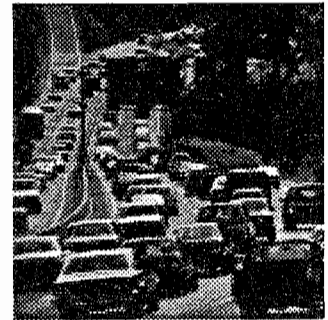


Draft

June 29, 2000

2000 Regional Transportation Plan Public Comment Report

*Summary of public comments received
between May 15, 2000 – June 29, 2000*



METRO
Regional Services
*Creating livable
communities*

Metro

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Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

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Metro’s web site: www.metro-region.org

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

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District 6

Rod Monroe

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INTRODUCTION

Background

This final public comment report on the 2000 Regional Transportation Plan (RTP) represents the culmination of a major outreach effort that began in 1995 to update the region's long-range transportation policies and priorities for the next 20 years. This report reflects public comments received on the draft 2000 RTP during a final public comment period that began on May 15, 2000 and ended on June 29, 2000. Other comment periods were held in June 1996, November 1997, October 1998 and October 1999, reflecting different milestones in the development of the 2000 Regional Transportation Plan. For more detail on the update process, see the "Public Involvement Timeline" in Figure 1, which chronicles all major RTP update activities.

The RTP is a 20-year blueprint that establishes the policies, systems and actions needed to adequately serve increasing demand for walking, bicycling, driving, use of transit and national and international freight movement in this region. The first RTP was adopted by the Metro Council in 1983, and is updated periodically to reflect changing conditions in the Portland metropolitan area.

In 1995, a 21-member citizen advisory committee (CAC) was appointed by the Metro Council to provide citizen oversight on the update to the RTP. By 1996, the committee had drafted a new set of regional transportation policies for use in updating the RTP. The new policies (Chapter 1 of the RTP) were approved by resolution by the Metro Council in July 1996.

The policies guided development of more than 800 projects and programs that make up the RTP. More than half these projects are new to the plan, and many originated from ideas of interested citizens. Public comments received during the update process have helped to expand the scope of the 2000 RTP to include hundreds of bicycle, pedestrian and boulevard projects.

Summary

The final public comment period on Metro's draft RTP began on May 15, 2000 and ended on June 29, 2000. Notification for this comment period included a special mailing to governments, schools and special districts in the region, a flier mailed to over 2,000 people, newspaper ads in the Oregonian and a variety of community and ethnic newspapers, and press releases to TV, radio and print media. The newspaper ad was also printed in Spanish. The comment process was also described on Metro's web site and on Metro's transportation hotline. A more complete description of this notification process is in the section titled "Notification," located at the end of this report.

Notification included the availability of the draft RTP and related materials either in a printed copy or via Metro's web site.

The 45-day comment period provided opportunities for both written comment via letters, faxes or e-mail and verbal comments via the transportation hotline or at a public hearing held on June 29 before the Metro Council.

Highlights

More than 60 individuals, local jurisdictions, businesses and community organizations commented on the draft RTP as part of the final public comment period, recommending more than 150 changes to the document. Comments came from all areas of the region and included a broad range of topics:

- The Washington County Commission and area business groups suggested that the adoption of the RTP be delayed by 6 months.
- The Federal Highway Administration and Oregon Department of Environmental Quality requested that the financially constrained system be more prominent in the plan.
- Many respondents requested the addition of several regional trails to the plan, including the Banfield Corridor trail.
- Several comments from the Clackamas County area provided support for the I-205 Corridor and South Corridor studies and the Sunrise Corridor project proposed in the plan.
- Multiple comments were received related to widening SW Hall Blvd in Tigard to five lanes, both in support of and in opposition to this project.

A summary of the JPACT and Metro Council disposition of proposed changes to the plan, will be posted on Metro's web site after August 11, 2000.



METRO

Figure 1 2000 Regional Transportation Plan Public Involvement Timeline

January '95
"The Choices We Make" transportation fair and open house kicks off the RTP update (attended by 150 citizens)

April '95
Transportation Hotline established

April '95
"Priorities '95" public meetings held in Oregon City, Portland, Gresham and Beaverton (attended by 140 citizens)

April '95
2040 Framework newsletter spotlights the RTP update (65,000 copies mailed and distributed)

May '95
RTP Citizen Advisory Committee Appointed (begins to meet monthly, through January 1998)

July '95
Federal RTP Adopted by Council

November '95
2040 Framework newsletter includes an RTP update (74,000 copies mailed and distributed)

March '96
Regional Livability Open Houses in Portland, Gresham, Tualatin, Milwaukie, Aloha and Lake Oswego (attended by 720 citizens)

April '96
RTP CAC Adopts Policy Update

May '96
Council holds public hearing on RTP Policy Update

July '96
Council Adopts Policy Update by Resolution

November '96
2040 Framework newsletter includes highlights of RTP policy update (75,000 copies mailed and distributed)

November '97
"Discover the Choices" public workshops in Portland, Tualatin, Gresham, Portland, Clackamas and Hillsboro (more than 170 citizens attended)

September '97
2040 Framework newsletter highlights RTP update and alternatives analysis (80,000 copies mailed and distributed)

November '97
"Creating Livable Streets" handbook published, illustrating RTP street design policies

December '97
Council adopts Regional Framework Plan, including updated RTP policies as Chapter 2

January '98
CAC adopts the "CAC Idea Kit" (500 copies distributed to local officials and interested citizens)

January/February '98
CAC presents final RTP recommendations to JPACT and Council

June-October '98
MILT Bus visits 52 community events, fairs, festivals and shopping centers throughout region (13,400 citizens visit MILT from July through October)

September '98
"Getting There" newsletter provides a detailed overview of the updated RTP (85,000 copies mailed and distributed)

September '98
"East Meets West" light rail celebration includes RTP displays and events at Convention Center plaza (550 citizens attended)

September '98
"Proposed Transportation Solutions for 2020" published to provide a detailed description of proposed RTP projects (500 copies distributed to local officials and interested citizens)

October '98
"Proposed Transportation Solutions for 2020" open houses held in Gresham, Oregon City, Portland and Beaverton (75 citizens attended)

July-October '99
MILT Bus visits 52 community events, fairs, festivals and shopping centers throughout region (13,400 citizens visit MILT from July through October)

September '99
"Getting There" newsletter provides an update to the '98 issue, with detail on system performance and financial implications (10,000 copies distributed)

October '99
"Getting There" open houses in Beaverton, Gresham, Clackamas and Portland (100 citizens attended)

October '99
Preliminary Draft of the RTP released for formal comment

December '99
Council Hearing and adoption of draft 1999 RTP by resolution (more than 300 individual changes considered)

May '00
Final Public Comment Period on 2000 RTP Opens

June '00
Final Public Hearing on 2000 RTP

August '00
Metro Council Considers Final Action on 2000 RTP

July-August '99
Seven RTP Subarea fact sheets and a Regional Transit fact sheet published (total of 20,000 brochures distributed)

From: Raj Gala <rajgala@pacifier.com>
To: "'mcci@metro.dst.or.us'" <mcci@metro.dst.or.us>
Date: Sat, May 13, 2000 1:15 PM
Subject: Bike lanes

My comment is about existing bike lanes & future planned in Regional Transport Plan. I hope that we envision safety, create better ones and improve existing bike lanes.

A half feet wide bike lane near the edge of a narrow winding road like in NW suburb is creating hazardous situation for both motorist & bicyclist.

Situation becomes dangerous during winter times when conditions are early darkness , rains & no street lights on many roads in NW suburb / exurb area.

Motorist has to drive that narrow road, staying inside double yellow lines on left , watching oncoming lights as well as biker on right (in the darkness) who is probably riding on white strip to avoid falling in a ditch.

For biker also, space is restricted & has to balance his bike in difficult situation.

I wish this situation is considered for while designing bike lanes.

Thanks.

- Raj

From: "Lahsene, Janice S. (Susie)" <lahses@portptld.com>
To: 'Tom Kloster' <klostert@metro.dst.or.us>
Date: Fri, May 26, 2000 9:11 AM
Subject: FW: RTP RG Rail Line

Hi Tom, In reviewing the Regional Transportation Plan, Figure 1.17 Regional Freight System, I realized that a significant portion of the rail system in Rivergate was not shown. The Slough rail bridge connecting north and south Rivergate was funded with ISTEAs federal demonstration dollars and CMAQ funds (as well as port and RR \$). The improvement was made in 1996 and now links north Rivergate Rail system with South Rivergate rail providing access for both rail carriers to all of Rivergate. In the message below, Justin Bates has provided the GIS Shapefile of the improvement so you can easily add this existing rail segment to the map. Thanks

> -----Original Message-----

> From: Bates, Justin
> Sent: Tuesday, May 16, 2000 3:49 PM
> To: Lahsene, Janice S. (Susie)
> Cc: Beck, Preston
> Subject: RTP RG Rail Line
> Importance: High

>

> Susie

>

> On your chair is a map indicating the missing section of "Branch Railroad Lines and Spur Tracks" as indicated in Metro's RTP Figure 1.17, Regional Freight System. Also, I am attaching the Port's Rivergate area rail line GIS shapefile for you to forward to your contact at Metro. Let me know if you have any questions.

>

> -Justin

>

> <<RAILROAD.DBF>> <<RAILROAD.SHP>> <<RAILROAD.SHX>>

CC: 'Chris Deffebach' <deffebachc@metro.dst.or.us>, 'K...

From: "Ley Garnett" <l.garnett@prodigy.net>
To: <trans@metro.dst.or.us>
Date: Wed, May 31, 2000 3:58 p.m.
Subject: comment on plan

It is difficult to read your map in terms of bus transportation improvements. I am a strong supporter of light rail to the Clackamas Town Center, but while we wait on that, my community, which is known as Boyer Meadows, does not have adequate bus service to downtown between the hours of 8am-3pm. You should expand to full service Route 31 which only goes as far as the Milwaukie Transit center from 8-3pm. I am unable to ride the bus to work downtown and would during those hours if you had direct service to downtown. It is possible that you are proposing that, but I can't tell from the map on line.

Oakley Garnett
8630 SE King Rd.
Portland 97266

From: Trans System Accounts
To: "mmase@earthlink.net"@MetCen.GWIA55ep
Date: Fri, Jun 2, 2000 5:35 p.m.
Subject: Re: Regional Transportation Plan

Hello. Thank you for your recent comments on the Regional Transportation Plan. Your comments will be included in a public comment report that will be forwarded to the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a group of local elected officials, in July.

Please let me know if you would like a copy of this report by replying with your name and address, or you can view the report on Metro's web page (www.metro-region.org) when it is available.

Once again, thank you for your interest.

Sincerely,

Rooney Barker
Metro Transportation Department

>>> "F. Mase" <mmase@earthlink.net> 05/30 12:45 PM >>>

I would suggest that you look into revising the #1 or #45 bus line, or adding a new one, that would leave Downtown, come down Barbur Blvd, and turn onto Multnomah Blvd, and follow it south through Multnomah Village, through Garden Home, and possibly ending at Washington Square. The routes of the present lines are not as service friendly as they could be.

--- F. Mase
--- mmase@earthlink.net
--- EarthLink: It's your Internet.

From: "Trudy Knowles" <trudyknowles@home.com>
To: <trans@metro.dst.or.us>
Date: Sat, Jun 10, 2000 10:23 p.m.
Subject: transportation

To the Members of Metro:

I just want to let all of you know that I am alive and well. I am still advocating for my neighborhood. I just put up a banner that states this KEEP METZGER LIVABLE. It is on the side of my house that is visible to all residents and commuters through my neighborhood. . Many of these people are cutting through all the mess in the Tigard area. This includes the mess on Highway 217 and I 5, the Pacifica Highway repaving project. I wish each of you had to travel this each day to and from work. It is a real nightmare. Unfortunately, thanks to your Regional Transportation Plan the desired outcome is only going to get worse. I can't imagine SW Hall Blvd widened to 5 lanes thanks to your plan. I can't imagine SW Greenberg Road widened to 5 lanes due to your plan. This is a disaster waiting to happen. Where do you expect the local residents and local businesses to go? We are not going to sit idle while you come in and destroy our neighborhood in the illusion this is progress and needs to be done to satisfy the travel needs of the region. In fact, it will only make things worse. Can you imagine trying to get the school age children to the lonely school located in the north section of Tigard? Thanks to the school district selling the Phil Lewis Site and the City of Tigard granting Eagle Hardware to build, Metzger El. is the only school in the area which will accomodate school age children. The problem is the Metzger El. is over capacity and the school district is having to bring portables in to provide an education to the students. I want to know where and what the traffic is suppose to do while the construction goes on. Who wants to listen to the noise and bull dozers and tons of gravel trucks coming through our neighborhood streets? Where is the money going to come from? Are you going to finance it solely with Metro's money? Are you going to finance it with taxpayers money? Are you going to try to get a sales tax proposed for this? Are you going to ask for federal money? Many of these options you are trying to get but it still at the taxpayers pocketbooks. Look at the last election results all the money issues were defeated except for some of the school districts money request. This Regional Transportation Plan needs to be revisited. I have not given up my MCCI position in the termoil of my own family life. I have juist put it on the back burner until the upcoming meeting in June. I will be there in full force.

I will oppose this plan with all my heart and soul. I will do everything in my power to keep my neighborhood livable.

Trudy

From: Walter Hellman <hellman@teleport.com>
To: <trans@metro.dst.or.us>
Date: Sat, Jun 10, 2000 3:00 p.m.
Subject: Citizen input on RTP

I am writing to comment on the 1999 Regional Transportation Plan. I am writing in my capacity as an individual, but also as the president of the Edwards Meadows Homeowners Association in Hillsboro and a board member of the Citizens Against Irresponsible Development organization. Please include these comments in the formal consideration of the the RTP.

1. In regard to the TV Highway Specific Corridor study (Supplemental Revision, May 15, 2000: 6.7.6), the description of use does not adequately represent TV Highway as a route to downtown Portland via Canyon Road and Canyon Road access to Route 26. I live in south Hillsboro and most people I know in this area have now switched over to using TV Highway straight into Portland because of the dangerous congested drive on Sunset Highway, the extra distance north you have to go to get to Sunset Highway and the increased congestion on the routes to Sunset Highway.

2. With regard to North Washington County Regional Highway Projects 3021 and 3025:

a. The idea of a limited access TV Highway between either Cedar Hills Blvd or Murray Blvd and Hillsboro is not realistic to any informed reasonable person. ODOT has no plans whatsoever to do any of this. The plan would involve removal of existing major business access including Fred Meyer and Intel, not to mention whole shopping centers. It would involve building complicated and extremely expensive overpasses, underpasses and intersections. Recall that even with all the Federal involvement with light rail, we were unable to get a single overpass where light rail intersects 185th. Why would any reasonable person think a whole collection of much more complicated, larger and costly overpasses could be build by the state a few miles away even during the next 20 years?

b. While the TV Highway Expressway is very close to an absurd proposition, its inclusion in the RTP will, on paper, show adequate capacity to accommodate the 20,000-25,000 people in the projected St. Mary's addition area. Since Metro is actively pursuing this development, one may view the phony TV Highway Expressway part of the RTP as a cynical manipulation of the regional planning process to allow the St. Mary's development.

c. While improvements in access management and certain parallel roads for business access, as well as signal coordination can improve capacity some, these improvements are nowhere near what is needed for the St. Mary's development. Metro's and Washington County's own traffic engineering studies show this. These improvements might make the road a more pleasant experience for current residents, but they simply do not have the heft to take on significant further development.

c. In order to better serve the public good, the RTP should have the more realistic designation availability of "severely constrained

capability for increased capacity; significant capacity improvements unlikely." Such a designation makes the simple and accurate statement that in terms of transportation infrastructure, the area around that maxed out major route is "built out." We must recognize the being built out is not only a function of available land, but available infrastructure.

d. Additionally, a constrained increased capacity designation for TV Highway would be a signal to Hillsboro (and Metro) to look for areas which are not so constrained for further development. Sunset Corridor where there is land for the development, light rail, a major highway which ODOT does intend to expand, and close proximity to jobs and jobs growth.

