, DC OFFICE:

1721 LONGWORTH HOB
WASHINGTON, DC 20515
(202) 225-3536

web address: <http://www.house.gov/baird>
e-mail address: brian.baird@mail.house.gov

Ms. Kate Dean
ODOT Region 1
123 NW Flanders
Portland, OR 97209

Dear Ms. Dean,

I am enclosing an important letter signed by federal, state, county, and city officials in Southwest Washington regarding the inclusion of \$13 million to widen Interstate 5 between Delta Park and Lombard Street in the regional project list for the Supplemental Statewide Transportation Improvement Program (STIP).

Please carefully consider this letter and project as you finalize the bond project list and transportation priorities in general. Widening I-5 between Delta Park and Lombard Street in the near future would be a significant demonstration of bi-state cooperation as well as a major improvement in traffic congestion on I-5.

Thank you very much for your consideration of the needs of my many constituents who commute to and work in Oregon. Please feel free to contact Dave Hunt or Courtni Dresser in my Vancouver District Office at (360) 695-6292 with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Brian Baird".

Brian Baird
Member of Congress

BB/dgh

November 16, 1999

Joint Policy Advisory Committee on Transportation,
Metro Council, and Oregon Transportation Commission
123 NW Flanders
Portland, OR 97209

Dear JPACT, Metro, and OTC Colleagues:

As elected officials in Southwest Washington, we want to thank you for including \$13 Million to **widen Interstate 5 between Delta Park and Lombard Street** in your preliminary Supplemental Statewide Transportation Improvement Program (STIP) project list. We also want to strongly urge you to keep this vitally important commuter and freight mobility project on your priority list.

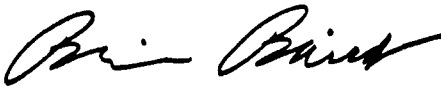
As you may know, our constituents who work in Oregon pay \$139 Million annually in Oregon state income taxes, yet receive virtually no direct benefits from these taxes. In addition to income taxes, Washingtonians also pay a significant portion of Oregon gasoline taxes.

Approximately 60,000 Washingtonians commute across the Columbia River to work in Oregon. Every day, southbound commuters on I-5 are detained and delayed by the narrowing of the interstate from three traffic lanes to just two lanes near Delta Park. We urge you to use a portion of the significant revenue collected from Washington commuters to widen this section of I-5, which will help overcome a major congestion hurdle for commuters.

We are delighted that the Bi-State Transportation Committee has begun with such cooperation. We also strongly support the I-5 Trade Corridor Study, which will provide significant guidance in enhancing our region's economic competitiveness through adequate transportation. Widening I-5 between Delta Park and Lombard Street would be a significant boost to bi-state cooperation. Removing this major obstacle will enable us all to address broader transportation solutions impacting both sides of our river.

We strongly encourage you to retain this important project on your high priority list. Thank you for considering the needs of our constituents in Southwest Washington.

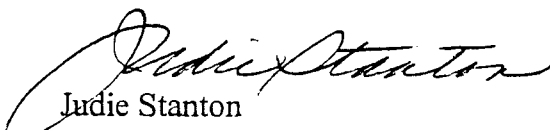
Sincerely,



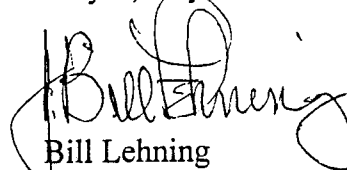
Brian Baird
Member of Congress



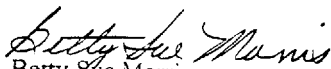
Royce Pollard
Mayor, City of Vancouver



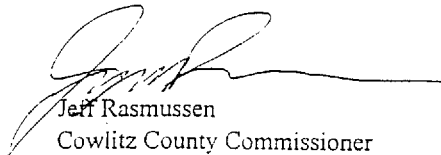
Judie Stanton
Chair, Clark Co. Board of Commissioners



Bill Lehning
Chair, Cowlitz County Board of Commissioners



Betty Sue Morris
Clark County Commissioner



Jeff Rasmussen
Cowlitz County Commissioner



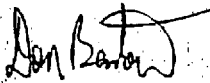
Craig Pridemore
Clark County Commissioner



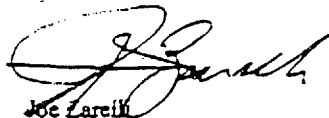
Joel Rupley
Cowlitz County Commissioner



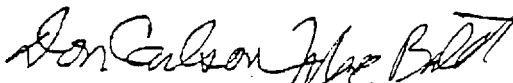
Al Bauer
State Senator, 49th District



Don Benton
State Senator, 17th District



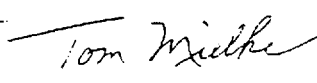
Joe Zareik
State Senator, 18th District



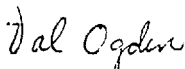
Don Carlson
State Representative, 49th



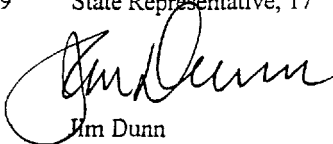
Marc Boldt
State Representative, 17th



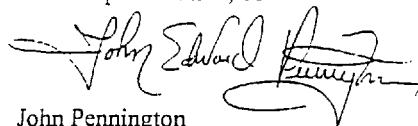
Tom Mielke
State Representative, 18th



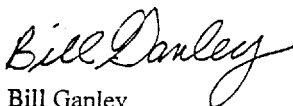
Val Ogden
State Representative, 49th



Jim Dunn
State Representative, 17th



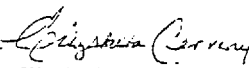
John Pennington
State Representative, 18th



Bill Ganley
Mayor, Battle Ground



Dean Dossett
Mayor, City of Camas



Elizabeth Cerveney
Mayor, City of La Center



Tim Thompson
Mayor-elect, Ridgefield



Charles Crumpacker
Mayor, City of Washougal



Kenneth Case
Mayor, City of Yacolt



October 20, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
c/o Andy Cotugno
METRO
600 NE Grand Ave
Portland, Or, 97232-2736

Henry Hewitt, Chair
Oregon Transportation Commission
c/o Kate Deane
Oregon Department of Transportation
123 NW Flanders
Portland, Or, 97209

Dear Councilor Kvistad and Commissioner Henry Hewitt,

I (We) would like to express our strong support for constructing the NE Columbia/Killingsworth/87th Ave connection with ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods throughout the region via air freight. The E Columbia/Killingsworth connection is indentified repeatly as a transportaion bottleneck that must be solved to keep goods moving on the system.

The current problem is acute and unsafe. Traffic accessing I-205 from Columbia Blvd backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd have to seek alternative routes to access the freeway. Columbia is a two lane facility that connects with I-205 through a signalized intersection at a railroad underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd to US30(Killingsworth) and I-205 through improved interchanges at 87th ave at Columbia and Killingsworth.

The Port of Portland, City of Portland and ODOT have completed studies of the problem to identify the best alternative for construction. A new connection at 87th Ave best meets freight traffic and multi-model objectives.