Conclusion and Request:

The greatest public service you can provide here is to remove the projection of the TV Highway expressway from the RTP altogether and formally recognize in the North Washington County section that TV Highway has no prospects of significant expansion of capacity.

Walter Hellman
2451 SE Clover Ct.
Hillsboro, OR 97123

648-6361

--
hellman@teleport.com ***** Hillsboro, Oregon
USA

CC: Larry Derr <lderr@transport.com>

From: Tom Aufenthie <taufenthie@yahoo.com>
To: <trans@metro.dst.or.us>
Date: Wed, Jun 21, 2000 9:40 a.m.
Subject: RTP

Thank you for the opportunity to comment on the RTP..

I live in Sherwood and have been following closely the RTP and the Urban growth boundary expansion process..The RTP has a project proposal that calls for a Connector (perhaps a toll road or a limited access expressway) from 99w to I-5 South of Sherwood..

This encompasses or passes through an area designated as a possible urban expansion area South of Sherwood known as area 45..The connector proposal also crosses a location being planned as an expansion route for Northwest Natural gas..

There is a concept plan out describing/discussing area 45 and also the proposed connector route.I believe you have a copy...It seems that given Sherwoods transportation problems and especially those on highway 99 that any growth boundary expansion South of Sherwood should be put on hold until a fairly firm location for the connector is determined or a site analysis determines the connector is not feasible..Only then can the city determine the practicality and feasibility of any growth boundary expansion plans..

Tom Aufenthie

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

To: whitek@MetCen.MRC-PO
From: Clark Berry <Clark_Berry@co.washington.or.us>
Subject: RTP Project Revision
CC: "Andy_Back@co.washington.or.us"@MetCen.GWIA55ep
Date Sent: Thursday, June 22, 2000 9:55 AM

We are reiterating our previous request to add project #3175, Barnes Rd. from Hwy. 217 to 119th (\$6.2 million) to the Strategic and Financially Constrained systems. To stay under the Financially Constrained system funding cap we also request removal of the following projects from the Financially Constrained system: project #3177, Cedar Hills/Barnes intersection (\$1.8 million cost) and project #3190, 143rd Ave. improvements, Cornell to West Union (\$5,000,000)

Clark Berry
Senior Planner
Washington County Dept. of Land Use and Transportation
Planning Division
155 N. First Ave., Suite 350
Hillsboro, OR 97124

To: leyboldt@MetCen.MRC-PO; valoner@MetCen.MRC-PO
From: "Heisler, Jane" <JaneH@ci.oswego.or.us>
Subject: Request for Metro Review of Code Change
CC: "rbunch@ci.oswego.or.us"@MetCen.GWIA55ep
Date Sent: Monday, June 26, 2000 2:43 PM

Ted,

As we have previously discussed, the City has noted that OAR 660-12 permits local governments to exempt connectivity standards due to title restrictions, while Metro does not in its connectivity language. The City has chosen to include the exemption in its draft and would like to request that Metro review whether we are in substantial compliance with its Functional Plan by including this exemption. We would also like to request that Metro review whether or not this OAR clause needs to be part of the RTP or Title 6.

Thanks

Jane Heisler, Project Planner
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034
Phone: 503-697-7422
FAX: 503-635-0269



METRO

April 24, 2000

Ms. Terry Moore
8440 SW Godwin Court
Portland, OR 97223

Dear Terry:

Thanks for the letter and updated articles on suggested RTP changes. It's our turn to run with the ball. I'll keep you informed of our progress. Thanks for your concern and effort.

Sincerely,

A handwritten signature in cursive script that reads "Rod Monroe". The signature is written in dark ink and is positioned above the printed name.

Rod Monroe
Metro Councilor
District 6

cc: Presiding Officer David Bragdon
Andy Cotugno

i:\assist-patm\r.monroe\correspondence\moore.ltr.doc

APR 24 2000

April 21, 2000

Rod —

Here's the letter I said we'd get you in mid-April, as you suggested, regarding changes to the RTP that would make life easier for people on foot, all following up on your wonderful letter to the editor. I'm also including two articles from this past week's newspapers just for some more "real-life" evidence of what's happening out there.

I hope we can see some of the suggested changes included in the RTP. Change happens slowly, but it is truly time for some real change in this area.

Thanks for your help. I was glad to see you're not having a hard race to keep your seat.

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

POLICE LOG

No charges filed after car injures pedestrian

BEAVERTON – Police say an investigation concluded there was no wrongdoing on the part of a motorist who struck and severely injured a pedestrian on Southwest Farmington Road last week.

Young Joo Lee, 60, of Beaverton remained in critical condition on Wednesday at Oregon Health Sciences University Hospital, where she is receiving treatment for a head injury sustained in the April 11 accident.

Police spokesman Mark Hyde said it appeared Lee was trying to reach a bus stop when she crossed Farmington at the intersection of Southwest 139th Street shortly after 8 a.m.

Lee apparently hesitated after crossing the first of two eastbound lanes, Hyde said, and then froze as an eastbound car travelling in the second lane bore down on her.

Hyde said that the car's driver, a 26 year-old Tigard man, slammed on the car's brakes but was unable to avoid hitting Lee, who was taken by helicopter to OHSU in very critical condition.

Photographer
Phone: 503-294-5962



Dana E. Olsen
Photographer
Phone: 503-294-5962



Tom Quinn
News clerk
Phone: 503-294-5963
e-mail: thomasquinn@news.oregonian.com



Must drive to volunteer work

Well, they have for me. I'm 76 years old, and I walk OK, but I can't run.

Although I'm two blocks from the nearest Tri-Met on Hart Road, in order to board the bus to go into town to do my volunteer work at Elders in Action, I must cross Hart Road. There is no traffic light there, no stop sign and no pedestrian crosswalk. Vehicles do not slow down even though I wait and even wave. I cannot safely go to the bus stop.

Therefore, I must drive my car to a park-and-ride, which is silly when you really think about it, because I pay the same fee to get on MAX whether I pick the bus up on Hart Road or whether I drive to Millikan Way and take the MAX from that point.

NORMA ROWE
Beaverton

The Oregonian

4-20-00



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

APR 24 2000

April 21, 2000

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

David Bragdon, Presiding Officer
Rod Monroe, Metro Councilor
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilors Bragdon and Monroe:

This letter follows up a telephone call in response to your letter to the Editor of *The Oregonian* of February 17, 2000 decrying the unsafe and often non-existent pedestrian facilities on our public streets.

We appreciate your invitation to suggest changes to the Regional Transportation Plan (RTP) prior to final ordinance adoption by the Metro Council later this year. The enclosed attachment details those we believe are possible and would have a near-term beneficial effect for pedestrian travel throughout the region's urban areas.

We agree with you that the pedestrian projects in the Plan must be funded and implemented. The Metro Council should commit regional funding to complete the transportation network for all modes before committing further funds to expansion of automobile facilities, and should create a permanent regional fund for the construction of stand-alone pedestrian facilities.

The Willamette Pedestrian Coalition applauds your concern for all the people who walk, or who would walk if there were safe, attractive, and continuous pedestrianways and crossings throughout the region. We thank you for the opportunity to comment further on this important planning effort. If we can be of any further assistance to you, please don't hesitate to contact us.

Sincerely yours,

Terry Moore, WPC charter member

Ellen Vanderslice, WPC vice-president

Douglas Klotz, WPC pedestrian advocate general

Attachment to WPC Letter of April 21, 2000
Discussion of Suggested Changes to Regional Transportation Plan
Page 1

The biggest single factor which creates an unsafe pedestrian environment, especially at street crossings, is vehicle speed. The engineering design standards used in today's street construction and reconstruction engender in drivers a sense of being on a "highway". Because these design standards are directly related to the classification of many of our most important regional streets as "highways", this is no wonder.

- 1) Our first request is that you change the highway classifications of three streets for the portion that is in an urbanized area (i.e., an area where transit service is available and people can be expected to cross the streets to use that service). The three streets which should be re-classified on the Regional Street Design System Map from a Highway to a Regional Boulevard and which should be changed from a Principal Arterial to a Major Arterial on the Regional Motor Vehicle System Map are:
 - McLoughlin Boulevard – Change and reclassify between SE Stephens and Highway 224;
 - Tualatin Valley Highway – Change and reclassify in Beaverton, Aloha, and Hillsboro (and consider a name change to Tualatin Valley Boulevard);
 - St. Helens Road – Change and reclassify in Linnton.

- 2) There are other situations where the street classification will lead to engineering and design that discourage pedestrian travel by creating a street with high vehicle speeds, wide cross sections, and access restrictions that severely reduce the frequency of legal crosswalks. You should at least remove the arterial designation from the Regional Motor Vehicle System Map for streets that travel through residential areas where pedestrian activity is high (walking to neighborhood parks, to and from school/Tri-Met buses, etc.) and where an arterial alternative exists in proximity.

Two examples for your action are:

- SW Oleson Road – Remove arterial designation on the Regional Motor Vehicle System Map between SW Beaverton-Hillsdale and SW Hall (SW Scholls Ferry Road is the arterial in this area);
- SW Garden Home Road – Remove arterial designation on the Regional Motor Vehicle System Map between SW 69th and SW 92nd Avenues (SW Hall is the arterial in this area).

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- 3) Since the pedestrian environment has been so compromised by the past 50 year's of street design, you could make a big difference in how future street construction and reconstruction treats pedestrian travel by taking action to mandate design and engineering that return a "sense of belonging" to the person on foot or in a wheelchair traveling along or across a public street.
- Include in the ordinance adoption of the RTP language that gives greater weight to the design guidelines adopted under the title "Creating Livable Streets, Street Design Guidelines for 2040", November 1997. These guidelines should be adhered to by local jurisdictions in their own design manuals. Right now, it seems they are trumped by local design standards.
 - Existing conditions often make it hard to adhere to the 2040 street design guidelines due to smaller rights-of-way than would be needed to fully implement them. In these instances, the RTP should state that, in cases of limited right-of-way, the following "Green Transportation Hierarchy" will be followed as a space allocation formula, which assumes auto travel as part of the hierarchy, but not as a dominating element:
 - A. First, (re)design for walking.
 - B. Second, (re)design for cycling.
 - C. Third, (re)design for transit use.
 - D. Fourth, (re)design for goods movement.
 - E. If there is right-of-way remaining, (re)design for expedited auto use with wider travel lanes, the addition of turn lanes or parking, etc.
- 4) In closing, a litany of specific design improvements to our present practices is offered. These could be appended, where applicable, to the 2040 street design guidelines, or could be otherwise included in the RTP. If left unchanged, these existing practices make walking more dangerous than it should be by allowing auto travel to grossly dominate the public right-of-way.
- Reduce auto speed by decreasing lane widths from the standard 11' and 12' to 10' for most classifications of street, particularly in the 2040 centers;

Attachment to WPC Letter of April 21, 2000
Discussion of Suggested Changes to Regional Transportation Plan
Page 3

- Increase the separation of the pedestrian from travel lanes by adding planting strips, street trees, or with increased sidewalk widths (the minimum pedestrian area should be 10' – sidewalk plus planting strip);
- Limit the width of driveways to 24' and require a minimum 3'-wide area of a maximum 2% cross slope (to meet the ADA);
- Require protection of the pedestrian space by the addition of street trees, short bollards at the curb edge of the sidewalk area, or other means (just as natural gas pipe lines and telephone booths are protected from vehicle damage);
- Mandate close spacing of legal pedestrian crossings, no further than every 400' along transit streets and in pedestrian districts. Mandate frequent spacing of legal pedestrian crossings on other major streets by means of a "treated" pedestrian crossing no less frequently than every 1000' (and not based on the "warrant system" now used before crosswalks are given designation and/or signal activation);
- Require reductions of curb radii (made possible by the addition of bike lanes which effectively increase street and lane area), thus reducing the turning speeds of autos and trucks ;
- Require creation of a maximum pedestrian crossing distance standard of 50' through the use of medians, prohibition against multiple left or right turn lanes, etc.;
- Require design for the desired driving behavior and don't rely on signage to modify driver behavior encouraged by bad street design. The police often say they can't enforce against street design that encourages people to drive too fast.

tshm/ev/dk
4-21-00



CITY OF OREGON CITY

Incorporated 1844

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

RECEIVED
MAY 03 2000

BY:.....

May 1, 2000

Andrew Cotugno, Transportation Director
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Cotugno:

The City of Oregon City formally requests the following revisions to the DRAFT 1999 Regional Transportation Plan (RTP):

Regional Public Transportation System Map

The City requests that a regional bus route be added to the map. The requested route is located on Main Street and Washington Street between the downtown transit Center and Highway 213. This route illustrates the transit connection to the proposed Amtrak passenger rail station as well as future land uses for which future transit connections are expected to be critical.

The City also requests that two additional major bus stops be added to the map:

1. The City foresees the need for a major stop in the Hilltop area, likely on Molalla Avenue in the vicinity of Warner Milne Road or Beaver Creek Road.
2. The City believes that a major bus stop should be shown at the Amtrak rail station to connect the inter-city passenger service with the regional bus service.

RTP Project List

The City requests that two trail projects be added to the list. These trails represent links between the I-205 trail, the North/South Transit corridor, and downtown Oregon City (regional center designation).

1. The Clackamas River Trail between I-205 and Clackamette Park is included in the Oregon City Parks and Recreation Master Plan and the Metro Greenspaces Master Plan and Trails System. This trail is viewed as connecting downtown Oregon City at Clackamette Park (a regional park) and the I-205 trail. Several segments of this trail have been constructed. The City currently estimates the project cost to be approximately \$230,000.
2. The 1.3-mile Willamette River Trail between the Clackamas River Trail at Clackamette Park and Smurfit (5th and McLoughlin Boulevard or Highway 99E) will provide a vital

Andrew Cotugno

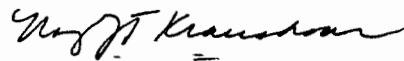
May 1, 2000

Page 2

transportation link to the southern end of downtown Oregon City. The project is included in the Oregon City Parks and Recreation Master Plan, the Oregon City Downtown Community Plan (riverfront promenade), and the Metro Greenspaces Master Plan and Trails System. The master plan estimates the cost to be \$155,000. This cost estimate likely does not include structural needs for the promenade envisioned along portions of McLoughlin, so it is expected to be quite low. Future design work will need to be completed before a more accurate cost estimate is available.

Thank you for consideration on these revisions. If you have any questions, please call me at 503/657-0891 or e-mail me at nancy-k@ci.oregon-city.or.us.

Very truly yours,



Nancy J.T. Kraushaar, P.E.

City Engineer

C: Bryan Cosgrove, Oregon City Assistant City Manager
Dee Craig, Oregon City Parks and Recreation Director
Maggie Collins, Oregon City Planning Manager
Tom Kloster, Metro Transportation Planner
Ted Leybold, Metro Transportation Planner
Mel Huie, Senior Regional Planner
Bill Barber, Senior Transportation Planner

Dr. Gene & Vivian Davis
10875 SW 89th Street
Tigard, Oregon 97223 USA
Tel: 503 246-5862, fax: 503 977-9343
Email: fmf@jps.net

RECEIVED
MAY 04 2000

BY:.....

Tom Kloster
RTP Project Manager
600 NE Grand Ave
Portland, Or 97232-2736

May 3, 2000

Dear Tom,

Re: Metro transportation issues project # 6030 widening, 5 lanes on Hall Blvd., from Locust to Durham Rd.

We have noticed that Metro scheduled this project to be done from 2000-2005. Since we cannot get out on to Hall from Spruce between 4-6pm, we are thrilled.