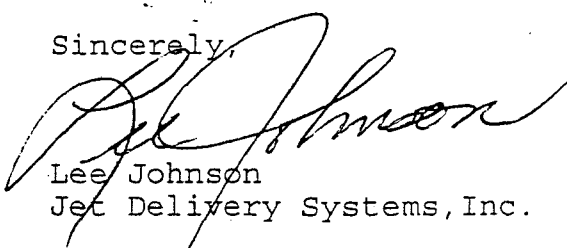
The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its fuction as a gateway for trade to national and international trade. These uses rely heavily on effcent freight accessibility and mobility.

My business is serving the air cargo market of this region. Air cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the regions air related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and state.

I (We) appreciate your consideration of this important project.

Sincerely,



Lee Johnson
Jet Delivery Systems, Inc.

CC;City of Portland Commissioner Charlie Hales
Port of Portland-Mike Thorne

RICK METSGER
State Senator
DISTRICT 14
CLACKAMAS AND
MULTNOMAH COUNTIES



OREGON STATE SENATE
SALEM, OREGON
97310

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Monday, October 25, 1999

Dear Mr. Hewitt,

Thank you for the opportunity to comment on the Supplemental Statewide Transportation Improvement Program. I understand the Oregon Department of Transportation and the METRO Joint Policy Advisory Committee on Transportation are asking for comments on both an initial and additional lists of projects that would be built with bond revenue generated by HB 2082.

I'm a firm believer in the connections between prosperity and safe, modern roads -- a good infrastructure is vitally important if Oregon as a state will continue to grow economically. However, during the discussion and vote on this house bill, I was opposed to this transportation package and voted against it for various reasons.

Despite my feelings on the issue, the decision is now in the hands of the voters. If the electorate was to approve the measure, and even if it is rejected, building the Clackamas County Industrial Connection (the Sunrise Corridor), a project that has been awaiting funding from ODOT since 1988, must continue to be a priority and should be included in ODOT's submission to the Emergency Board.

Clackamas County is one of the state's fastest growing areas, and the Sunrise Corridor will be elemental to helping those smaller communities grow more responsibly and its residents travel more safely. As you've heard from other representatives from east Multnomah and Clackamas counties, Clackamas County especially is one of Oregon's donor counties -- giving more in taxes to the state than it gets back. Investing in the Sunrise Corridor, a project supported by ODOT since its development, is a fair allocation of highway resources, and it's a great way to address Clackamas County's unmet transportation needs.

I look forward to seeing the Sunrise Corridor project in the list that will soon be submitted to me and my colleagues on the E-Board.

Sincerely,



Senator Rick Metsger

Rock Creek Community Planning Organization
PO Box 496
Clackamas, OR 97015
Chris Utterback, Chairman
503-658-5338

ODOT- Supplemental STIP Comments
123 NW Flanders
Portland, OR 97213
Fax 503-731-8259

Public Comments for Portland Metropolitan Area
Needed Projects

Dear Sir:

Our CPO held its regularly scheduled meeting on Nov 2, 1999 where the regional transportation plan was discussed. We had a quorum and a unanimous vote was taken to send these comments.

We would like to strongly request that the Clackamas Industrial Connection, I 205 to 135th (Phase 1 of the Sunrise Corridor) be allocated the highest priority.

Several years back, a great deal of time, effort, and money was spent working with the County and State designing the Sunrise Corridor. This was a huge outreach program to the local citizens, and as stated, a great deal of money was spent on County Staff, State Staff, and consultants. The community recognizes the need for this project and wonders what happened to it. If the road wasn't going to be built, why did we waste so much money planning it? With every day that goes by, the cost of construction skyrockets. Landowners within the proposed right-of-way want to use their land and so more buildings are built that will have to be bought when the road is finally constructed.

To us, the reasons we need the Sunrise Corridor are plain. We, the people who live in this area, have listed below a few of the most pressing needs.

- 82nd Drive and Hwy. 212 have been at an "F" for years.
This is one of the busiest intersections in the State. Most of the business in the area is warehousing. Trucks cannot get through this intersection. There, is grid-lock. Without this project, no new business will want to locate here.
- Clackamas County is extremely job poor.
Existing traffic can't get where it is going without long traffic delays. This is a major consideration for employers. We will never be able to accomplish the employment goals set for Clackamas by Metro and the State.
- Metro has designated Damascus as a Town Center.
This will force more traffic to travel through our area to get to Damascus. Any employer looking to locate in Damascus will see there is no way to interstate transportation except through level "F" intersections. They will not come!

- Area 14 and 15 have been added to the UGB.

Again we are adding more local traffic to an already stressed system. We need to get the through traffic through the area and off the local roads. By building the Sunrise Corridor, a limited access road with no stop lights, traffic traveling through will move to that road and off Sunnyside Road, an arteriole with lots of lights designed to get the local traffic home.

The Rock Creek CPO has worked with Metro, the County, and the State over the years on many projects. This is a project we really need, and we need it now. Please supply us with some of the infrastructure we need to help us grow and still stay livable.

Sincerely:

A handwritten signature in cursive script, appearing to read "C. Utterback", written in black ink.

Chris Utterback

cc Andy Catugno, Metro
John Rist, Clackamas County

Supplemental Statewide Transportation Improvement Program Public Comment Form

Optional: Name: Robert E. Sherman
 Address, City, State, Zip: 17421 SE Vogel Rd
Boring Or 97009

Based on the project selection criteria, please respond to the following questions:

1) Are you supporting or opposing a particular project(s) on the proposed project list?
 If so, which project(s) do you support or oppose and why?

#4 I am supporting Clackamas Industrial Connection
 I 205 to 135th Extend to Milwaukie expressway
 over I 205 to join Hwy 212/224 at 135th
 This project needs to go all the way to
 Boring. I think Clackamas county need
 this project for future growth.
 Most of the projects in Multnomah county
 are not needed at present time.

2) Is there a project not already on the list that you think should be considered for
 funding? Why?

The one above needs attention
 as soon as possible.

ODOT, REGION 1

Region Mgr _____	Traffic Mgr _____	Geo/NPED _____
Admin Serv. _____	Env/Mjr Prj Mgr _____	Safety Off _____
Com. Affairs _____		R/W Mgr _____
Ops/Maint Mgr _____		Tech. Sup _____
Pub. Affairs _____	NOV 16 1999	TMOC _____
Proj Del Mgr _____		Dist Mgr, 2A _____
	Plan/Lnd Use _____	
Plan/Dev Mgr _____	Prog/Fund _____	Dist Mgr, 2B _____
Personnel Off _____	Interg Strat _____	Dist Mgr, 2C _____

3) Using the form on the attached page, how would you rank projects in the Portland
 area? If you are proposing an additional project for consideration, please include
 that in the ranking.

The city of Portland, Metro and
Trinet have gotten and receive more
than, their share of federal funding
Westside light ^{train} almost a billion dollars
future light rail projects, Westside trolley,
airport project and the "North Interstate"
Project. I understand the cost 350 million
and "4 years to build," The project has
been approved without Voters input, not
fair. These people are going around
Voters. They are creating high density
along the lines, which is not needed.

Streets & roads are on hold, while
light rail gets almost all funding.

We the taxpayers, are tired of this
one sided operation and spending of our
taxes. These people are ignoring the
Voters.

Thank you

Robert E. Stromer
Phone 658-5492 17421st E Vogel Rd
Boring, OR 97009

Supplemental Statewide Transportation Improvement Program Public Comment Form

Optional: Name: Robert Wheeler
Address, City, State, Zip: 12088 SE Reginald Ct. Happy Valley, OR 97015

Based on the project selection criteria, please respond to the following questions:

- 1) Are you supporting or opposing a particular project(s) on the proposed project list?
If so, which project(s) do you support or oppose and why?

4) ~~Clackamas Industrial Connection~~ - Support. This project will help to reduce traffic on Hwy 224 & 212 & reduce the backups on the on & off ramps of I 205.

- 2) Is there a project not already on the list that you think should be considered for funding? Why?

- 3) Using the form on the attached page, how would you rank projects in the Portland area? If you are proposing an additional project for consideration, please include that in the ranking.



Pacific Northwest International Trade Association

One World Trade Center
121 S.W. Salmon Street, Suite 1100
Portland, Oregon 97204 USA
503 471-1399 Fax: 503 675-9068

Tuesday, October 19, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
C/O Kate Deane
Oregon Department of Transportation
123 NW Flanders
Portland, OR 97209

Dear Chairman Hewitt:

On behalf of the members of the Pacific Northwest International Trade Association (PNITA)¹, I am writing regarding the critical importance of a modern, efficient transportation system to support the economic growth of Oregon and the Pacific Northwest region.

Trade has historically played a significant role in development and growth of this state. International trade is 18 percent of our gross state product and is the fastest growing segment of this state's economy. The Portland area is the gateway for business access to national and international markets. It is the 10th largest exporting region in the nation even though it is the 26th largest population center.

Distribution of freight has been a strategic advantage for this region. The close proximity of two class 1 rail carriers with north/south and east interstate freeway access and our river and international air system has provided a strong foundation for the region and state's economic base. Further deterioration of the transportation system for moving products to market puts our economy at risk.

The Columbia/Killingsworth/87nd Ave. Connection project on the ODOT Bond program list is a project critical to facilitate trade in this region. The project is vital to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods through out the region via air freight. Studies analyzing efficient freight movement in the area, such as the Columbia Blvd. Study and the Airport Area Transportation Analysis, have been completed and. the Columbia/Killingsworth at I-205 is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

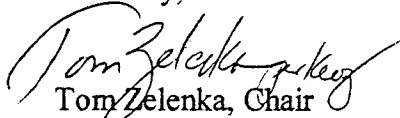
The Columbia/Killingsworth /87nd connection will improve traffic access from Columbia Blvd. to I-205. Traffic accessing I-205 from Columbia Blvd. backs up over a mile during

¹ PNITA is a membership organization with over 200 company and individual members, founded in 1982 who are dedicated to promoting international trade.

the P.M. peak. As a result, traffic from businesses on Columbia Blvd. (including most air cargo businesses) have to seek an alternative route to the freeway. Columbia Blvd. is a two lane facility connecting with US 30 Bypass through an intersection at a rail road overpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The improvements will improve access from Columbia Blvd. to US 30 Bypass and I-205 by improving the connection at 87th Ave.

The proposed improvement has been endorsed by the Pacific Northwest International Trade Association. We urge to fund this important project through the proposed ODOT bond program.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Zelenka".

Tom Zelenka, Chair
PNITA Transportation Committee

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

November 3, 1999

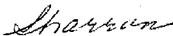
Jon Kvistad, JPACT Chair
JPACT
600 NE Grand Avenue
Portland, OR 97232

On November 1, 1999, the East Multnomah County Transportation Committee endorsed the 242nd Avenue Connector project for inclusion on the ODOT Bonding Program list. This project is on the Strategic RTP list and helps meet the needs of East County and the region.

For more than 15 years, local, state and regional agencies have identified a need for improved access through east Multnomah County to provide a direct connection between I-84 and US 26. In addition, this project would improve freight access through the area. ODOT and the County are currently jointly funding the Environmental Assessment to complete a long-standing commitment to the corridor.

EMCTC realizes that there are many worthwhile projects proposed for limited funding through the Bonding Program. We hope that JPACT will consider this project and recognize its importance by including it on the ODOT Bonding Program List.

Sincerely,




Sharron Kelley, Chair
East Multnomah County Transportation Committee

c: Kay Van Sickle, ODOT
Jim Kight

KSRJ2903.DOC (L0078)

ODOT, REGION 1

Region Mgr. _____	Traffic Mgr. _____	Geo/WPED _____
Admin Serv. _____	Env/Mir Pq Mgr _____	Safety Off _____
Com. Affairs _____		R/W Mgr _____
Ops/Maint Mgr _____		Tech. Sup _____
Pub. Affairs _____	NOV 05 1999	TMOC _____
Proj Del Mgr _____		Dist Mgr. 2A _____
	Plan/Lnd Use _____	
Plan/Dev Mgr _____	Prog/Fund _____	Dist Mgr. 2B _____
Personnel Off _____	Intervy Strat _____	Dist Mgr. 2C _____





City of Gresham

Mayor Charles J. Becker

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

November 3, 1999

Mr. Henry Hewitt, Chairman
Oregon Transportation Commission
900 SW Fifth Avenue, Suite 2300
Portland, OR 97204

RE: HB 2082 Bonding Program

Dear Chairman Hewitt:

On behalf of the Gresham City Council, I am writing to urge the Commission's support for including two critical east Multnomah County transportation improvements in the state bonding program: Powell Boulevard/ I-205 to Eastman Parkway and the I-84/242nd Avenue Connector.

The I-84/242nd Connector meets a significant local, regional, and state-wide need to improve access to the Gresham Regional Center and to improve freight mobility in east Multnomah County. This connector is an interim solution to connect the missing link in the state highway system from I-84 to US26 (Mt. Hood Parkway). The project is a step toward meeting a long-standing state responsibility for better freight access in the region and the state. ODOT and Multnomah County are jointly working on an Environmental Assessment that will be completed next year to select a preferred alternative for this connection. Construction could then follow within the six-year time frame of the bond program.

The Powell Boulevard project improves access on this state highway to the Gresham Regional Center and the Pleasant Valley Urban Reserve, and enhances freight mobility to the US 26 corridor serving central Oregon. This project mitigates existing congestion on this 2-lane arterial and is necessary to accommodate increased growth in south Portland and Gresham, and future urban development in Pleasant Valley.

The East Multnomah County Transportation Committee endorsed both these projects at its October 4, 1999 meeting.

I appreciate the difficult choices the Commission faces in selecting projects for this program, and I hope you will take these comments in the spirit of pointing out these two high priority projects for your consideration. In months ahead, the bond program will face close public scrutiny as part of a ballot referral. It's important to public support that the program address needs in a balanced way in the state's most populous county.

Yours truly,

Charles J. Becker
Mayor

CB:RP

c: Oregon Transportation Commission
East Multnomah County Transportation Committee



Lake Oswego Chamber of Commerce

242 B Avenue • P.O. Box 368 • Lake Oswego, Oregon • 97034
(503) 636-3634 • Fax (503) 636-7427

November 6, 1999

Ms. Kate Deane
Oregon Department of Transportation
Region One
123 NW Flanders
Portland, OR 97209

Dear Ms. Deane:

As part of the Supplemental Statewide Transportation Improvement Program projects, the Lake Oswego Chamber of Commerce would strongly request your support for *top priority* the completion of the second phase of the I-5-217 Interchange.