Another issue we would like to address is that we are planning on building a house on our lot 8753 SW Spruce which faces Hall. All the permits have been paid and we have put in our water and sewer utilities, which cost us \$27,000. Our lot is only worth \$21,000 vacant and we would like to build as we have space for three houses.

The city of Tigard flagged our lot because of a drainage water problem. Our neighbors would not let us drain the water to the creek even though we would pay the costs. As a result, we are land-locked. Our request is that you provide drainage for us when you are building the five-lane highway.

We have also talked with Joel McCarroll the assistant district manager and Ed Miller the permit, for the Dept. of Transportation, DST. 2A. They have given us permission to drain towards Hall Blvd.

Also, we have talked to Sherry Arthur about this issue also. Sherry suggested that we write you this note because Metro is trying to get more use out of our vacant land.

Please seriously consider this request for drainage and help Hall Blvd. be the best highway possible.

Thank you,



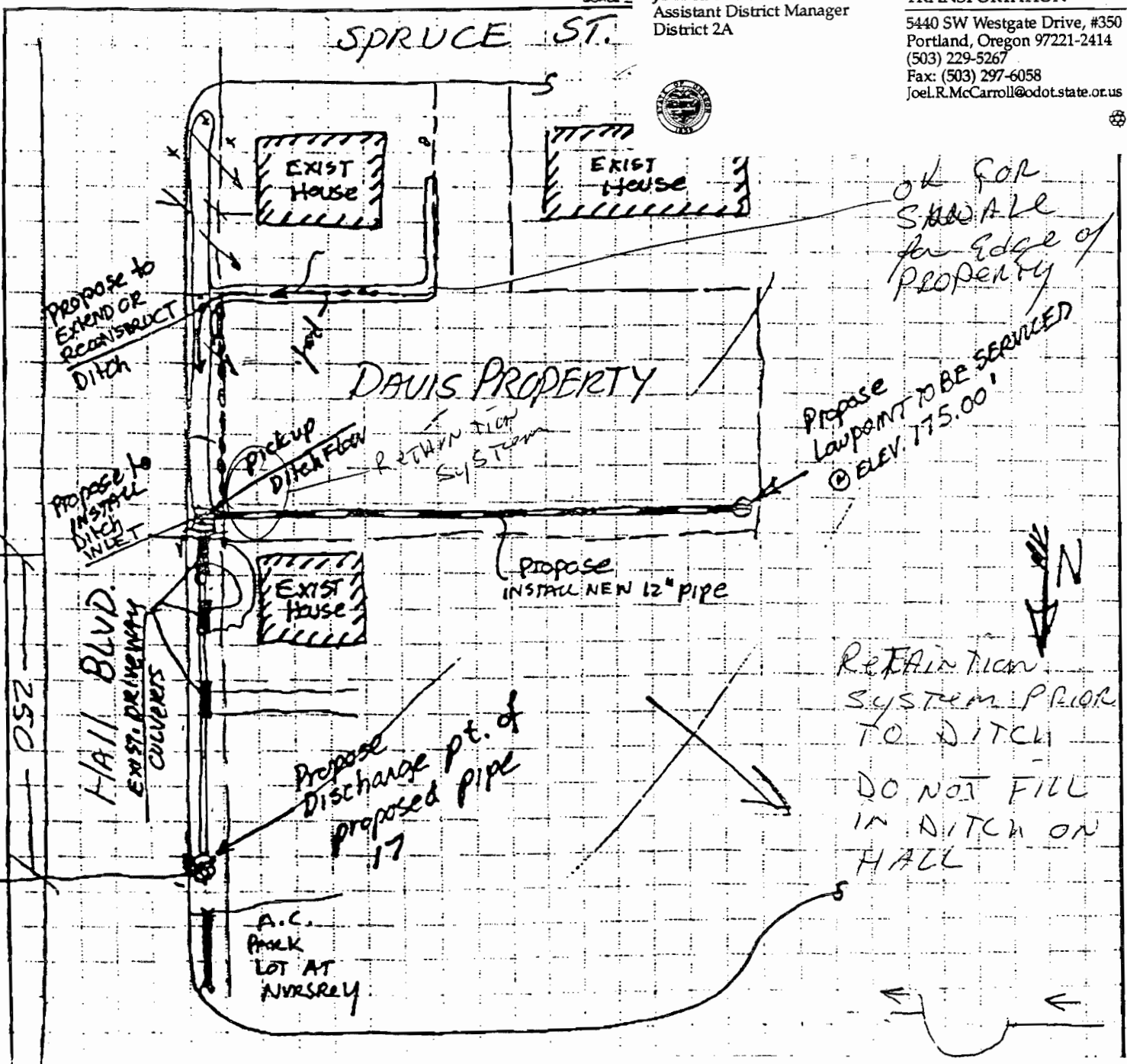
Gene & Vivian Davis
Cc. Joel McCarroll, Ed Miller

W.B. WELLS & ASSOCIATES, INC.
 4230 NE Fremont St.
 PORTLAND, OREGON 97213
 (503) 284-5896 FAX (503) 284-8530

W.B. WELLS & ASSOC
 JOB DAVIS
 SHEET N
 CALCUL
 CHECKE

002/002
Oregon
 DEPARTMENT OF
 TRANSPORTATION
 5440 SW Westgate Drive, #350
 Portland, Oregon 97221-2414
 (503) 229-5267
 Fax: (503) 297-6058
 Joel.R.McCarroll@odot.state.or.us

SCALE _____
 Joel R. McCarroll
 Assistant District Manager
 District 2A



OAK ST
PLAN VIEW NTS
 for
DAVIS PROPERTY DRAIN

Ed Miller
 Permit Specialist
 District 2A

Oregon
 DEPARTMENT OF
 TRANSPORTATION
 5440 SW Westgate Dr., #350
 Portland, Oregon 97221-2414
 (503) 229-5002
 Fax: (503) 297-6058
 edward.j.miller@state.or.us
 29

MAY 08 2000

ALEXANDER B. CRAGHEAD
12205 SW. HALL BOULEVARD
TIGARD, OREGON
97223-6210
TELEPHONE & FACSIMILE:
503.620.1699

May 4th, 2000

page 1 of 3

To: Tom Kloster, RTP Project Mgr., Metro

@ 503.797.1949

From: Alexander Craghead

@ 503.620.1699

RE: Comments on 1999 RTP, to be entered into public record

Please enter the following comments into the public record, as part of the Phase II comment period for the Regional Transportation Plan.

After having studied the 1999 RTP draft, I must make a few points regarding two particular projects within the plan. These elements are project numbers 6013 and 6030, both affecting improvements to Hall Boulevard. In my opinion, both of these projects would be detrimental to congestion, to the economy, and to the livability of the Tigard community.

Projects 6013 and 6030 will contribute to increased surface street congestion.

Widening the roadway to five lanes will likely draw more traffic onto this route, encouraging more frequent use of Hall as a 217 alternate. The RTP supports this supposition on page 6-34, where it suggests trying to ease 217 grid lock by "improve[ing] parallel routes," a clear reference to Hall. However, routing further through traffic onto Hall will only make local access more difficult, as well reduce it's effectiveness as a local arterial.

Projects 6013 and 6030 will reduce the taxable property base of the City of Tigard.

A considerable number of structures, both homes and businesses, are located close to the current roadway's edge; many will have to be razed in order to make room for a two more lanes plus bike paths and sidewalks. According to 1999 Washington County tax records obtained from the City of Tigard, the total value of all property adjacent to this roadway is \$166,357,150.00. If even one quarter of these values are affected by the widening, it could mean a loss of nearly \$42 million in taxable property values for the City of Tigard. If even one sixteenth were affected, it would still be a loss of nearly \$10 million in taxable value.

Projects 6013 and 6030 will negatively impact the economy of Tigard, especially

small businesses. Those properties that are commercial in use, excepting the properties immediately adjacent to Washington Square Mall, tend to be small businesses. Of those that lose their place of business, many will not be able to afford to replace them. The businesses here tend to be small and may not have the capital to move and re-establish themselves elsewhere. Those businesses that survive condemnation may not have the means to afford closing during the ensuing construction.

Projects 6013 and 6030 will create hardship for predominately lower and middle class families. It should not be ignored that a great majority of the adjacent properties are single family homes, and apartments. A great deal of these residents are on limited or fixed incomes. Those that lose their homes to condemnation will be greatly hurt financially by the loss of their homes, and many will not be able to afford to replace them.

Much of project 6030 is not supported by the City of Tigard's Transportation Systems Plan. The latest (Feb. 2000) draft of the City of Tigard's Transportation Systems Plan [TSP], a twenty year plan, neither anticipates nor supports widening of Hall Boulevard to five lanes south of it's intersection with S.W. Hunziker Street.

Projects 6013 and 6030 will harm the livability of Tigard. Hall runs predominately through small commercial areas and residential districts. Widening it to five lanes will increase traffic, cut off people's front yards, parking lots, and privacy, put small businesses out of business or in dire financial straights, destroy homes, and further divide neighborhoods from each other. None of these things will contribute to better livability for Tigard.

Projects 6013 and 6030 do not live up to the high standards called for by the RTP. The RTP's Preface states "the Regional Transportation Plan recognizes that the transportation system plays a critical role in the continued economic health of the region." It additionally aims to "limit the amount of congestion motorists experience" and to "balance the need to maintain motor vehicle and freight mobility with the potential impacts of these improvements on our communities and other modes of travel." I must stress that projects 6013 and 6030 will do none of these things for the Tigard community.

I propose that projects 6013 and 6030 be reduced, widening and improving Hall Boulevard to a uniform three lanes with bikepaths and sidewalks, rather than a harmful five. A reduced project 6013 and 6030 would:

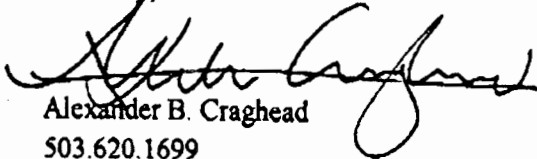
- * retain it's bicycle and pedestrian transportation elements
- * not contribute to surface street congestion as severely
- * increase safety by adding a full length center turn lane
- * have a reduced economic impact by requiring narrower right-of-way
- * not disrupt the livability of Tigard neighborhoods and communities
- * free up funding dollars for projects that would bring greater benefits

Funding that would have been allocated to projects 6013 and 6030 could better benefit

the city and the region by being channel to 'connectivity' projects such as project 6027 and 6028, phases II and III of the I-5/217 interchange improvements. Improvements in flow here could greatly reduce the number of accidents on this freeway and reduce traffic backflow onto surface streets. Other projects that could help local flow include the Dartmouth Street overpass, project number 6044, which would add additional east-west connectivity to the Tigard street network and provide an alternative to 99W usage.

Projects 6013 and 6030, as they stand in the RTP today, do not benefit the city of Tigard or the region. Considering the above, reducing projects 6013 and 6030 would be the right thing to do, to improve traffic flow, to protect livability, and to protect the economy of the City of Tigard. In keeping with the goals of the RTP, I call on the Metro Council to reduce these projects accordingly.

Sincerely,



Alexander B. Craghead
503.620.1699

RECEIVED

BY:.....

May 4, 2000

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

Dear Mr. Kloster,

I am writing to you in hopes that you will work with the planning committee on looking at the possibility of creating a bus line that runs down Prescott. There are two north/south bus lines on 60th and 42nd, and two east/west bus lines on Killingsworth and Fremont. Not having a bus line on Prescott has a great impact on this densely populated area.

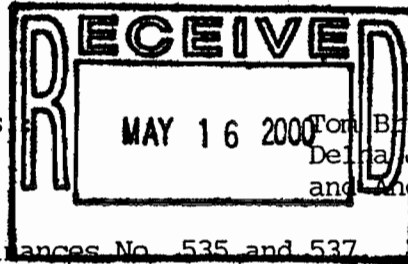
The families and children who attend Rigler elementary school, which is a Schools Uniting Neighborhood School, would benefit greatly from Tri-Met service on Prescott. Rigler School is holding more and more family events at night and will continue to do so as a SUN school. Please use this as a time to plan ahead, before it becomes a difficulty in the future.

Thank you for your time and consideration

Sandy van Baggen Rigler PTA
Rosalie Achziger Rigler PTA
Gene Mintz Hollywood Video
Sherry Whiteley Rigler PTA
Robert Strand Rigler PTA
Bruce van Baggen
Stephanie Fuller Rigler PTA Bus Committee

**Bruce van Baggen
Sandy van Baggen
5645 N.E. Going
Portland, OR 97218**

Washington County Board of Commissioners
155 North First Ave.
Hillsboro, Oregon 97124



May 9, 2000

RE : Raleigh Hills Town Center and Ordinances No. 535 and 537

The enclosed " PUBLIC SAFETY " petition is submitted as a part of this hearing since the proposed Ordinances relate to this Dangerous Intersection and are not able to correct all of the Safety problems, schedule any construction or funding.

Specific " Existing Life Threatening " conditions are described in the Petition and will be shown by our display Map of the Intersection.

METRO's newest Regional Transportation Plan for State Hwy #10 & 8 shows that traffic growth will require additional lanes for this State Highway Corridor. 1999 ODOT Traffic counts shows a 25 % peak traffic increase at this intersection area already. 60 to 70 % of this is Regional Traffic going through the area. The same METRO report says large and small Freight Truck traffic will double by the year 2040 !

Therefore, the present Revised 1996 Alternate No.3 Design for this intersection is outdated and invalid because of preplanned " NO GROWTH and NO BUILD " assumptions using " MATURE " neighborhoods without increased Density requirements.(See encl.)

Due to the Town Center planner's desire for a " Boulevard type design " which will reduce State Highway # 10 by two traffic lanes, it is self evident that some version of Alternate No. 5 Over-Pass Design is mandatory to accomplish METRO's goals for this State Regional Transportation Corridor at this location.

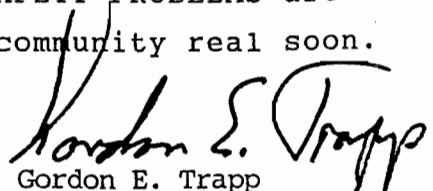
At two of the Public Information Hearings we attended in the Raleigh Hills area, it appeared that a majority of the people present, by a show of hands indicated that they preferred an Over-Pass to reduce congestion and for greater safety. The 1996-97 Kittelson Report indicated that the Alternative No. 5 Over-Pass Design was most efficient for handling traffic and for SAFETY ! The enclosed SWNI letter from 16 Neighborhood Areas to the east expressed a similar preference.

A suggested solution could be similar to the enclosed Map showing a proposed "Revised" Alternative No. 5 dated Nov. 1999. Possibly this could be paid for by savings that might result from deleting the rebuilding of the north end of Oleson Road to go east through several businesses and also the new west road off of Oleson going through the expensive PGE transformer substation. With the new design these are not needed.

Therefore: BY MEANS OF THIS PUBLIC PETITION, WE RESPECTFULLY ASK THAT EACH COUNTY COMMISSIONER - EACH METRO COUNCILOR and EACH ODOT ENGINEER do their very best to work together by TAKING INDIVIDUAL and OFFICIAL RESPONSIBILITY to see that these " LIFE THREATENING PUBLIC SAFETY PROBLEMS are corrected for the benefit of this community real soon.

Thank you for your attention and consideration,

Encl.& Copies to :  SWNI
ODOT RYAN DECKERT


Gordon E. Trapp
6825 S.W. 63rd Ave.
Portland, OR 97219

April 5, 2000

An open letter to : WASHINGTON COUNTY PLANNING COMMISSION,
THE BOARD OF COUNTY COMMISSIONERS **METRO,** ✓
AND OREGON DEPARTMENT OF TRANSPORTATION.