This is a crucial and critical artery for Portland, Lake Oswego and Tigard. "Significant congestion occurs in this section of I-5 and Highway 217. This is the primary transportation and freight route between Washington and Clackamas counties, the western portion of the Metro area, including major retail and employment centers in the Sunset and the I-5 Corridor." The Lake Oswego Chamber of Commerce has actively supported the appropriation of funding for the said interchange at the federal level for the first phase.

We know that the high traffic volumes affect Tigard, Lake Oswego, Tualatin and often Wilsonville. Since I-5 is the major commerce arteriole, cutting through and servicing three states from the Canadian to the Mexican borders, it is extremely important to streamline traffic flow in this congested segment of highway.

It is our opinion that initiating Phase two of the I-5-217 project while Phase One is in the works will significantly reduce construction start-up costs, and would be a healthier business environment, by shortening the construction period.

It is our sincere hope and strident request that both phases of this interchange be completed in a timely manner. With the number of employees that enter the Kruse Way corridor from other parts of our region, the completed project, including the second phase is important for the viability of business and interstate commerce

Sincerely,



Doug Oliphant
President
Lake Oswego Chamber of Commerce



To: Mr. Henry Hewitt, Chair of OTC
Mr. Jon Kvistad, Chair of JPACT

November 3, 1999

Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

Mr. Hewitt and Mr. Kvistad,

Thank you for the opportunity to comment on the HB 2082 Bonding Program for Region One. Since we have commented on the criteria at past OTC hearings, I would like to present our thoughts on the Region One Supplemental STIP project list as was adopted by JPACT in October, 1999.

1000 Friends of Oregon supported an increase in the gas tax this legislative session for the purpose of maintaining and preserving our state highway system. Our Board of Directors has decided to proceed through the process adopted by the OTC for the supplemental STIP projects, in the hopes that with the \$600 million in bonds comes increased commitment from the department to work on solving problems for improved livability, safety, and preservation of our communities.

Any list of projects should include a balanced mix that supports community goals, increases safety of the traveling public, and preserves the existing system. The list used during the legislative session for Region One was a majority of major highway improvements except for the inclusion of a "main street" project in Milwaukie on 99E that has already been funded by the Portland Metro Region.

The project list approved by JPACT includes a better mix of projects. We would like to highlight three projects that meet all the criteria set forth by the OTC; *Sandy Boulevard*, *Barbur Boulevard*, and *the South Portland Circulation Study*. These projects do not violate any part of the Oregon Highway Plan or the Quality Development Objectives and provide the state and city an opportunity to improve conditions for multi-modal travel within a corridor.

We are most concerned with the highway improvements within the Portland Metro area. While we understand the need to remove bottlenecks from the *Hwy 26 and Hwy 217* corridors within the UGB, the lack of policy discussion around further capacity increases in the future is worrisome. We also believe that the benefit from these improvements will be out weighed by construction delay and induced traffic.

There are three projects that we specifically highlighted in our testimony in front of the OTC in October; *I-5 Greely Interchange*, *Sunrise Corridor Unit 1 Phase 1*, and *Tualatin-Sherwood Expressway*.

The I-5 Greeley, should be removed from the list as the Region is currently involved in studies to determine priorities along the North I-5 corridor and the entire length of I-5 from the Washington state border to Eugene. This same reasoning applies to the proposed project at I-5 Delta Park to Lombard and the I-5 Interchange with Hwy 217.

Finally, we are concerned about projects that add capacity at the edge and cause dis-investment within existing communities. While we do not believe that the Metro region is ready to build the Sunrise Corridor, Unit 1, Phase 1, we did include our specific concerns so that conditions may be added to the project to improve it's long-term viability.

The Tualatin-Sherwood Expressway may be one answer to the problems experienced in Tualatin and Sherwood. However, we do not feel an EIS or MIS are the best document to answer the questions we raise in the attachment. Nor do either take a look at minor improvements and their benefits.

As we analyzed the list of projects it became clear that there were conditions that are necessary to place on projects before moving forward with them. These conditions fall into the following general categories and can be seen in our comments attached.

- Minor Improvements before Major Improvement.
- Land Use Agreements must be in place before construction begins.
- Access Management Plans must be adopted before committing a project to construction.
- Local Street Connectivity and Design - whether as a minor improvement or part of a larger fix to the system, local street connectivity and design play a role in how much of the local traffic a state highway will carry.
- Transportation Demand Management Plans – whether as a minor improvement or part of the entire fix to the system, transportation demand management plans for regions or individual large employers should be pursued as part of a project.

In summary, 1000 Friends of Oregon believes that minor improvements should be first priority in solving community livability issues over major improvements and increased capacity at the edge must be weighed very carefully with improvements within the existing Portland Metro region.

Sincerely,



Lynn Peterson
Transportation Advocate

Region 1

I-5 Greeley – N. Banfield/Lloyd District Rose Quarter Access

\$92 million

Description:

Project may realign on and off ramps and add an additional lane (each direction) between Rose Quarter and I-84 interchanges to decrease vehicle delay from merging traffic entering and existing the highway. This is one of the two major bottlenecks on the North I-5 freeway segment. No scope completed.

Conclusion:

This project may not meet the Oregon Highway Plan Major Improvement Policy (Actions 1G.1 and 1G.2).

Comments:

1. Currently, the corridor is under study by ODOT (I-5 Trade Study and the I-5 Corridor Study). These studies need to be completed before long-term solutions for the corridor can be identified.
2. Minor Improvements should be identified and built before major reconstruction is considered. Metro has expressed a need to study the area more thoroughly before proceeding with an actual project.
3. The cost to build this project will probably far exceed any long term time saving benefits due to construction delay and the fact that any additional capacity would be filled opening day.
4. The Lloyd Center area is part of the downtown Regional Center and is identified to develop in a transit-oriented, pedestrian-friendly manner with increased bus and light rail service. Any plans to improve the area ought to take into account the existing and future transit system capacity.
5. Large trip attractors proposed for this area, including a Baseball Stadium by City of Portland Mayor Vera Katz has regional transportation planners and neighborhood activists concerned about traffic impacts to the economic and neighborhood livability of the area

Region 1

Sunrise Corridor (Unit 1, Phase 1) – I-205 to 145th \$60 million

Description:

Unit 1, Phase 1 would purchase the ROW for the first phase of the entire length of the Sunrise Corridor and build it as a 2-lane facility with minor adjustments at the existing interchange north of Hwy 224. This new facility would act as a local connection for truck movement and a bypass to Hwy 224 from I-205 to 145th.

Conclusion:

This project may not meet the Oregon Highway Plan Major Improvement Policy (1G) or QDO No.1.

Comments:

1. Minor Improvements should be made first, such as an access management plan for the existing facility, internal circulation study for the distribution centers, and improvements to the existing I-205/Hwy 224 interchange and the problems associated with the 82nd Avenue intersection.
2. While Unit 1, Phase 1 may provide short term benefits to the movement of trucks to distribution centers in the area, the entire Sunrise Corridor is still under debate as to how it will impact salmon streams, serve the Damascus Urban Reserves, facilitate truck movement, and its impacts to outlying "exception areas" within Clackamas County and Mt. Hood recreational areas.
3. Master planning work has recently been financed by TEA-21 TCSP funds to study how to manage growth in the Damascus urban reserve. This study has just begun to get underway. Without the completion of the study the impacts of this project on the development patterns in the Damascus Urban Reserves are largely unknown.
4. There has been discussion that the Sunrise highway ought to be built relying on future toll revenues. If this phase of the project were to move ahead as a "free" facility there may be political barriers to tolling the entire length of the facility once it is completed.
5. This specific project rewards Clackamas County for poorly planning the location and transportation system to serve several large corporate distribution centers located on Hwy 224 within the UGB.