Re : RALEIGH HILLS TOWN CENTER PLANNING AND THE BEAVERTON -
HILLSDALE STATE HIGHWAY # 10 & OLESON/ SCHOLLS CROSSING.

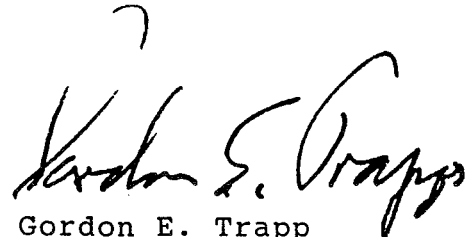
Many Residents and Business Owners who use this area have been frustrated for many years by the lack of action to correct " Several Life Threatening Traffic Hazards " at this intersection that were made known for the 1996 Preferred Alternative Traffic Study.

Since these conditions have not been corrected over a four year period and traffic congestion has increased by 25 %, we are told that no money is budgeted or available and that even Phase 1 of the plan is perhaps five years away ! As a result we are submitting the enclosed Petition requesting action by both the State and Washington County to correct the basic " Death Defying " problems as soon as possible.

Also, since the latest proposed intersection plan only creates more problems than it fixes and is completely invalid since it was based entirely on a " NO - BUILD " and " NO - GROWTH " concept as shown by the enclosed copy from the 1996 Kittelson Alternatives Analysis Report:

We therefore ask that - THIS INTERSECTION PLAN BE COMPLETELY WITHDRAWN AND BE RESTUDIED USING THE LATEST REALISTIC TRAFFIC DATA PROJECTIONS AVAILABLE ALONG WITH ALL OF THE REQUIRED METRO GROWTH / DENSITY REQUIREMENTS AND FUNDED WITH STATE AND COUNTY COMMITMENTS.

Respectfully submitted,



Gordon E. Trapp
6825 S.W. 63rd Ave.
Portland, OR 97219

Alternatives Analysis Report

Intersection of
Beaverton-Hillsdale Highway
&
Oleson Road/
Scholls Ferry Road

Presented to



Washington County

Prepared by

W&H Pacific

in association with

Kittelson & Associates

December, 1996

“Alternatives Analysis Report”

Existing Traffic Volumes NO-BUILD NO-GROWTH ASSUMPTIONS

Existing weekday peak hour traffic volumes at the BHSO intersection were obtained from manual traffic counts conducted in June 1995. These counts were conducted on a typical weekday between 7 and 9 a.m. and between 4 and 6 p.m. Because p.m. peak hour traffic volumes were higher than a.m. peak hour volumes, the traffic operations analysis focused on the p.m. peak hour. Existing weekday p.m. peak hour traffic volumes are shown in Figure 7.

Future Traffic Volumes

The forecast year and study period for this analysis is the year 2020 p.m. peak period. To develop the 2020 no-build intersection approach traffic volumes, a straight line interpolation between Metro's 1994 p.m. peak forecasts and 2015 p.m. peak forecasts was performed. The annual growth rate that has occurred between 1994 and 2015 was applied to the five-year period between 2015 and 2020. The intersection approach volumes forecast by the model for 1994 and 2015 and the approach volumes projected for the year 2020 are also shown below. The 2020 intersection approach volumes were converted to intersection turning movement volumes based on the distribution of intersection turning movements in the 1994 and 2015 model results.

Following the development of the 2020 no-build traffic volumes, the traffic volumes were hand-assigned to each of the study alternatives. The hand-assignments were based on the existing travel demand to and from different approaches to the intersection, an analysis of forecast 2015 travel patterns through the study area, as well as professional judgement regarding operations and accessibility opportunities and constraints for each alternative. Table 2 describes the 2020 p.m. peak traffic volumes for each of the alternatives analyzed.

The traffic volumes forecast for 2020 for Beaverton-Hillsdale Highway and Scholls Ferry Roads show a growth rate that may appear to be low considering growth rates predicted for the County. However, the area in the immediate vicinity of the intersection under study is considered mature under current plans and would not be expected to generate a lot of additional traffic over the next 20 years. However, under Metro's 2040 growth concept, densities could increase significantly and generate higher traffic volumes. Potentially this could require further traffic studies. !!

• 23% TO 27% INCREASE
TO NOV, 1999 ALREADY!

• (TRI-MET & ODOT VERIFY THIS
IN MAY 1999 REPORT.)

• SEE OREGONIAN ARTICLE 10-26-99 TO
ALSO VERIFY 25% INCREASE!

Prepared by

W&H Pacific

in association with

Kittelson & Associates



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 20, 1999

Washington County Board of Commissioners
155 North First Ave, Suite 300
Hillsboro, Oregon 97124

RE: Ordinances #535 and #537

Dear Commissioners:

We are writing to express our opposition to the above ordinances before you. As you know, the City of Portland and the Neighborhood Associations have been deeply involved in planning future development throughout the Southwest area to be incorporated into the Portland Comprehensive Plan. These ordinances seriously conflict with the vision, policies, and proposals currently under consideration.

One major concern in this undertaking has been the protection of the environment with particular attention to the headwaters of the Fanno Creek/Tualatin River watershed. Citizens throughout our area are making every effort to restore our degraded quality limited waterways to their natural, pristine condition as much as possible in accordance with the Clean Water Act and the Endangered Species Act. Ordinances #535 and #537 propose to blanket the Raleigh Hills Town Center area with vastly increased impervious services and oily asphalt pavement. Obviously, this plan prevents the natural cleansing, controlled flow of rainwater as it drains and percolates through the soil to the streambeds. Our work upstream will be to no avail if the watercourses immediately downstream are further polluted and degraded by excessive development and disregard of basic protection, preservation, and enhancement as required by law.

Another major subject of concern throughout Southwest is traffic congestion. Our streets and highways are already overburdened at present usage levels including the Beaverton-Hillsdale State Highway #10. Ordinances #535 and #537 are based on outdated assumptions flowing from a traffic study done in 1995 before the burst of development to the west. Furthermore, they also ignore the Beaverton-Hillsdale/Scholls/Oleson Road Intersection Study of 1996 that showed over 60% of vehicles crossing that corner consists of regional traffic that does not stop or shop there. Even at present levels of use, commuter traffic at this location is a nightmare and a barrier separating the surrounding neighborhoods and making access to present facilities a safety hazard.

The ordinances before you do not separate the regional and local traffic as suggested in the Intersection Study of 1996, thereby exacerbating the existing problems. The proposed town Center Plan would bring commuter traffic to a crawl through the intersection. As a result, a number of unintended, negative consequences would follow.

1. Each commuter will experience a greater delay passing through the area. Every additional minute a vehicle is operating on a highway increases the amount of pollution exhausted into the air. This is a situation where very minute counts for the multiplier effect of the thousands of cars involved twice a day.
2. The stop and go cycling experienced by each driver will cause brake pad dust to deposit on the roadway that will eventually wash into the stream beds further polluting them.

Arnold Creek • Ashcreek • Bridlemile • Collins View • Corbett-Terwilliger-Lair Hill • Crestwood
• Far Southwest • Hayhurst • Hillsdale • Homestead • Maplewood • Markham • Marshall Park
• Multnomah • South Burlingame • West Portland Park

3. Each vehicle consumes more fuel on acceleration that it does when rolling up to speed. Each and every start up from a standing stop creates additional air pollution.
4. The delay and frustration that drivers will inevitably experience at this location will set the stage for more accidents, more road rage, and more cutting thru neighborhood residential streets.
5. More stop lights and slower traffic increase air pollution. *Federal dollars cannot be spent on any development that increases air pollution.*

In view of all of the above, we urge the abandonment of the present proposals and re-consideration of the entire plan. It may very well be that this is not a suitable location for a town center. The problems outlined herein must be resolved before this or any other plan goes forward. It would be folly to proceed with a plan with so many flaws regardless of any supporting precedents. This is a problem that requires a fresh, unbiased, creative solution uniquely tailored for this situation. Start with such a plan and hold to it until any obstacles, funding or otherwise, can be addressed and resolved.

Yours truly,

Gerrine C. White, Vice Chair, Hayhurst N.A.

Don Bain, Maplewood NA Board & Transportation Rep.

Becky Vogt, Bridlemile N. A.

John E. Casper 1998 Vice Chair, Maplewood N.A.

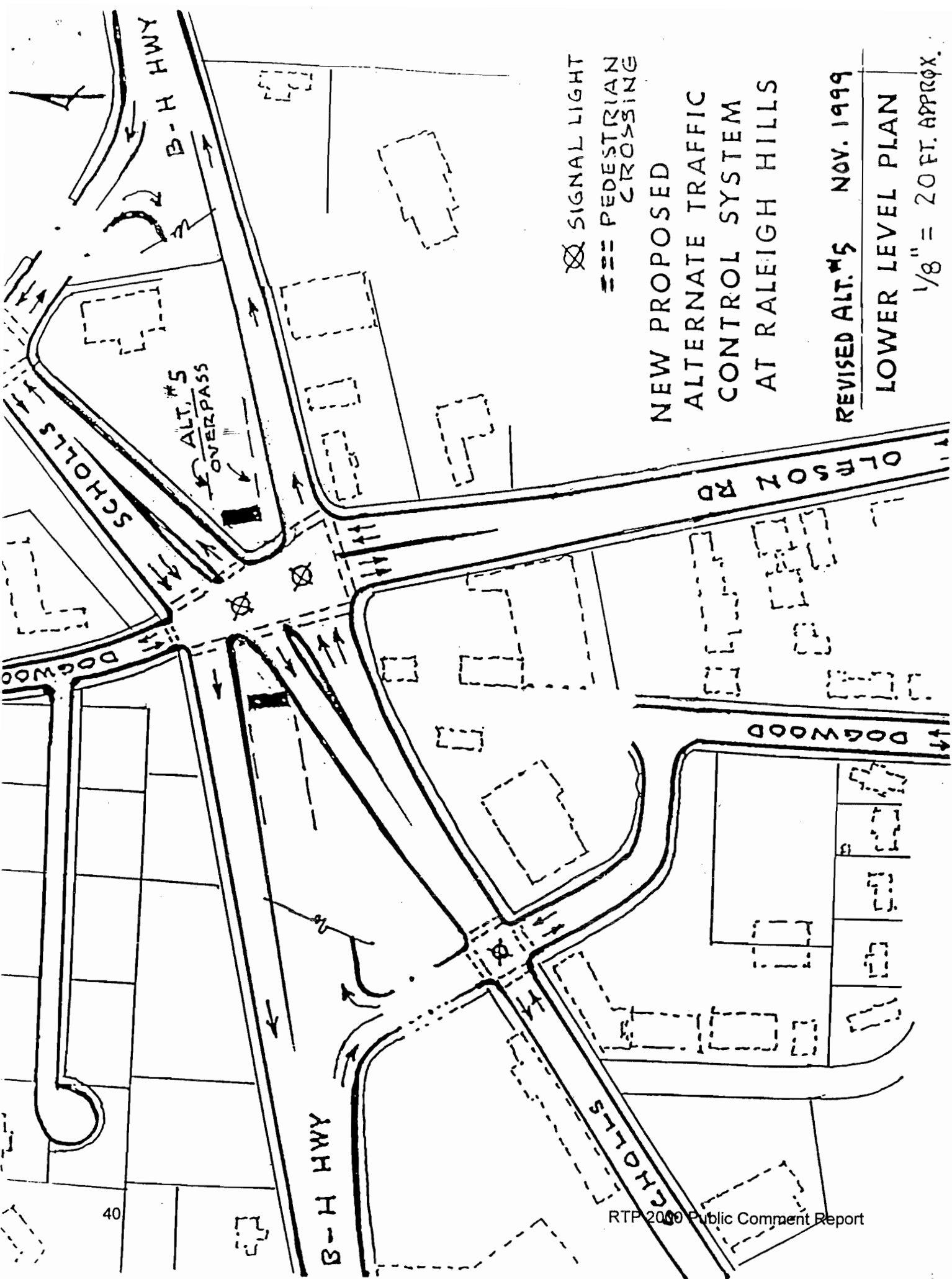
Joseph Higgins Chair Hayhurst Parks and Environment Committee.

John Liljeberg, Chair, Transportation Committee, Hayhurst N.A.

Jerry E. [unclear], Bridlemile Resident

G. Paul [unclear] H.A.

Cc: Grace Cruncian, ODOT
 Councilor David Bragdon, Dist 7 Rep
 Councilor John Kvistad, Transportation Planning
 Councilor Susan McLain, Growth Manager
 Councilor Bill Atherton, District 2 Rep
 Commissioner Charles Hales
 Vic Rhodes, PDOT Director
 Washington Co. Special Planning Commission
 Bob Bothman, Chair CPO#3



⊗ SIGNAL LIGHT
 === PEDESTRIAN CROSSING

NEW PROPOSED
 ALTERNATE TRAFFIC
 CONTROL SYSTEM
 AT RALEIGH HILLS

REVISED ALT. #5 NOV. 1999

LOWER LEVEL PLAN

1/8" = 20 FT. APPROX.



May 9, 2000

380 "A" AVENUE
POST OFFICE BOX 369
LAKE OSWEGO,
OREGON 97034
(503) 635-0213
FAX (503) 697-6594

Clackamas County Commissioners
Metro Councilors
Multnomah County Commissioners
Portland City Commissioners

Re: Willamette Shore Rail Line, this letter is one Councilor's view.

BILL KLAMMER,
MAYOR

I attended a May 3rd meeting of the Willamette Shore Rail Line Consortium. This group operates a trolley between Lake Oswego and Portland for the purpose of preserving this corridor. Substantial areas of the corridor, Dunthorpe, are easements over private property which expire if the rail is not being used. The corridor could be permanently lost if abandoned.

BOB CHIZUM,
COUNCILOR

JACK HOFFMAN,
COUNCILOR

TOM LOWREY,
COUNCILOR

CRAIG PROSSER,
COUNCILOR

KARL ROHDE,
COUNCILOR

BILL SCHOEN,
COUNCILOR

Lake Oswego's city staff provides support for the trolley operation. The City Engineer wrote a report for Minimum Maintenance \$45,000 and Recommended Maintenance \$90,000. Among the problems are wooden culverts 80 years of age which need replacement, that some rails are 90 years old, and the trestles, some labeled as poor condition, need repair. The trolley operator stated: They are on the verge of shutting the trolley down due to safety conditions; there are 16 places the trolley must slow to 5 mph for safety reasons; sometimes during the ride the trolley rocks so much from side to side they must stop it and unload the passengers until it stops rocking; there is a one inch gap between some of the rail ends; that they will use volunteer workers to do maintenance; there is poor drainage along the line. It was also reported that the trestles the rail runs over were in poor shape, but the federal grant of \$500,000 to repair them was not available for two years. This grant requires a match of \$57,000. Initially all agreed the \$90,000 maintenance program should be followed.

Someone mentioned liability should there be an accident. There was a chuckle around the table. It was pointed out that Lake Oswego shouldered the liability. The meeting quickly moved on to the next agenda item. Tri-met reported that it spends \$15,000 annually in legal fees to preserve the corridor from encroachment claims. An hour later toward the end of the meeting funding and who would provide it was discussed. This is when consortium members become somewhat reluctant to participate. After hesitation it was decided that five of the members of the consortium would each ask their governing bodies for \$9,000 for the \$45,000 minimum maintenance. It appeared even this sum was unlikely.

The above reads like the first chapter of a John Grisham novel. People who should know better giving short shrift to the safety of ordinary citizens. I have since related this tale to four attorneys, who all reacted the same, "this is a dream come true for a plaintiff's attorney". Some of the more civic minded asked "isn't the safety of your citizens always your first concern"?

Further, this \$9,000 request does not cover other necessary expenses such as: the Tri-met legal fees, the matching grant, and maintenance for future years, which will be greater because of the neglect caused by the minimum maintenance being done now.

Throughout the meeting Vic Rhodes, of Portland, asked if rail of any kind was viable in this corridor. No attempt was ever made to answer his question. Ridership is 9,000 passengers a year which averages 25 a day. The benefit of the trolley seems slight, and in the face of the potential huge liability and continual annual expenses it doesn't seem worth it.

The corridor, however, is well worth preserving and to do so the rail should be converted to a trail using the rails to trails federal legislation designed for this purpose. Many more people would use a pedestrian pathway for walking, jogging, biking, or just strolling. The conversion would still preserve the corridor for future rail use should that become feasible at some future time. While there may be substantial initial cost to convert in the long run much money would be saved because a pathway is much less expensive to maintain.

Thank you


Tom Lowrey, Lake Oswego City Councilor



METRO

May 3, 2000

To: Andy Cotugno, Transportation Director
Richard Brandman, Transportation Planning Director

From: Sharon Kelly, Transportation Planning Supervisor

Re: Summary of Budget issues on the Willamette Shore Line Right-of-Way Agenda

The purpose of this memorandum is to summarize and total the budget needs of the various identified work tasks related to the Willamette Shore Line right-of-way that are on the May 3, 2000 agenda. This summary compiles the proposed budget numbers from the various scopes of work that have been completed by the member jurisdictions and agencies of the Consortium. It identifies the total funds that would be necessary over the next 5 years to accomplish all of the work outlined in the scopes of work.

<u>Task</u>	<u>5-year budget need</u>	
1. Ongoing operations and maintenance of the line	\$45,625 - \$89,200	$\times 5 = \$446,000$
2. Right-of-way protection and enforcement	\$64,383	54,383
3. Trestle engineering and repair	\$550,000	550,000
4. Pedestrian/bicycle feasibility study	\$75,000 - \$100,000	100,000
5. Rail transit feasibility study	\$250,000 - \$350,000	350,000
<u>Total</u>	<u>\$985,008 - \$1,153,583</u>	$\leftarrow \$1,510,383$
<u>Flexible Funds (committed)</u>	<u>-\$500,000</u>	\uparrow
<u>Unfunded Gap</u>	<u>\$485,008 - \$653,583</u>	$\leftarrow 1,010,383$
Or	\$97,000 - \$130,717 per year	\uparrow

I:\trans\hct\Willamette Shore Line\budget needs summary.doc

Corrected
To include
5 years of
maintenance



MEMORANDUM

City of Beaverton
Engineering Department

RECEIVED
MAY 15 2000

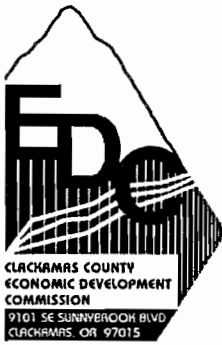
BY:.....

To: Kim White
From: Margaret Middleton *M Middleton*
Date: May 10, 2000
Subject: *Legal Refinements RTP Supplemental Revision Comments*

Thank you for the opportunity to comment on the latest revisions to the RTP. We have the following comments:

1. There are several places in the Legal Refinements document that still refer to the Strategic (e.g., Page 15 #2 and #3 proposed revisions), and the April 27 RTP Project List. The legal refinement document and all RTP appendices and project lists will need to be revised accordingly.
2. Section 6.4.7 on page 21: The sentence before the first bullet is confusing. We suggest new language: "Jurisdictions may adopt alternative standards that allow less vehicle delay than the minimum LOS established in Table 1.2. However, the alternative standards must not: ..."
3. Section 6.4.9 on page 23: In the last sentence of the first paragraph, "three options" should be "four options".
4. Section 6.4.10 on page 24: This section was extensively discussed in house and we feel strongly that the amendments in subsection #1 are unnecessary. Local jurisdictions are already complying with the TPR. The proposed language would establish standards that are difficult to interpret for a specific site and which allow no flexibility to contend with other requirements such as steep grades, wetlands, etc. The amendments to subsection #1 should be deleted.
5. Section 6.8.12 on page 29 #5., first word in the sentence should be "assess".
6. Section 6.8.12 first paragraph on page 30: In the second sentence, how can income be 150% below the poverty level?
7. Glossary on page 31: Posted speed definition should reference to ORS 811.105 and 811.123. Local codes do not set posted speeds in Oregon.

Please feel free to call me if you have any questions or concerns about these comments.



May 19, 2000

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

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

RE: Letter of support for the timely identification and implementation of a South Corridor project

Dear Mr. Burton and Mr. Bragdon:

The Clackamas County Economic Development Commission strongly supports transportation improvements in the South Corridor. The South Corridor Transit Study is an important step in identifying the alternatives for addressing the increasing congestion problems and accommodating the increasing demands on the existing system.

The McLoughlin Blvd/Highway 224 corridor is a vital commuter link and freight connection between Clackamas County and Portland. This corridor is currently over capacity during peak travel times and is projected to become even more congested in the future.

- ❖ By 2015, an estimated 52,000 new households and 80,000 new jobs are expected to locate in the Clackamas County portion of the corridor.
- ❖ By 2015, 60,000 new jobs are expected to be located in downtown Portland.

- ❖ This new population and employment growth is anticipated to result in a 56% increase in vehicle miles traveled in the corridor by the year 2020.
- ❖ This increase in travel demand will ensure even more congestion and increased travel times for commuters, freight and transit in the future.

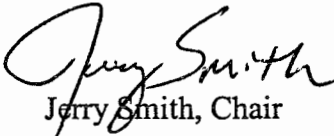
The Clackamas County Economic Development Commission appreciates the fact that our regional partners have recognized that this critical corridor needs additional capacity improvements and have agreed to conduct a study to find a solution. It is essential that the South Corridor Transportation Alternatives Study identify a capacity improvement project that we can all agree on in time to secure federal funding in the next federal transportation authorization cycle.

Of the number of transportation alternatives presently under consideration our preference at this time is for a capacity improvement project that would facilitate the uncongested movement of buses and carpools in this corridor.

We understand that LRT, as currently proposed in the Regional Transportation Plan, remains the long-term transit solution in the McLoughlin/Highway 224 corridor. For that reason, we feel that any new improvements built in this corridor should address immediate capacity issues in the near term and accommodate the potential for light rail in the future. We strongly feel that establishing high quality transit service in the South Corridor now will help build a transit-oriented market needed to sustain other future transit operations.

Additionally, the South Corridor needs immediate capacity improvements that are affordable within our existing transportation resources that augment all surface transportation modes.

Sincerely,



Jerry Smith, Chair

cc:

Senator Ron Wyden

Senator Gordon Smith

Congresswoman Darlene Hooley

Congressman Earl Blumenauer

Board of County Commissioners

METRO Advisory Groups on the South Transit Corridor Study.

North Clackamas Chamber of Commerce

City Managers for City of Milwaukie, City of Oregon City, and City of Gladstone

Ross Roberts, South Corridor Project Manager, Metro



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301
503-399-5749
FAX: 503-399-5838

RECEIVED
MAY 24 2000

BY:

May 23, 2000
IN REPLY REFER TO

HPL-OR
724.41

Mike Hogland
Transportation Director
Metro
600 NE Grand Avenue
Portland, Oregon 97232

RE: Comments on Metro Regional Transportation Plan Update

Dear Mr. Hogland:

I am pleased that your update of the Metro Regional Transportation Plan (RTP) is finally nearing completion. As you know better than I, the process has been long and involved and was greatly complicated by the need to not only meet federal transportation planning requirements but also many other state and local needs. However, I am concerned that, as it is currently formatted, the RTP may not meet federal transportation planning regulations.

Given the complexity of the region and the constraints that you have been working under, I have supported Metro's approach whereby you have identified and evaluated several "layers" in developing the draft RTP. Each layer has a slightly different purpose which I understand to be as follows:

- The "**Existing Resource System**" represents an example of what might be implemented with no new sources or major increases in revenues. It provides a benchmark against which the performance of other scenarios can be compared but does not represent a policy statement of how Metro would like to see the region's transportation system grow. It defines what might happen with a "do nothing different" approach but does not meet the region's 20-year needs.
- The "**Preferred System**" is the largest of the four layers. Though not totally unconstrained by cost, it represents a system of projects and programs that would likely meet the region's 20-year needs. A full chapter is devoted to this scenario which I perceive as a valuable guiding vision but not a goal which Metro sees as fully attainable.
- The "**Financially Constrained System**" represents the system that could likely be implemented assuming that reasonable revenue increases become available, as defined by the federal planning regulations. *This system defines the full extent of the federally recognized RTP and provides the basis for all required federal actions* such as regional air quality conformity findings, transportation improvement program approvals, NEPA actions, etc..

- The "Strategic System" is a layer between the "preferred" and "fiscally constrained" systems. It represents Metro's vision of the minimum set of actions needed to keep pace with growth in the region and meet the state Transportation Planning Rule (TPR) definition of an adequate system. This scenario would require major increases in transportation funding to accomplish. While it goes substantially beyond what can be supported under the federal definition of a fiscally constrained system, it is still viewed by the region as achievable if extraordinary efforts are used to secure new revenues. It is my understanding that, even though the strategic system does not meet the federal fiscal constraint definition, it would likely meet the TPR fiscal requirements.

There is general consistency between this layered approach and federal planning requirements. Although TEA-21 requires that your adopted long-range plan be fiscally constrained, it still allows *additional* "illustrative projects" to be identified. These illustrative projects represent what the region would likely add to your RTP and Transportation Improvement Program (TIP) if reasonable *additional* resources beyond those identified in your financial plan were available. Essentially, illustrative projects represent the differences between your fiscally constrained RTP and TIP and the projects and programs in your strategic system. Advancing illustrative projects would require future actions by Metro, ODOT and the Secretary of Transportation.

The primary problem that I see with the format of your draft RTP is that it does not clearly define which projects and programs will be included in the officially adopted plan and which have been identified as future additions (i.e. illustrative projects). Full chapters are devoted to describing the "preferred" and "strategic" systems however the still undefined fiscally constrained system will be an appendix. Thus, when one reads the document, it appears that the strategic system defines the RTP. This can be very confusing to the general public and does not meet federal planning regulations.

As noted before, for all federal purposes, the fiscally constrained system defines the full extent of your RTP. While additional illustrative projects are allowed and encouraged, they must be clearly identified as such until the resources needed to support them can be reasonably identified.

Sincerely,



Fred Patron
Senior Transportation Planner

cc:

ODOT Region1 (Dave Williams)
FTA Region 10 (Helen Knoll)



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

RECEIVED

BY:.....

MAY 24, 2000

PUBLIC WORKS DEPARTMENT

Department Management

Environmental Services

Equipment Maintenance

Mapping Services

Streets Division

Wastewater Services

Water Division

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

RE: DELETION OF MARINE DRIVE EXTENSION PROJECT

Dear Andy:

Metro's Regional Transportation Plan contains a project (new ID# 2076) entitled "Marine Drive Extension". It envisioned an extension of Marine Drive southward from the southern Frontage Road to Halsey Street.

At its regular meeting on May 23rd, the Troutdale City Council discussed the adverse impacts such a project would have on the current and future residential areas south of Halsey Street and on the potential increase in traffic on 257th Avenue. For those reasons, the Council indicated its lack of support for the project and voted to request that it be deleted from the County's Capital Improvement Plan and Metro's Regional Transportation Plan.

Please accept this letter as the City's request that Metro remove the Marine Drive Extension project from the Regional Transportation Plan.

Sincerely,

CITY OF TROUTDALE

James E. Galloway
Public Works Director

CAPWMAY00

JUN 5 2000

June 1, 2000

To Whom it Must Concern,

This is all about protecting our region. Right? Well, if that's the case, which I doubt. But I give my opinion anyway. We should begin, gradually, a little at a time, making the automobile secondary in the city. NOT First!

I do not own a car, I walk or use public transportation exclusively. Believe me! Now this is where you listen.

Buses and Max should not wait for autos to pass in front of them. This is almost the

22nd Century. There is technology, technology in traffic management. Bus comes.

after loading passengers the light changes "for the bus."

Not ready to go, lights, light changes. Pedestrians, bicycles, public transportation should always get the right of way. Always under all circumstances.

Some stoplights in this town are absurdly long. As a pedestrian, I wait and wait. On a bus or Mof, we wait and wait.

If we are going to "protect our region" then we must make the privately owned

Vehicles a thing of the past.
They are foul smelling, noisy,
ugly and dangerous. Why
in a rational society
should a person be allowed
to tool around their city in
a vehicle meant for 12.

Can we take profit margins
out of what pollutes and destroys.
Can we plan and design a
"Regional Transportation Plan"
at all.

Thank you for your time and
good luck.

Sincerely,
Penny Roth



Ms. Margaret Roth
761 SW Vista Ave.
Portland, OR 97205



5-29-00

JUN 01 2000

To: Marci LaBerge
Subject: 1999 Regional Transportation Plan Feedback
Ref: RTP Comment period, May5-June29

I appreciate the opportunity to submit my comments to this plan even though after reviewing the document and appendix I'll have to admit to being somewhat overwhelmed at its complexity. In summary, my impression is that we are in a mode that imits activity to solve transportation problems to studies, studies, and studies. We have known about the need for a third Columbia River Bridge for years. Building the bridge, underwritten by tolls, can't be all that complicated. When the head of the Boeing Commercial Airplane Division wasn't getting the job done, he was fired. I don't see any transportation officials losing their job. Toll roads in the McMinnville-Portland corridor have been talked about and authorized; why aren't they being built?

Now for some specifics:

RTP No. 2088-Marine Drive has been a neglected roadway for way too long. It handles increasing truck traffic of all kinds-all on a narrow, winding, and no-shoulder roadway. It was never intended to handle the current load. Certainly the 122nd intersection should be improved immediately.

RTP 2111-This \$2.4 mil. Project calls for complete reconstruction of 207th Ave. between N. E. Halsey and Glisan. This is an almost brand new roadway. What possible work is this?

RTP 2041/2042-Millions of dollars have been spent on providing a 5-lane roadway from I84 to Division St. At that point the roadway turns into a narrow, no-shoulder, deep ditch communi ty street. There two RTP's extend 257thAve from Division St. to Hy. 26

During the Mt. Hood parkway project reviews (over many years and thousands of dollars expenditure) a major issue was made that the limited north-south arterials were approaching gridlock. For some strange reason this extension has been languishing on Multnomah County priority for years. Commercial trucks are increasingly using this route for I-84 to Hy. 26 access having to backtrack to Hogan Rd. at Stark St. or Division. This makes no sense at all.

RTP 2001-This \$24 mil.project has to be the most ill advised project on the total appendix list. In addition to the high cost and limited value, this project includes a new major interchange at I-84 **LOCATED BETWEEN** the New I-84 interchange at Wood Village and the U.P> railroad underpass-a distance of approximately 6 miles. In the meantime Multnomah Couny property is being held in reserve for thhis possible misguided project and kept off tax roll from private development.

Front St./Naito Parkway, Project 1053-As Street representing Portland's front door, the condition of the thoroughfare is outrageous. Extremely rough, always standing water wehn it rains; we ought to be ashamed.

Commuter Rail-This transportation needs to be higher on the priority list. A demonstration project on the Tualitin-Hillsboro route could be up and running with the appropriate leadership.

Use of "safety corridor" designation

There is a strange inconsistency in posting a roadway as a "Safety Corridor". Hwy. 26 east of Sandy is posted with an explanatory sign that spells out the significance of a "Safety Corridor." For example, "Fines Double." Other areas (Marine Drive) are just Posted "Safty Corridor" without any explanation. For the sake of uniformityand common sense there should be a clarifying message.

Out-dated RTP's-It is noted several RTP, s listed in the appendix are already completed, some in 1999 and still show 2000-2005 projects. For example RTP 2111 noted earlier.