Region 1

Tualatin Sherwood Expressway

\$3 million

Description:

This project would conduct a federally required Environmental Impact Statement (EIS) for a proposed limited access highway that would connect I-5 to Hwy 99W. The impetus for the project is the increasing congestion along 99W and Tualatin-Sherwood Rd.

Conclusion:

This project may not meet the Oregon Highway Plan Major Improvement Policy (Actions 1G.1 and 1G.2) and System Management (Action 2A.1).

Comments:

1. Minor improvements should be done first such as re-constructing Tualatin-Sherwood and 99W into Boulevards through Sherwood to manage access and accommodate all modes of travel.
2. Land Use Agreements: Newberg, Dundee, McMinnville, Sherwood, Tualatin, Metro, ODOT, and DLCD need to agree on a corridor plan that manages travel demand along this corridor through land use controls, system design, and transit service. A new connection between I-5 and Hwy 99W will decrease travel time, in the short term, to Newberg and beyond. Have discussions with Newberg, Dundee, and McMinnville revealed a desire by these communities to become bedroom communities to the Portland Metro region?
3. Local Street Improvements: Redesign of Tualatin-Sherwood Road and Hwy 99W to be a boulevard design with medians and construct frontage roads and an agreement that the City of Sherwood need to include plans in their TSP for more arterial streets so that local trips can be made within Sherwood.
4. Access Management: Tualatin, Sherwood, Metro, and ODOT need to agree to access management plans for Tualatin-Sherwood Road and Hwy 99W and incorporate them into transportation system and comprehensive land use plans. Integrate Metro's Green Corridor Program into the access management plan for the piece of 99W between Tualatin and Sherwood that falls outside of the UGB and between Sherwood and Newberg.
5. Transportation Demand Management: Any improvement in this corridor needs to be considered in conjunction with the proposed Hwy. 99W bypass of Newberg-Dundee. Two things must be incorporated into the design of both corridors; the use of tolls to recuperate costs and manage demand and with better transit connectivity for Sherwood to the rest of the region and a combination of express bus service and park and rides in Newberg, Dundee and McMinnville.

Clean air
Clean water
Clear thinking



Oregon Environmental Council

To: JPACT (and ODOT Region 1)
From: Chris Hagerbauer, Air & Transportation Program Director *Chair*
RE: Region 1 Bond Program Candidates (Supplemental STIP Projects)
Date: November 3, 1999

BOARD OF DIRECTORS

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Bend

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James Whitty
Portland

Executive Director
Jeff Allen

JPACT has an opportunity to support peak period pricing.

As you pare down and reconstruct the list of projects to forward to ODOT for inclusion in the supplemental STIP, the Oregon Environmental Council (OEC) suggests that you consider including a variable tolling demonstration project on the list of projects that could be funded. The region will be caught in a never-ending cycle of building roads and watching them fill up unless we use our existing road infrastructure more efficiently and make sure that what we do construct is efficiently managed.

Construction of additional lanes or freeways generally results in what Anthony Downs of the Brookings Institute calls "triple convergence." In response to additional capacity, "(1) many drivers who formerly used alternative routes during peak hours switch to the improved expressway (spatial convergence); (2) many drivers who formerly traveled just before or after the peak hours start traveling during those hours (time convergence); and (3) some commuters who used to take public transportation during peak hours now switch to driving, since it has become faster (modal convergence)."¹ The new facility becomes as crowded as the old facility, and peak period drivers clamor again for more capacity resulting in a never ending cycle that harms the environment and degrades communities.

There is an answer. In congested urban areas, tolls can be used to manage demand. Tolls that vary by time of day are used successfully on highways around the world, including California, to discourage discretionary travel on the busiest roads at the busiest hours. During peak hours on congested routes, tolls can be raised to account for the cost of congestion and lowered at less congested times. Drivers who pay the higher toll experience a faster, easier, less stressful trip. Others shift their trips to off-peak to avoid the additional charge, switch to less congested roadways, take transit, or participate in carpools or vanpools, which usually travel for free. Because variable tolls reduce congestion, they reduce the need to build expensive new capacity.

¹ Downs, Anthony, *Stuck in Traffic: Coping With Peak-Hour Traffic Congestion*, 1992, pp. 27-28.

Because we do not currently price roads to reflect demand, we do not have accurate information as to how willing drivers are to pay for additional capacity. This situation needs to be remedied. In lieu of regional peak period pricing (which is currently deemed politically unfeasible), OEC suggests that the region begin to implement peak period pricing whenever additional road capacity is built. OEC will not support new capacity that is not priced correctly.

Several of the proposed projects fit the policy recommendations of the Traffic Relief Options Task Force, which has recommended that peak period pricing be considered as a feasible option when major, new highway capacity is added to the system. These projects are:

- US 26 (OR 217 to Murray Blvd)
- US 26 (OR 217 to Camelot)
- Hwy 217 (Tualatin Valley Hwy to Hwy 26)
- I-5 (Delta Park to Lombard)
- Clackamas Industrial Connection (I-205 to 135th)
- Tualatin-Sherwood Expressway

Although these additional lanes or new alignments all have the potential to be priced, that does not mean that we endorse them all from an environmental or land use perspective. Of particular concern to us are the potential environmental impacts of the Clackamas Industrial Connection (otherwise known as the first phase of the Sunrise Corridor) and the Tualatin-Sherwood Expressway, both of which are new alignments that could dramatically change land use patterns. The approach being taken in the Sunrise Corridor – gaining approval for a project in segments – obscures the total social and environmental impacts of the project. For example, salmon habitat will likely be negatively impacted by the Sunrise Corridor.

The projects on US 26, Hwy 217 and I-5 will have fewer environmental impacts than the proposed new alignments. The Traffic Relief Options Study looked at the effect of congestion pricing on both of these expressways. Under the scenarios studied (partial pricing on Highway 26 and Highway 217 and corridor pricing on I-5 North), positive benefits were realized. We also suggest that you consider pricing the lanes on US 26 that are already under construction as part of a seamless means to manage demand on that expressway.

Whether or not a decision is made to implement peak period pricing, projects involving major capacity must conform to HB 3090, which requires ODOT to study how willing drivers are to pay *directly* for roads – through tolls – and use these findings to determine how great the demand for a new road really is. Imagine how decision making might change if, instead of saying “this highway expansion will cost \$100 million,” we said “drivers will be required to pay a toll of \$3 per peak period trip to pay for this highway expansion.” If the costs are presented to the public in this way, “needs” and “wants” will quickly sort themselves out.

The TRO Task Force has recommended that JPACT identify at least one specific value pricing project to serve as a pilot. Here is your golden opportunity to follow through on that recommendation.

OEC supports several projects on the supplemental STIP list.