Lastly, Public Education

All involved agencies need to combine efforts to produce a coordinated program to informthe public on all aspects of the transportation problem. Don't leave it to the special interests to get the job done. (Trucking industry, for example, inthe last gas tax bill defeat.) Not one agency highlighted the fact, as portrayed on P4-4 of the study, that Oregonians paid less auto taxes

than any other of the Western States. There needs to be a combined, informative program to offset the free-ride element of the public who want a highway/transportation system for nothing.
Sincerely,

W. J. Chalmers

D. CHALMERS
1615 NE 201ST
FAIRVIEW, OR 97024-9716

503/665-2493

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

RECEIVED

BY:.....

June 8, 2000

Tom Kloster
Metro Transportation
600 NE Grand Ave.
Portland, OR 97232-2736

RE: RTP

Thanks for the opportunity to review the Final Draft of the RTP.

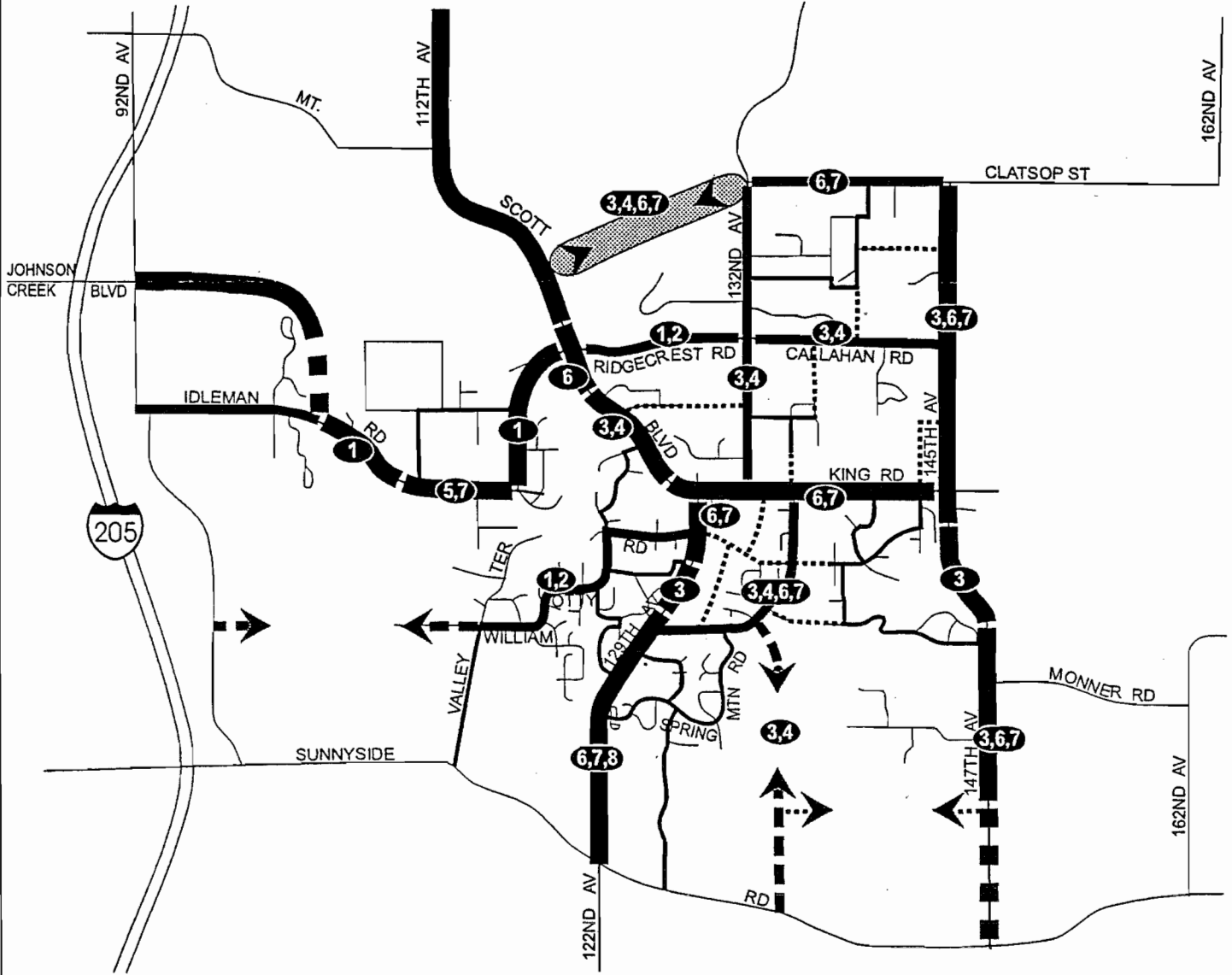
The Happy Valley TSP, adopted December 98, included a proposed "Collector Study Area" between the intersection of SE Clatsop and SE 132nd Ave to SE Mt. Scott Blvd. The reason we didn't actually show this as a collector in our plan was because it is inside the city limits of Portland. However, we did spend some time studying this segment and concluded this is a workable solution to diverting traffic from SE Ridgecrest which is a local street functioning as a substandard collector.

Please call if you have any questions.

Sincerely,

Jim Crumley
Community Development Director

Attch: 1



Note: Future roadways shown represent connections only, not specific alignments.

Ridgecrest classification is interim only. Ultimately, Ridgecrest is proposed as a Neighborhood Street.

LEGEND		
Existing	Future	
		- Minor Arterial
		- Collector
		- Neighborhood
		- Collector Study Area
		- Street Cross-Section Reference
		- Arrows Symbolize Connection (Specific Alignment to be Determined)

**Figure 2
PROPOSED MOTOR VEHICLE
FUNCTIONAL CLASSIFICATION**



RECEIVED
JUN 13 2000

WASHINGTON COUNTY
OREGON

BY:.....

June 12, 2000

To: Tom Kloster, RTP Project Manager
Metro

From: Andy Back *Andy B.*
Principal Planner

Subject: RTP Comments

The following comments pertain to system maps contained in the Dec. 16 draft RTP, May 15 Supplemental Revisions and the May 15 Appendix.

System and Other Maps

1. Figure 1.4 Regional Street Design System - The specific land use and transportation plans for the regional and town centers have determined or will determine the specific locations for the boulevards. We would hope that if there is conflict between specific planning activities for the centers and Figure 1.4, the specific planning activity would govern, and an RTP amendment would not be necessary. We request that the RTP include specific language addressing this concern.
2. Figure 1.12 Regional Motor Vehicle System – We remain unclear about the designation of certain “collectors of regional significance”. Some that are on the map, seem like they shouldn’t be on the map ...and some that aren’t on the map, seem like they should be on the map. For example:
 - Germantown Road – Like it or not, more and more people use this route traveling between Portland/Vancouver and Washington County. It should probably be on the map.
 - 143rd/Kaiser between Cornell and the Bethany town center – This road carries more than 10,000 trips/day and should probably be included.
 - 143rd south of Cornell – Since it has been removed from the project list, this one should probably be taken off.
 - Laidlaw between 170th/W. Union and the Bethany town center – This link has relatively high traffic volumes and links the town center.

- 198th between Farmington and Baseline – High traffic volumes.
 - Barrows Road south of Scholls Ferry – High traffic volumes.
 - Kinnaman between 209th and Farmington – High traffic volumes.
 - Springville between 185th and PCC – High traffic volumes.
 - Vermont east of Oleson – High traffic volumes.
 - Oak Street west of 170th - This is currently a low volume minor collector road. Since the county is moving the Aloha town center to 185th and TV Hwy., the need to have a minor arterial linking to Farmington/185th is reduced. At a minimum, the arterial designation should be removed.
3. Figure 1.16 Regional Public Transportation System – Delete the regional bus on Walker east of Cedar Hills Boulevard. Given the location of transit centers, it is very unlikely that regional bus service would ever be provided on this segment. For example, once a bus heading eastbound on Walker reached Cedar Hills Boulevard, it would either head to the Beaverton Transit Center or the Sunset Transit Center (either way, it's very doubtful it would continue on Walker).
 4. Figure 1.18 Regional Pedestrian System – Delete the segment of Walker east of Cedar Hills Boulevard.
 5. Figure 3.2 Existing and Planned Regional Bikeways - This map under-represents funded bikeway improvements in Washington County. First of all, it's not clear why only funded facilities are defined as bicycle lanes and paths in the legend while all other elements of the legend are bikeways. For mapping consistency all elements of the legend should probably be defined as bikeways. If this is acceptable, then many of the bikeway improvements funded under MSTIP3 (we don't know until project development if they will be bikeways or bikelanes) need to be reflected as funded on the map.
 6. Figure 3.4 Existing and Proposed Transportation Management Associations - It's Westside not Western Transportation Alliance. Both the Westside Transportation Alliance and the Tualatin TMA received MTIP funding for 2000-03, but this is not reflected on the map.

Supplemental Revisions

1. Page 19 – Double underlined paragraphs 2 and 3 are confusing. First double underlined paragraph under 2.5 seriously understates impact of no build and overstates impact of strategic system improvements (if you agree that “addresses needs” is different than providing an “adequate system” and means achieving LOS standards).
2. Page 28, third bullet - Priority System is defined here as “adequate for state, regional and local travel needs, including the needs of disadvantaged movement of goods and protection of farm and forest within rural reserves.” That’s a lot ... “local needs” should be taken out and only regional portion of “disadvantaged and movement of goods” should be credited to priority system. Bottom line, there are a lot of non-regional needs out there that are not addressed in the RTP.
3. Page 28, second paragraph under 0035 - The first sentence now reads: “For the purpose of complying with this requirement, the Priority system in Chapter 5 of the RTP establishes transportation needs relevant to the Metro Area.” This seems to contradict statements in other parts of the RTP that establish the Preferred system as the system that is established to meet needs. Is this a typographical error or is Metro fundamentally changing the rules of the game at the last moment?
4. Page 35, first full paragraph - This says that the RTP addresses all congestion that is of “regional significance” and that the Priority System and refinement plans together address all congestion that matters to the region. The implication here is that remaining congestion problems are purely local issues and appropriately dealt with through local TSPs. We believe that this over-simplifies, and at least by implication conveys that the RTP completes the regional job. We suggest revising the statement to convey that “the Priority System addresses most congestion..., that refinement plans may reveal other issues or problems that are appropriately dealt with at the regional level...as may local TSP work.”
5. Page 42, 6.8.12 – Section title mentions “Reverse Commute” which isn’t mentioned anywhere else in the text. Uncertain how this pertains to section.

Appendix

1. Project #3002 - If this is the project from the ODOT Bonding list, it should have a cost of \$21 million.

2. Project #3006 - Shouldn't this be shown as being on Financially Constrained List?
3. Project #3008 - Description is missing. Should be Hwy. 26: Hwy. 217 to Murray - Widen to 6 lanes with Barnes on-ramp. On all systems with cost of \$24 million and program year of 2000-2005.
4. Project #3009 - Incomplete description. Should read "Murray to 185th".
5. Project #3069 - Cost is \$8 million.
6. Project #3175 - This project really should be on the Priority (Strategic) System and if possible the Financially Constrained system.
7. Project #3182 – Change project location from 143rd to Saltzman to 143rd to Dale with cost of \$6 million.
8. Project #6000 - Show as Preferred if it's already on the Priority system.
9. Add project - Tualatin-Sherwood Connector MIS. Should be on Preferred and Priority System with cost of \$2 million in 2000-2005.
10. Add project - 170th: Blanton to Farmington - Widen to 5 lanes with bikeways and sidewalks. Add to Preferred system with cost of \$8 million in 2011-20 time period.

June 13, 2000

Mike Burton, Executive Officer
David Bragdon, Presiding Officer
Councilors Ed Washington, Susan McClain, Rod Monroe,
Rod Park, Bill Atherton, Jon Kvistad
Metro
600 NE Grand Ave.
Portland, Oregon 97232

Mr. Burton and Councilors,

I am writing on behalf of the Audubon Society of Portland and the Natural Resources Working Group of the Coalition For A Livable Future concerning the update of Regional Transportation Plan (RTP), specifically the *Regional Bike and Pedestrian components*. We urge you to add in the following trails to the RTP as essential elements of the regional trail system. While our primary focus is the protection and restoration of fish and wildlife habitat, a critical element of the Greenspaces Master Plan is the creation of an interconnected regional trail system that provides access to the region's growing Greenspace system. We believe strongly that such a system is an essential element of the region's parks and Greenspaces system. Additionally, these trails also provide important commuter connections that contribute to the region's alternative transit system.

Fanno Creek Greenway Trail: This 11-mile bike-pedestrian path that will one day connect the Willamette River Greenway from Willamette Park in Portland to the Tualatin River via the Fanno Creek Greenway is a project the Audubon Society of Portland is involved with planning with Metro parks and Greenspaces, the 40-Mile Loop Land Trust and local jurisdictions. When complete, numerous parks and Greenspaces will be connected by the trail.

N. Willamette River Greenway Trail – This seven-mile greenway and trail corridor along the east bank of the Willamette River from the St. Johns Bridge to the Steel Bridge is a critical link on the east bank of the Willamette River where the Willamette Greenway is significantly more discontinuous today than the west side. There is great interest among North Portland neighborhoods for such a trail.

I-84 Banfield Trail – This five-mile corridor trail would extend from the Willamette River and Eastbank Esplanade Trail to the I-205 bike lanes. It would connect thousands of northeast and southeast Portland residents and commuters with the Willamette River Greenway and the north-

south I-205 bike path. Additionally, MAX lines and the future AirMax would be connected to the trail. The trail currently exists east of NE 122nd and continues to NE 181st. The eastern terminus of the Banfield trail would link up to the future Gresham to Fairview Trails.

We feel strongly that these corridors are critical to the completion of a truly regional bike and pedestrian system. They also provide many opportunities for people to get out of their cars to reach parks, recreational facilities, schools, stores and other locations.

Sincerely,

Mike Houck,
Urban Naturalist, Audubon Society of Portland and
Chair, Natural Resources Working Group
Coalition For A Livable Future



CITY OF
PORTLAND
 OFFICE OF
TRANSPORTATION

Charlie Hales, Commissioner
 1120 S.W. 5th Avenue, Suite 800
 Portland, Oregon 97204-1914
 (503) 823-5185
 FAX (503) 823-7576 or 823-7371
 TDD 823-6868

Victor F. Rhodes
 Director

Eileen Argentina
 Information Technology

Elsa Coleman
 Finance

Steve Dotterer
 Planning

Jeanne Nyquist
 Maintenance


Toby Widmer
 System Management

Brant Williams
 Engineering & Development

June 14, 2000

MEMORANDUM

TO: Tom Kloster, Meto

FROM: John Gillam, City of Portland 

SUBJECT: Proposed RTP Discussion Items for TPAC and Recommended Amendments

Please consider the following items for discussion by TPAC for potential RTP amendments as part of the 45-day comment period.

1. RTP and Goal 5 Compliance
 - We are aware that the new ESA requirements are likely to have a significant impact on transportation plans and projects. Clarification is requested concerning the definition of "Regionally Significant Transportation Facilities" being discussed as a potential element of the draft Regional Safe Harbor Matrix. What does Safe Harbor mean, and who will make the determination? It is our understanding that it will take all of the facilities in the RTP to create a complete and operable transportation system. What is the implication for a plan or project not listed on the Safe Harbor Matrix.

2. Street Connectivity Standards
 - Clarification is requested concerning specific language changes that have occurred between initial Title 6 text and the Resolution Draft RTP concerning the required spacing of street connections and bicycle/pedestrian connections. Would bicycle/pedestrian connections always be required at 330' intervals overlaying a network of streets with 530' intervals, or in some cases could a well-connected local street grid meet connectivity objectives without the addition of the bicycle/pedestrian connections?
 - Clarification is requested concerning narrow street design alternatives that may be considered in developed areas. In some cases and in some settings a woonerf or urban lane approach where vehicles and pedestrians mix in a traffic-calmed environment may be appropriate. Also, in some cases a roadside swales may be an appropriate drainage solution that may require varying or wider than standard local street right-of-ways.

3. The following changes are requested to the Public Transportation Map in the RTP.
 - N Graham between Interstate and Williams: Delete as a Regional Bus. Service on this street would be duplicative of proposed service on N Russell.

- N/NE Columbia: Show Regional Bus designation between 21st and 47th rather than 33rd to 47th to reflect existing service.
- SE 26th/SE 28th: Change alignment to SE 26th between Division and Gladstone, SE Gladstone between SE 26th and 28th, and SE 28th between Gladstone and Woodstock to reflect existing and planned transit service.
- SE 20th/SE 21st: Show SE 20th between Sandy and Division and SE 21st between Division and Powell as Regional Bus to reflect Tri-Met's planned service.
- NE 102nd: Show 102nd between Glisan and Sandy as a Rapid Bus. Tri-Met will use this street segment between Gateway and Parkrose instead of I-205 to provide Rapid Bus service.
- SE Holgate: Extend Regional Bus designation on Holgate to 122nd to reflect existing service.
- SE Harold: Extend Regional Bus designation on Harold to 122nd to reflect existing service.
- SE 111th: Delete as Regional Bus. The service on Holgate and Harold use 136th as turn arounds for the # 17 and 10 routes, not 111th.
- I-5: Show transit designation on I-5, since bus service (and HOV lanes in north I-5) is currently running and is likely to continue. Portland classifies I-5 as a Regional Transitway.
- SW Salmon: Change SW Salmon from transit mall to SW 1st to Frequent Bus to match designation west of transit mall. Also, connection from SW Salmon at SW 1st to the Hawthorne Bridge as Frequent Bus.
- SW Terwilliger: Add Regional Bus designation to Terwilliger from Taylors Ferry to Barbur to reflect existing service. This segment is currently classified as a Major City Transit Street; the city is considering lowering the classification to a Transit Access Street but feel it should have service above Community Bus.
- Transit stop locations: Delete transit stop at SW College and 9th (approximate). This stop is not needed because the Central City Streetcar alignment has changed.
- Central City Streetcar: Revise Central City insert to reflect currently planned alignment using Mill between 6th and 10th Avenue, Market between 5th and 10th Avenue, 5th between Market and Montgomery and a NW-SE diagonal line between 6th/Mill intersection and 5th/Montgomery intersection.

- Macadam Corridor Frequent Bus: Distinguish on the map that Macadam Avenue extends between Downtown and Lake Oswego as Frequent Bus. This line is clear on the Central City insert map but seems to disappear on the regional map.
- Macadam Corridor Commuter Rail: The potential commuter rail line should indicate alternative alignments, one using the current Willamette Shore alignment, the other using the adopted rail corridor alignment in the Johns Landing Master Plan. Depending on the vehicle type, one alignment may be more appropriate over the other. This could also be clarified in the RTP text in the Specific Corridor Refinements section of Chapter 6 (discussing Macadam/Highway 43).

Thanks for your consideration of these clarification requests and recommended amendments. If you have any questions, please call me at 823-7707.

June 14, 2000

RECEIVED
JUN 15 2000

BY:.....

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



Reference: **Regional Transportation Plan (RTP)**

Mr. Gray:

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

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

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

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

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

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

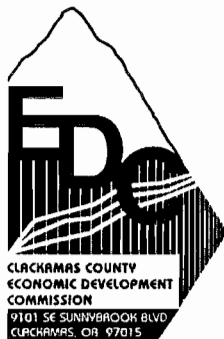
Thank you again for the opportunity to participate in the development of the RTP. If you have questions, please call me at 639-4171 ext.336.

Sincerely,



Laurie Nicholson
Associate Planner

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



RECEIVED
JUN 19 2000

BY:.....

RECEIVED
JUN 19 2000

June 15, 2000

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

RE: Adoption of the Regional Transportation Plan

Dear Officers Burton and Bragdon:

The Clackamas County Economic Development Commission (EDC) has had the opportunity to review the Regional Transportation Plan (RTP). While we feel that all of the transportation improvement projects identified in the RTP are important, the EDC would like to go on record as specifically supporting the construction of the Sunrise Corridor Project and the addition of new capacity improvements to I-205. The Sunrise Corridor is needed to alleviate existing safety and congestion problems in the Clackamas Industrial area and provide a more direct connection to US 26. I-205 serves as a major freight route that ties Clackamas County to the rest of the region. Both of these facilities are critical to the County's continued economic growth.

For some time now the EDC has been concerned about the availability of industrial lands in Clackamas County and the resulting impact on the County's transportation system. The current lack of "job producing" industrial lands in Clackamas County has resulted in an unacceptable jobs housing imbalance. This jobs housing imbalance has resulted in more than 60% of the County's work force finding it necessary to travel outside of the County to find employment. This lopsided commuting pattern increases the number of vehicle miles traveled by County residents and is straining the capacity of the I-205 and McLoughlin Blvd. / Hwy 224 Corridors.

The primary focus of the Clackamas County Economic Development Commission's 2000-01 work program is simple: jobs, jobs, jobs! The EDC is in the process of identifying suitable industrial sites throughout the County with the hope that more employment lands can be identified soon.

We applaud Metro for recent amendments to the RTP which now better recognize the current jobs/housing imbalance in Clackamas County. However, we feel that unless and until the urban growth boundary in Clackamas County is expanded to provide more industrial land and jobs, that the regional land use and transportation plans will not function adequately in the future.

We recommend that the Clackamas County Board of County Commissioners continue to work with Metro to resolve jobs/housing balance issues.

Sincerely,

68 Jerry Smith, Chair
JS:tp

RTP 2000 Public Comment Report



CITY OF TUALATIN

PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000
TDD 692-0574

June 15, 2000

Kim White
Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

VIA FAX: 797-1794

Thank you for the opportunity to comment on RTP. Tualatin appreciates the monumental effort of Metro, the counties, cities, ODOT, Tri Met, and others to get to this point. Unfortunately, with the current funding situation for Transportation Improvements, the hard work is probably still ahead of us. Growth will not stop, the transportation systems will get older and need more maintenance each year, and the funding issue will become a higher priority with a larger price tag each year to maintain livability of the area. Improvements will take even more effort.

The City of Tualatin is at a major transportation crossroads in the region. The City of Tualatin is surrounded; I-5, I-205, 99W, all major statewide facilities. The proposed I-5-99W connector is a critical link to move through-traffic out of the Tualatin town center and Sherwood town center. The City of Tualatin supports this project and will work with Metro and ODOT to see that it is completed as soon as possible.

The major State facilities in the Tualatin area, I-5, I-205, and 99W, are all expected to have severe congestion problems by the year 2020. No apparent solutions are proposed in the RTP. Not having the I-5-99W connector will only add to these problems.

Project 6005 indicates a \$250,000,000 project in 2006-2010 to implement the Tualatin-Sherwood connector. We request that \$5,000,000 of Project 6005 be added to the priority project list in 2000-2005 for Major Investment Studies and Environmental work.

LOCATED AT: 18880 SW Martinazzi Avenue

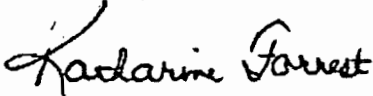
Metro
June 15, 2000
Page 2

The RTP indicates that with I-5/99W connector, commuter rail budgeted projects, and improved connectivity and mode split the Tualatin town center still has segments of Boones Ferry Road and Martinazzi that do not meet proposed level of service standards in RTP. Tualatin is working on its TSP and expects to have some solutions or decisions on these areas as part of that process. Tualatin requests the Tualatin town center be designated area of special concern until the issues of level of service in the town center are resolved.

It appears all existing and proposed Tualatin River crossings, I-5, Boones Ferry Road, and Hall Boulevard all are over capacity. Tualatin suggests that the Tualatin River crossing at 65th be moved to the strategic plan the 2011-2020 time frame.

Thank you for the opportunity to comment.

Sincerely,



Katharine Forrest
Councilmember



Michael A. McKillip
City Engineer

m:/mck/Metro Letter
c: Andy Back, Wash. Co. DLUT

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

RECEIVED
JUN 23 2000

BY
City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

June 20, 2000

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



RE: Adoption of the Regional Transportation Plan

Dear Gentlemen:

The City of Happy Valley has followed with great interest the formulation of the Regional Transportation Plan (RTP). We have appreciated the many opportunities afforded local jurisdictions to participate in the development of this plan.

The City of Happy Valley ascribes to the fundamental tenets of the plan relating land use and transportation, reducing vehicle miles traveled, and increasing air quality. Toward that end, we want to expressly voice our support for the construction of the "Sunrise Corridor". Without this vital transportation link it will be extremely difficult to move forward with our objectives of providing greater opportunities for employment in north Clackamas County.

You can count on our continued support and participation in reaching regional objectives.

Sincerely,

Eugene Grant, Mayor

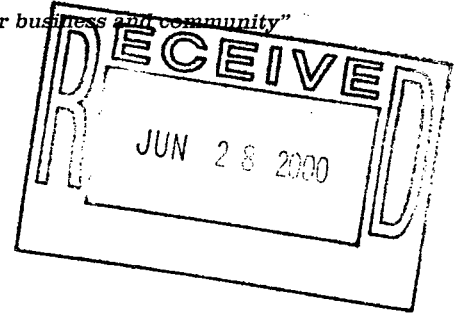


North Clackamas County Chamber of Commerce

Mission Statement: "Provide responsible leadership and innovative resources for business and community"

June 22, 2000

Mike Burton, Executive Officer
David Bragdon, Presiding Officer
METRO
600 NE Grand Avenue
Portland OR 97232



RE: Adoption of the Regional Transportation Plan

Dear Officers Burton and Bragdon;

The North Clackamas County Chamber of Commerce has reviewed the draft Regional Transportation Plan and offers the following comments:

For some time, we have been concerned about the existing jobs/housing imbalance in Clackamas County and the resulting impact on the County's transportation system. The current lack of "job producing" industrial lands in Clackamas County has resulted in more than 60% of the County's work force finding it necessary to travel outside of the County to access employment opportunities. This commuting pattern increases the number of vehicle miles traveled by County residents and will soon overload the carrying capacity of the McLoughlin Blvd. / Hwy 224, I-205 and other commuting corridors outside Clackamas County. We feel that especially in Clackamas County, more work needs to be done to ensure that the land use and transportation plans are in balance and better coordinated.

The Chamber is aware that the South Corridor Transportation Alternatives Study, which is currently underway, is an effort to identify a transportation strategy and implementation plan for the McLoughlin Blvd/Highway-224 corridors. In fact, four of our members are serving on this important committee and keep us informed of the progress being made. We urge you to complete the study and to secure funding as quickly as possible for whatever improvements the study identifies.

Improvements to the I-205 Corridor are also needed to address existing and future growth. This highway serves as a primary freight route that ties the major distribution centers within the Clackamas Industrial Area to the rest of the Region and the State. The Regional Transportation Plan has identified the need for a I-205 Corridor study to determine what future improvements will be necessary. We urge you start this study as quickly as possible.

The Sunrise Corridor project is another critical component necessary for Clackamas County's continued economic growth and development, especially within the Clackamas Industrial Area. Moreover, the Sunrise Corridor project will address existing safety and congestion problems within the Clackamas Industrial Area, provide access to potential new job producing lands in the Damascus area and provide a critical east/west intra-state connection. The Chamber supports the Sunrise Corridor as a priority project within the RTP's financially constrained system and we recommend that the segment from I-205 to the Rock Creek Junction (existing Highway-212) be constructed as soon as funds are available.

In conclusion, we appreciate the opportunity to comment on the RTP. We are aware of all the effort that it has taken to get to this point. We are also very much aware of the projected shortfall in revenues, which will be necessary to fully fund the RTP. The North Clackamas Chamber has supported local, regional and statewide transportation funding measures and we continue to work on behalf of adequate transportation systems for Clackamas County.

Sincerely,

Handwritten signatures of Chip Sammons and John Wyatt. The signature of Chip Sammons is on the left, and the signature of John Wyatt is on the right.

Chip Sammons,
President,
Board of Directors 1999-2000

John Wyatt,
Senior Vice President,
Economic Development & Government Affairs

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

6/25/2000

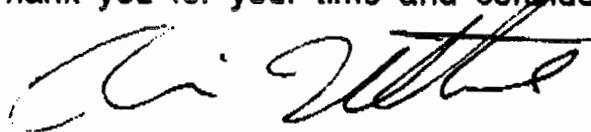
Mr. Mike Burton, Executive Officer
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Burton and Metro Council:

Please do not abandon the commitment made to the Rock Creek area regarding the Sunrise Corridor. This highway is a must if we are to ever attract any kind of industrial users to our area. We tried to create an area at SE 122nd and highway 212 about 10 years ago. The roads were in place, the utilities were there, the zoning was done. No industrial users would come. The reason, poor access to I 205. The intersection at 82nd drive is a nightmare. We are being mandated to increase the job market on this side of the tri-counties. We cannot do this if you don't give us the roads needed to attract these people.

Please keep the Sunrise Corridor high on your list of projects that will be done in the near future. We can then start to recruit the industrial employers who will help support The Damascus town center and the City of Happy Valley. WE NEED THE SUNRISE CORRODE and WE NEED IT NOW!!!

Thank you for your time and consideration.



Chris Utterback, Chairman of the Rock Creek CPO

PS I am also sending you a copy of a letter sent to ODOT last year.

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 I 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.

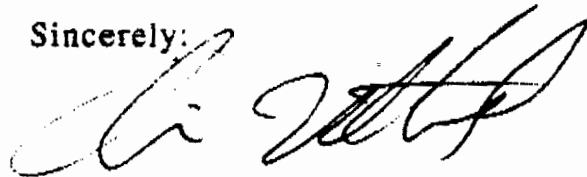
- 82nd Drive and Hwy. 212 have been at an "F" for years.
This is one of the busiest intersections in the State. Most of the business in the area is warehousing. Trucks cannot get through this intersection. There, is grid-lock. Without this project, no new business will want to locate here.
- Clackamas 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:



Chris Utterback

cc Andy Catugno, Metro
John Rist, Clackamas County

RECEIVED
JUN 27 2000

Jill Tellez
9280 S.W. 80th Ave.
Portland, OR 97223
June 26, 2000

BY:

METRO Council
RTP Phase II Comment Period
c/o Tom Kloster, RTP Project Manager
600 Grand Ave.
Portland, OR 97232

Regional Transportation Plan Projects - South Washington County

Dear Metro Council Members;

I would like to request that my comments be entered into the record in reference to the South Washington County Regional Transportation Plan projects.

6013 HALL BLVD.

Widens the street to five lanes from Scholls Ferry Road to Locust Street.

A better option would be to maintain a three-laner with bike and walking paths. Traffic studies consistently report that fatalities on larger arterials are 3 times higher than on less busy streets. Metzger Elementary School and Metzger Park are on one side of Hall Blvd. To widen Hall Blvd would increase the risk of accidents to the kindergarten through fifth grade school children who walk and bike to school, and cross Hall Blvd. twice a day. It would also be more hazardous to pedestrians wanting to use the park, as there are apartments directly across Hall Blvd. at Hemlock St.

6030 HALL BLVD.

Widens the street to five lanes from Locust Street to Durham Rd.

Combined with 6013, this would increased Hall Blvd. to five lanes all the way from Scholls Ferry Rd. to Durham Rd.

To widen Hall Blvd. in these areas would wipe out existing small businesses and residences which already exist and are viable community resources which are easily accessible to by walking and biking. There is a small grocery store, a pizza parlor, video store, 7-11, a carpet and interior design business, small office complexes, and an arts and crafts store which sells antiques and offers stained glass window classes. If these businesses are gone, the ambiance of our community will be destroyed.

It is important to slow traffic down as one enters a community core. To have traffic whooshing by instead of slowing down increases pedestrian accidents and contributes to de-humanizing our community.