OEC is strongly in favor of projects that implement Main Street design guidelines. Projects utilizing these guidelines include:

- Sandy Modernization (12th to 57th Avenue)
- Barbur Modernization (Terwilliger to SW City Limit)
- Lombard Modernization (I-5 to St. Johns Bridge)
- 99E (Hwy 224 to River Road)

We also support:

- SW Clay/Market Reconstruction
- South Portland Circulation Phase 1

We agree that conducting an EIS to develop I-5 design between I-84 and Greeley Avenue and *local street design in adjacent project area* is a greatly preferred alternative to beginning construction of the \$92 million project proposed for that area.

We agree that conducting an MIS on the Tualatin-Sherwood Expressway is greatly preferable to conducting an EIS. A full range of solutions to the problem must be analyzed. The following impacts of the alternatives should be documented: direct and indirect costs of the alternatives; mobility and accessibility improvements; and the impacts on social, economic, environmental, safety, operating efficiencies, and land use.

To summarize, our comments on the full list of proposed projects follow:

1	US 26: OR 217 to Murray Blvd.	<i>If this project proceeds, implement peak period pricing on the added lanes EB and WB. OEC will not support new capacity that is not priced correctly.</i>
2	Hwy 217: Tualatin Valley Hwy to HWY 26	<i>If this project proceeds, implement peak period pricing on the added NB lane. OEC will not support new capacity that is not priced correctly.</i>
3	Columbia/Killingsworth/87 th Avenue connection	No comment.
4	Clackamas Industrial Connection	Minor improvements should be made first, such as an access management plan for the corridor, an internal circulation study for the distribution centers, and improvements to the existing I-205/Hwy 224 interchange.

5	I-5: Greeley Ave. to N. Banfield	Minor improvements should be made first. Conduct an EIS to determine how smaller improvements could address the problem.
6	Tualatin-Sherwood Expressway - EIS	Conduct an MIS before an EIS.
7	US 30: Swedetown to Lost Creek	We support.
8	US 26: OR 217 to Camelot	<i>If this project proceeds, implement peak period pricing on the added lane EB. OEC will not support new capacity that is not priced correctly.</i>
9	99E: Hwy. 224 to River Rd.	We support.
10	Sandy Modernization	We strongly support.
11	SW Clay/Market Reconstruction	We support.
12	South Portland Circulation Phase 1	We support.
13	I-5 Greeley Ave to I-84/Lloyd Dist. Access - EIS	As mentioned above, an EIS should be conducted to determine how smaller improvements could address the problem.
14	Barbur Modernization	We strongly support.
15	Lombard Modernization	We strongly support.
16	242 nd Avenue Connector	No comment.
17	I-5 (Delta Park to Lombard)	<i>If this project proceeds, implement peak period pricing on the added lanes NB and SB. OEC will not support new capacity that is not priced correctly.</i>
18	I-5/Hwy 217/Kruse Way Interchange	Low priority.

November 1, 1999

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

RECEIVED

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 Sickle, Region 1 Manager, ODOT
- William A. Monahan, Tigard City Manager

ENg\Gas\Letters\letter to JPACT Requesting Consideration of Hall Boulevard



CITY OF NORTH PLAINS

31360 NW Commercial Ave.

P.O. Box 537

North Plains, Oregon 97133-0537

October 7, 1999

Oregon Department of Transportation
Ms. Kay Van Sickel, Region 1 Manager
123 NW Flanders
Portland, Oregon 97209-4037

Dear Ms. Van Sickel

This letter is to provide input regarding the projects proposed to be funded using funds from HB 2082. There are two projects that the City of North Plains would like considered for funding under this bill.

1. Replacement of the overpass and ramps at the Hwy 26 and Glencoe Road interchange. This project has been identified in the STIP and action would need to be taken to move up the date of construction.
2. Installation of an interchange at Gordon Road and Hwy 26. There is currently an overcrossing and this project would involve adding ramps.

It is requested that this letter be introduced at your hearings on October 20, 1999 at Conestoga Intermediate School, Beaverton.

Sincerely,

Donald H. Otterman
City Manager

I came to be heard regarding the Hwy 43/West A traffic light project now being completed. The process by which this ^{location} came to be was most arrogant and frustrating + the fall-out will never end.

Sadly, ODOT's concerns for getting "through traffic through" would have even been improved had the neighborhood's needs been heeded.

Numerous safety problems have been exacerbated one has been slightly improved - at great cost both financial and in terms of a livable community (because of re-routed traffic)

My hope in once more bringing this to your attention is that ODOT will use the wisdom of long-time locals to help them make each neighborhood project the best it can be.

Some items ODOT needs to consider:

1. What is a liveable property?

(In these days of the "horseless carriage" it would seem vehicular access would be a factor)

2. What is acceptable "landscaping" in a neighborhood? (Not everyone likes grass seed + straw!)

3. Should "ODOT 1999 generic" be injected into 1920's + 30's neighborhoods?

4. How can our projects be the least invasive?

5. How can we avoid useless cost? (sidewalks that go nowhere + are not asked for or needed - at the expense of lovely old landscaping + vintage trees + shrubs,) etc.

The list goes on - but the paper doesn't!

If this will help one other neighborhood avoid what we have been through - perhaps something can be learned from our most painful 4 years. Sincerely, S.D.

McL. Smith 51300 Willemette Dr. West Linn, Oregon 97068 (503)656-3795

DEANE Kate H

From: HAMILTON Allison M
Sent: Monday, October 04, 1999 7:53 AM
To: DEANE Kate H
Subject: FW: STIP submission

-----Original Message-----

From: IUSR_SO442CC@s0442c.odot.state.or.us [mailto:IUSR_SO442CC@s0442c.odot.state.or.us] <mailto:IUSR_SO442CC@s0442c.odot.state.or.us>
Sent: Sunday, October 03, 1999 1:41 PM
To: HAMILTON Allison M
Subject: STIP submission

Name: Katya Amato
Email: achilles@teleport.com
Poststreet: PO Box 1178
City: Boring
Poststate: OR
Postzip: 97009
Phone:

B1: Submit

Comments:

In deciding to spend the \$600 million on roads, I hope that the members of the Commission remember to support sound land-use planning and discourage sprawl.

DEANE Kate H

From: HAMILTON Allison M
Sent: Tuesday, October 05, 1999 1:14 PM
To: DEANE Kate H
Subject: FW: STIP submission

-----Original Message-----

From: IUSR_SO442CC@s0442c.odot.state.or.us [mailto:IUSR_SO442CC@s0442c.odot.state.or.us] <mailto:IUSR_SO442CC@s0442c.odot.state.or.us>
Sent: Tuesday, October 05, 1999 1:12 PM
To: HAMILTON Allison M
Subject: STIP submission

Name: Arah Mohler
Email: info@ortrout.org
Poststreet: 233 SE 27th St
City: Portland
Poststate: OR
Postzip: 97214
Phone:

B1: Submit

Comments:

As you consider how to spend the \$600 million in bonded construction funds, please choose projects that embody a sound land use policy, focus on livability and communities and look at improving current roads before constructing new ones. Finally, all projects should include thinking about how to encourage alternative transit such as bicycling and walking. Building new roads is really only a temporary solution to traffic problems.

DEANE Kate H

From: HAMILTON Allison M
Sent: Monday, October 11, 1999 7:55 AM
To: DEANE Kate H
Subject: FW: STIP submission

-----Original Message-----

From: IUSR_SO442CC@s0442c.odot.state.or.us [mailto:IUSR_SO442CC@s0442c.odot.state.or.us] <mailto:IUSR_SO442CC@s0442c.odot.state.or.us>
Sent: Thursday, October 07, 1999 12:13 PM
To: HAMILTON Allison M
Subject: STIP submission

Name: Ed Chang
Email: echang80@juno.com
Poststreet: 1616 NE 16th Way, #215
City: Gresham
Poststate: OR
Postzip: 97030
Phone: 503-661-9065
B1: Submit

Comments:

Dear Chair Hewitt and members of the Commission,

I am a member of the Bicycle Transportation Alliance and have never owned a car.

As you consider building \$600 million worth of road projects, I am concerned that the long-term impacts on our communities have not been fully

considered. I urge you to insist that all projects be built in ways that actually provide lasting, community-friendly solutions to transportation problems.

In particular, please reject those projects that will lead to sprawl or do not include effective land use protections. In many cases, local street

improvements and reducing people's need to drive would provide better solutions than the proposed road projects.

Increasing pedestrian and bicycle access would be more cost effective and equitable. I live in Gresham and ride in a four foot bike lane with intermittent 18" drainage grates which are very slippery when wet. Try watching out for fairly heavy 45 MPH traffic while trying to avoid the grates.

Neighborhood street access does not exist for many areas in Gresham due to poor land-use planning, so the aforementioned dangerous routes are the only non-motorized alternative besides using the sidewalks. Is this the best we can do?

Sincerely,
Ed Chang

cc: State Representative Sunseri
State Senator Lim

DEANE Kate H

From: HAMILTON Allison M
Sent: Monday, October 11, 1999 8:09 AM
To: DEANE Kate H
Subject: FW: STIP submission

I think Aloha is in your region?

-----Original Message-----

From: IUSR_SO442CC@s0442c.odot.state.or.us [mailto:IUSR_SO442CC@s0442c.odot.state.or.us] <mailto:IUSR_SO442CC@s0442c.odot.state.or.us>
Sent: Saturday, October 09, 1999 3:27 PM
To: HAMILTON Allison M
Subject: STIP submission

Name: Steve Gertsch
Email: aloha@gte.net
Poststreet: 2420 SW171st pl
City: Aloha
Poststate: OR
Postzip: 97006
Phone:

B1: Submit

Comments:

I am commenting on how ODOT should spend new revenue generated by increased vehicle registration fees and the increased gas tax.

The revenue should be spent on road improvements instead of new and wider roads. Building new highways without limits on intersections and driveways almost guarantees sprawling, traffic-choked strip development (e.g. Hwy. 97 in Bend). Similarly, without land use controls, bypasses around downtowns may lead to auto-oriented fringe development that sucks the life out of city centers.

Engineers must avoid tunnel vision and consider long-term, community-wide, non-asphalt intensive solutions to transportation problems.

I urge ODOT to not spend the new revenue by building new and wider roads.

DEANE Kate H

From: HAMILTON Allison M
Sent: Friday, October 15, 1999 8:10 AM
To: DEANE Kate H
Subject: FW: STIP submission

-----Original Message-----

From: IUSR_SO442CC@s0442c.odot.state.or.us [mailto:IUSR_SO442CC@s0442c.odot.state.or.us] <mailto:IUSR_SO442CC@s0442c.odot.state.or.us>
Sent: Friday, October 15, 1999 7:13 AM
To: HAMILTON Allison M
Subject: STIP submission

Name: Eugene L. Grant, Mayor of Happy Valley
Email: egrant@schwabe.com
Poststreet: 11311 SE Charview Court
City: Happy Valley (Clackamas)
Poststate: OR
Postzip: 97015
Phone: 503 796 2924
B1: Submit

Comments:

Since I live in North Clackamas, I naturally am supporting the Sunrise Corridor project from I 205 to 145th and the Hwy 99 improvements thru Milwaukie. I drive these areas constantly and they are both critically needed improvements. If I had to choose between them I would clearly rate the Sunrise Corridor as the top priority in Clackamas County. Sunnyside Road is intolerable and this would help reduce the through traffic on Sunnyside Road. Thanks for considering these comments.

Name: Joe mcdowell
Email: mick626@worldnet.att.net
Poststreet: 1080 nw 102
City: portland
Poststate: OR
Postzip: 97229
Phone: 5032921564
B1: Submit

Comments:

Fix hwy 97 & 22 junction in Bend!

→ ADD an additional lane to hwy 26 & 217,

Two lanes should not feed into one lane which then restrict two lanes of hwy 26 to a one lane
hwy, West side needs help as silicon forest expands.

621 SW Morrison St
Suite 400
Portland, OR 97205

John D. Ostrander

Sept. 30, 1999

john@beco-law.com
Main: (503) 224-7112
Direct: (503) 224-7656

Dear chair Hewitt and Commission members:
Re: \$600 million in bonded construction funds

I urge you to proceed in an environmentally sensitive manner with regard to the use of construction funds. In particular, please reject projects leading to increased urban sprawl. Thank you.

Pat Ostrander

Bonaparte, Elliott, Ostrander & Preston, P.C.

Mark Riesmeyer
2066 NW Glisan, #1
Portland, OR 97209

RECEIVED 8 October 1999						
ODOT Commission Support						
REFER TO						
OCT 12 1999						
FOR						
Info	Rough	Draft	Reply	Direct	Act	File

Oregon Transportation Commission
355 Capitol St. NE
Salem, OR 97310

Dear Commissioners:

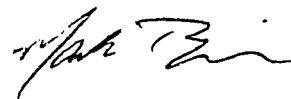
As an Oregon voter, I am interested in how the estimated \$600 million of new gas tax money will be spent. Instead of building new highways, I encourage you to emphasize the repair and maintenance of current roads.

For any new road building, I urge you to only support those projects that incorporate strong land use policies, in order to avoid the eyesore of sprawling strip development. I would rather see you spend the money on ways to reduce auto use, like local street improvements or pedestrian-friendly development.

Environmental impacts of new road construction are another concern of mine. New roads can have a negative impact on fish in streams, as well as worsening air quality. Please reject any road projects that do not have strong environmental protections.

Six hundred million dollars of infrastructure is a huge investment in our future. Please make your spending decisions based on reducing auto use and improving the environment. Thank you.

Sincerely,



Mark Riesmeyer

October 7, 1999

Ian Camp
2640 SE Grant
Portland, OR 97214

Oregon Transportation Commission
355 Capitol St NE
Salem, OR 97310

Dear Chair Hewitt and members of the Commission.

10 months ago, I sat in traffic with most Oregonians, spewing toxic fumes while fuming myself. Now I commute by bicycle. Bike lanes shuttle me from my neighborhood to work in half the time it would take me to drive. In addition, I now run most of my errands by bicycle. I still have a car, but I reserve it for the times when I must drive.

I understand the Commission is now considering \$600 million in construction projects. I believe these funds should be used to promote alternative forms of transportation that reduce our dependence on the automobile: bike lanes, pedestrian paths, busses and trains.

While I believe that repairing existing roads is necessary, I am steadfast against building new ones. New roads lead to sprawl, undermine alternative forms of transportation, increase our dependence on the car and, ultimately, require costly maintenance.

Thanks for your time.

Sincerely,

IAN CAMP

RECEIVED						
ODOT Commission Support						
REFER TO						
OCT 12 1999						
FOR						
Info	Rough	Draft	Reply	Direct	Act	File

September 30, 1999

Oregon Transportation Commission
355 Capitol St. NE
Salem 97310

Dear Chair Hewitt and members of the Commission,

I am concerned that the use of the recently authorized \$600 million in road projects may not be applied where it is the most needed. It is imperative that projects created under this allocation of funds be those that will repair and/or improve our current transportation infrastructure rather than projects that will perpetuate more sprawl and which may ignore effective land use.

I offer the following as an example of the type of project that should be considered: In the county in which I live about a quarter of a mile of a street has been closed because of the its steep grade. As a result heavy traffic has been diverted through a living area of much more density and on to a narrow road of limited capacity. Approximately 1 additional mile of driving is required because of the diversion. Lack of funds has prevented the county from realigning the closed road to avoid the steep grade. Such realignment would solve a serious problem of congestion and traffic safety.

In short I urge you to apply your efforts toward betterment of community roads and streets, rather than that which will encourage more sprawl and detrimental use of land.

Sincerely,



Robert A. Vrilakas, Col USAF (Ret)
11811 S. E. 154th Ave.
Portland, Or 97236

CF: Matt Garrett
Karen Elliott

RECEIVED						
DOT DIRECTOR						
REFER TO						
OCT 01 1999						
FOR						
Info	Inves	R/D	Regul Direct	Sign	Act	File

617 354 8581

Leonard Zack

1912 SE 11th AVE #2 , Portland, OR 97214

October 06, 1999

Oregon Transportation Commission Chair Hewitt
355 Capitol St. NE
Salem, OR 97310-1354

Dear Chair Hewitt:

As you consider building \$600 million worth of road projects, I urge you to insist that all projects be built in ways that actually provide lasting, community-friendly solutions to transportation problems without harming the environment.

Please reject those projects that will lead to sprawl or do not include effective land use protections. Often local street improvements, reducing people's need to drive, or limiting driveways and intersections can reduce the need to build new roads and the impacts of the roads we build.

I also urge you to consider the impacts of the new roads on fish habitat and air quality. Roads can seriously impact fish-bearing streams. Road projects encouraging additional car trips will damage the air and should be avoided.

Six hundred million dollars in infrastructure can make a huge difference. Please carefully consider the effects on communities and the environment as you decide how to spend the money.

Sincerely,

Leonard Zack

152 FORM TYPE 15 ITEMS RECEIVED
IN THIS EXACT FORMAT OR A VARIATION
ON THIS THEME. (AS OF 10/12/99)



METRO

1999 Regional Transportation Plan

JPACT Discussion Issues

RTP Review and Adoption

1. Adoption Timeline (TPAC)

TPAC has requested an extended technical review period, with workshops in November and December. To accommodate this request, and Council interest in completing the RTP resolution process in December, staff recommends the following schedule for RTP review (new or rescheduled meetings in **bold**):

November 18	JPACT Discussion
19	TPAC Workshop 3
23	TPAC Workshop 4 (part of regular TPAC meeting)
December 2	Council Hearing on Draft Regional Transportation Plan
3	TPAC Workshop 5 (final workshop)
7	Council Transportation Committee Work Session
8	MPAC action on Draft RTP
9	JPACT action on TPAC recommendations
14	Council Trans. Committee forwards recommendation to Council
16	Council approval of RTP by resolution; public comment period ends

Comments at the December 2 hearing, or additional TPAC review time could delay JPACT and Council action on the draft RTP resolution until January.

2. Proposed two-step approval by resolution and ordinance (TPAC)

This approach would finalize the list of recommended improvements, and allow staff and TPAC to develop:

- a financially constrained network
- air quality conformity findings
- complete an off-peak congestion analysis
- meet state TPR requirements
- meet federal TEA-21 planning requirements
- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies.

3. Title 6 - Shift to the RTP (TPAC)

All of the provisions in Title 6 have been shifted to the draft RTP, with some minor streamlining and modifications.

RTP Policies and Projects

1. Are the Performance Measures appropriate? (TPAC)

The RTP includes a 2-tier congestion policy that differentiates between 2040 land use types. The draft RTP adds a third tier that calls for alternative mode measures instead of congestion-based measures for certain centers and corridors. The RTP also includes non-SOV targets for all areas as a means for reaching state goals for reducing vehicle miles traveled per capita.

2. Connectivity Revisions (TPAC)

The connectivity requirements in Title 6 of the Urban Growth Management Function Plan have been revised as part of shifting Title 6 requirements to the RTP. The revisions simply the mapping requirement for local jurisdictions, but do not change the connectivity standards for development that are currently in Title 6.

3. Does the Strategic System represent the right project balance? (TPAC)

Though the plan has many more transit, pedestrian, bicycle and boulevard projects than previous plans, it also includes a number of major road and freeway projects.

4. How should improvements in the urban reserve areas be timed? (MPAC)

Should projects be contingent on urban reserves being inside the UGB? Should right-of-way be acquired prior to urbanization for major projects?

5. Light rail to Clackamas County (TPAC)

The strategic system includes light rail in the long term along the 99E-224 corridor from Portland to Clackamas Regional Center, and rapid bus in the interim. Should this improvement be included in the plan at this time?

Funding the Plan

1. Meeting the Funding Gap (TPAC)

The road-related projects in the RTP represent more than four times the current funding projection over the next 20 years:

- Can the funding gap be closed?
- What new sources should be tapped?

2. Is the Strategic System too big? (TPAC)

Should the system be scaled back to meet funding constraints?

3. Should growth pay for system expansion? (Atherton)

Currently, growth pays only a portion of the system expansion, though most of the recommended improvements in the plan are driven by growth. Should growth pay more or all of the costs of expansion?

4. Should maintenance be funded before expansion? (Atherton)

5. Peak Period Pricing (TRO Task Force)

This TRO Task Force has recommended that peak period pricing be considered when new highways or highway lanes in congested corridors are called for in the RTP. Should the RTP consider peak period pricing as part of funding new lanes on the following highways?

- I-5 North
- McLoughlin-Highway 224
- Sunrise Highway
- I-205 North (Or. City to Clark Co.)
- I-205 South (Oregon City to I-5)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Highway 217
- Sunset Highway (west of Highway 217)
- TV Highway (Beaverton to Hillsboro)

Land Use Implications

The RTP is unable to fully address future travel demand in the following areas, and recommends further evaluation of planned land uses.

1. Clark County jobs/housing imbalance (TPAC)

The imbalance in Clark County results in heavy demand and need for improvements in the I-5 and I-205 corridors. Should more employment land be designated in Clark County?

2. Clackamas County job/housing imbalance (TPAC)

The imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. Should more employment land be designated in Clackamas County?

3. Beaver Creek Urban Reserves (TPAC)

Major improvements to Highway 213 and connecting arterial streets were not enough to adequately serve these urban reserves. Should they be reconsidered?

4. Willamette Valley Growth (TPAC)

Growth in the valley is expected to make up the bulk of traffic on I-5 South in the future. What measures should be taken to address this demand?