Project #6030 is also incorrectly listed as a Tigard Town Center project, when in fact it is in the area where the Washington Square Regional Center is being planned. During the planning process, the widening of Hall Blvd. was vehemently opposed by

the community. In spite of the opposition, planners left the door open in the plan to widen Hall Blvd. to 5 lanes.

Air and water quality

To increase traffic by widening Hall Blvd. would compromise air and water quality. The Ash Creek wetland/floodplain is our local watershed. It harbors a healthy population of birds, reptiles, amphibians, fish, and indigenous flora. It is a tributary to Fanno Creek, which has endangered steelhead trout. If Hall Blvd is widened, oil and gasoline pollution will be collected on asphalt surfaces. When it rains, these pollutants will run into the waterways, compromising water quality in our local creeks. This will negatively affect all life forms in the ecosystem.

A handwritten signature in cursive script that reads "Joe Telly". The signature is written in black ink and includes a long horizontal flourish extending to the right.

RECEIVED
JUN 28 2000

Pat Whiting, Chair
CPO 4-M
c/o 8122 S.W. Spruce
Tigard, Oregon 97223
June 20, 2000

BY:.....

David Bragdon, Presiding Officer
Metro Council Members
METRO Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

RE: RTP -Regional Transportation Plan
of 1999: Projects 6030 & 6013

Dear Mr. Bragdon and Council:

Citizen Participation Organization 4-M in Washington County, specifically in the Metzger Community and Tigard area, submits our findings and comments to you for the record in consideration of the adoption of the RTP.

We as homeowners, renters, employees and business owners in CPO 4-M wish to acknowledge the work that has gone into the making of the Transportation Plan by Metro. It is a major undertaking and a resource for the future.

Of importance to our local communities of established and diverse homes and small businesses is the fact that in the Preface of the RTP it is stressed that there is a "need to plan a transportation system that expands our choices for travel within the region." As the Plan includes a recognition for "balance" of transportation modes, clean air, conserving energy and accommodating people's urban life needs, protecting the community livability is a goal supported by CPO 4-M.

Therefore, we cite the Regional Transportation Policies 1.0 through 14.3 that clarify the magnitude of this plan while at the same time exhibiting a common thread not only of the need but the right of a life-quality scenario in the quest to meet developmental goals.

Specifically, we are concerned with projects #6030 and #6013 on SW Hall Blvd. The RTP includes proposals to widen Hall Blvd. to five lanes. Currently Hall Blvd. through the Metzger and Tigard communities is basically a two lane boulevard with three lane accommodation at some intersections and four lanes at Pacific intersection.

CPO 4-M and many local residents have worked for years to retain the quality of our community and support those many government projects that contribute to regional needs and transportation equity. Hall Blvd. runs through the middle of a well-developed existing neighborhood of

METRO Council
Re: RTP/6030 & 6013

Pat Whiting, Chair
CPO 4-M 6/20/2000

of residencies of various densities and numerous small businesses. Hall Blvd. parallels a portion of Ash Creek - a major stream - which is part of the Fanno Creek tributary and at the bottom of the Fanno Creek Watershed. Hall Blvd. is a connector to Metzger Elementary School which is just one block west of Hall. The school serves over 600 students in this community.

Metzger Park, the only LID supported community park in Washington County which has a 75 year history as a focal point of neighborhoods on both sides of Hall, is a thriving socio-ecological site of old trees, flowers, bushes, Ash Creek, picnic areas, a community hall, play equipment and disability accommodation of pathways and fountains at SW Hemlock and Hall Blvd. Ash Creek runs between the park and the boulevard.

On the opposite side of Hall Blvd. across from the park are high density apartments - well established and the home of many families with children and elderly residents. These apartment complexes and adjacent duplexes are at the edge of the boulevard.

Through the center of Metzger along Hall Blvd. are many small businesses that supply and compliment adjacent resident areas. Small grocery stores, a major lawnmower repair and sales business, day-care establishments, crafts store, storage business, more apartments, pizza parlor, real estate office, several office complexes and an interior design business.

Projects #6013 and #6030 in the RTP which call for development of a five-lane thoroughfare will have major negative impacts not only on the immediate adjacent businesses and their property and established homes but on the whole Metzger/ Tigard community that now interacts as a community via Hall Blvd.

Therefore, Citizen Participation Organization 4-M which is on record throughout the Washington Square Regional Planning of the Task Force developed by the City of Tigard supports expanding Hall Blvd. to an over-all three-lane with four-lane expansion at major intersections and bicycle and sidewalk accommodations on both sides of Hall.

As a former State Legislative chairperson of the Oregon House Transportation Committee and having worked as a volunteer citizen with various County and ODOT transportation projects, it is well acknowledged that no matter how many lanes are added to a boulevard, vehicles will come and there will be times of congestion. Of major importance is that transportation re-development be of compliment and benefit not only to a larger regional plan but also to the existing community that is part of the whole.

METRO Council
Re: RTP/6030 & 6013

Pat Whiting, Chair
CPO 4-M 6/20/2000

The current language that makes up projects #6013 and #6030 is not in keeping with provisions of the RTP mandate that addresses "protecting livable communities."

The Washington Square Regional Center Task Force just this last year on page 49 of the plan which was adopted by City Council in February, 2000, proposed and endorsed "a three-lane expansion" of Hall Blvd. Future acquiring right of way for a five lane roadway in the future is noted.

The Task Force also identified Hall Blvd. as the 5th of five major road improvements for the Regional Center. In other words, it is the least of five in importance to regional accommodation given other existing major roadways.

In addition, on page 5-62 of the RTP the Hall Blvd designation as part of a "Tigard Town Center" is not totally accurate. Hall Blvd. from S.W. Greenburg Road to Phaffle in Tigard is adjacent to and part of the Washington Square Regional Center plan. This has been very confusing to the public. Local communities see the heading of the Tigard Town Center which they do not recognize because we have been involved with a "Regional Center" study. And, local communities know that the regional center plan calls for a three lane at this time.

A Town Center designation in this area would be in keeping with the existing community of Metzger/Tigard. However, that is not the case. The Regional Center earmarked in the midst of an existing residential, small business, wetland, floodplain and school community and existing Washington Square Shopping Center and the Lincoln Center is not identified as a Town Center.

In conclusion, there is strong support for upgrading Hall Blvd. to a three-lane with bicycle paths and sidewalks on both sides of the roadway with possible fourth lane consideration at major intersections. This will accommodate local and regional design traffic, maintain a commitment to accommodate bicyclists, children and adults who walk to school, the park, small businesses, grocery stores and small eateries. And, it will be in keeping with a quality of life commitment to the existing neighborhoods, have less clean air impacts by vehicular exhaust, prevent the loss of many small businesses that are an integral part of the community and retain existing affordable multi-family resident apartments at the edge of Hall Blvd. Ash Creek would be less impacted by a three lane expansion. Therefore, we ask that you change the regional projects 6013 & 6030 to a three-lane design.

Respectfully submitted,



PAT WHITING, Chair

◆ CPO #4M NEWSLETTER ◆

Citizen Participation Organization #4M
Serving: Tigard/Metzger
Editor: Pat Whiting, 246-7172

Washington County



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**Linda Gray, Extension Faculty
CPO Coordinator**

**Phone: (503) 725-2116
Fax: (503) 725-2100
email: linda.gray@orst.edu**

www.osu.orst.edu/extension/washington

Washington County Office
18640 NW Walker Road, #1400
Beaverton, OR 97006-8927

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CPO 4-M

June 28, 2000 Meeting ~ 7 pm

8400 SW Hemlock ~ Metzger Park Hall (off Hall Blvd.)

AGENDA

1. Welcome and Introductions
2. Minutes of the previous meeting
3. Main Program: – 20 minute video and presentation
Alternatives to Growth Oregon:
“Leave succeeding generation of Oregonians a new economical process
enabling a healthy and social just state by encouraging progress toward a
sustainable society and discouraging growth focused on increased
population consumption. Question & Answers
4. Update on Washington Square Regional Center Plans of City of Tigard:
Opened bidding for implementation plans, consultant to facilitate
planning issues of infrastructure, open space, and storm water
management. Goal: Implement high-density rezoning, and change
Tigard Comprehensive Plan language to accommodate Regional Center
Planning. Questions
5. CCI report by CPO 4-M representative – Eileen Webb
6. Discussion of Applications for Development
7. Washington County's recommendations to Board of Commissioners
regarding compliance with Metro Urban Growth Management
Functional Plan – Title 1 – Jill Tellez, CPO Vice Chair
8. METRO CCI Report -Trudy Knowles: CPO 4M supports
improvements to Hall Blvd to 3 lanes. Metro's Regional Plan is
proposing a 5-lane on Hall Blvd. Letters to Metro must be in by June 29,
2000. Discussion. (See details under METRO report following in this
newsletter)
9. Unfinished Business
10. New Business
11. Announcements
12. Adjourn

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NUSA Needs Your News!

NUSA, Neighborhoods USA. A non-profit organization created in 1975 and committed to building and strengthening neighborhood organizations. NUSA is dedicated to developing partnerships between neighborhoods, local government and public/private agencies. NUSA also has a website: www.nusa.org log on and see what the organization is all about.

If you and your neighborhood are involved in improving neighborhoods, we want to hear about your success. NUSA produces a quarterly newsletter to inform its membership of events occurring across the nation, which benefit neighborhoods and improve city/neighborhood relationships. The best sources of such information are the neighborhood organizations themselves.

Put us on your mailing list to receive your local newsletters and news releases.

Send to: Tim Polk, Dept. PDNC
55 Trinity Ave. SE Ste 1450
Atlanta GA 30355

Or email articles to:
<mailto:rwco@aristotle.net>.

NUSA and Neighborhood Link, an internet based community network that enables metropolitan-area neighborhood association to create their own free, interactive websites, have joined together to build stronger communities. Learn more about Neighborhood Link at:

www.neighborhoodlink.com or
Call 1-888-241-0123

Metro Councilor Jon Kvistad's July Update

Metro, your regional government, is considering amending its home rule charter. It has been suggested that Metro consider asking the voters to amend the charter to change the internal structure of the agency. The goal would be to increase productivity and efficiency while maintaining a high level of responsible, responsive governance.

Currently, Metro's structure includes a 7 member, policy-making council elected by districts, a regionally-elected executive officer who administers the agency, and a regionally-elected auditor. Each January, the Council elects one of its members to be the Presiding Officer.

The Council will be discussing this issue through the summer of 2000 and may refer a ballot measure to the voters for November 2000 election. We have a survey that we would like as many people to fill out as possible. You can either call (503) 797-1942 to have the survey mailed or faxed to you, or you may get it off our web page at www.metro-region.org. Also available on line: a fact sheet, a list of public hearings, and the various proposals on the table.

Metro has asked the state to put its UGB work under what's called "periodic review." "Periodic review" is a process by which the Oregon Land Conservation and Development Commission (LCDC) works with local governments and citizens to review the government's work. The goal is to make sure Metro's land-use work (specifically in regards to the UGB) complies with state land use goals.

The idea is not to have LCDC approve or disapprove of the decisions Metro makes, but rather to approve of the process by which Metro's decisions are made. In the past, failure to have LCDC's agreement has led to costly court battles.

Some reports have stated that Metro voted to bring a large piece of Washington County farmland into the UGB. That just isn't true. What we did is vote to approve the work plan that we are sending to LCDC for review. Assuming that LCDC approves our work plan, there is the possibility that we would look at adding more land in Washington County to balance the number of homes with the number of jobs and in Clackamas County to balance the number of jobs with the number of homes. Again, this is just a possibility, and nothing would happen before we heard from the public.

We have a number of activities going on this summer through our parks and recycling departments. If you are interested, check out our web page at www.metro-region.org or you can call 234-3000. If you would like to speak to me directly, please feel free to call me at 797-1540 or e-mail me at kvistadj@metro.dst.or.us

METRO:

The final public comment period on Metro's draft Regional Transportation Plan (RTP) begins May 15 and ends June 29, 2000. The Metro Council is requesting input during the 45-day comment period, and will take oral and written comments at a June 29th public hearing. Final action by the Council is tentatively scheduled for July 27, 2000. In September, the 24 cities and three counties within Metro's boundary will begin to update their transportation plans. State regulations require local plans to be consistent with the RTP within one year of adoption. The updated plan marks a dramatic departure from past transportation plans and more than half of the 20-year projects are new to the plan.

The update of the RTP began in 1994, and during the past five years hundreds of citizen meetings and community workshops, along with several public hearings have been held.

The RTP now being considered for adoption, was approved in its draft form by the METRO Council on 12/16/99. Revisions will be considered based upon input received during this final comment period.

For more information on the RTP:

- Metro website: www.metro-region.org to obtain copy
- Leave message, 797-1900,
- Obtain copy call Cheri Arthur (797-1857)

To Comment:

- Via Mail: Marci LaBerge, Regional Transportation Planning, Metro Regional Center, 600 NE Grand Ave, Portland 97232.
- Fax: 797-1949;

- Hotline: 797-1900,
- Email: trans@metro.dst.or.us
- In Person: at Metro Council Mtg. 6/29/00

Comments due at METRO by 5pm, June 29th



When Kids Are Home Alone In the Summertime

The *Neighborhood Watch News*, reminds us to make certain our children are mature enough to take care of themselves. Teach them basic safety rules. Make sure you know the three W's:

Where your kids are;
What they are doing; and
Who is with them?

Things to teach your children:

- Check in with you or a neighbor as soon as they get home.
- How to call 9-1-1.
- How to give directions to your home.
- Never to take gifts or rides from strangers.
- How to use the alarm system.
- Never to let anyone in the house without having an adult's permission.
- Never to let anyone on the phone know they are alone.
- To carry a house key with them in a safe place.
- How to escape in case of fire.
- Not to go into the house if things do not look right (broken window, open door).
- To let you know about anything that scares them.

Agriculture/Forestry Tour

Saturday

August 12, 2000

Noon – 8 pm



Go on a bus tour to,

George Marsh Dairy - This family operation has been a mainstay in the area for many years. George and Judy Marsh are active members of the agriculture community and head an award-winning operation.

Fishback Nursery - A top producer of evergreen stock and Christmas trees. You'll be thinking "snow" and humming Christmas carols before you leave this place. You'll see how much care and nurturing goes into the trees long before Old Man Winter comes roaring in.

Sunset Park - Take a break in Banks at this relaxing community park where we'll enjoy afternoon refreshments provided by Ag Committee Chairman, Mike Broderick.

Gales Creek Forest Overlook - Whether you lived through it or have listened to the fascinating tales of elder Oregonians, this stop is bound to leave you awestruck - at the carelessness of man and the resilient power of nature. The overlook offers a view second-to-none of a heritage forest once consumed by the historic Tillamook Burn. Even the video on the way won't prepare you for the amazing beauty of this sight.

Christmas Trees West - Mosey up David Hill Road for a visit to Christmas Trees West, where our host will provide us with a guided tour, followed by a glorious evening view as we wind down the day with socializing and wine-tasting. Then, sink your teeth

RTP 2000 Public Comment Report

into a heepin' plateful of country fare prepared especially for us by the catering professionals at Cavanaugh's.

Must pre-register, \$25. For more information please call 648-1102. **HURRY this fills up quickly!

Discovery Day



As part of the Rose Festival celebration, the Tualatin Riverkeepers will be holding its 11th Annual Tualatin River Discovery Day on **Saturday, June 24**. The public is invited to participate in this paddling adventure, starting at the new Rood Bridge Park in Hillsboro and ending near River and Farmington Roads. This annual event provides people the opportunity to kayak or canoe a seldom seen, peaceful and attractive section of the Tualatin River. Boater put-in times will be from 8:30 a.m. to 12:30 p.m.

On this beautiful trip down the slow-moving Tualatin, individuals and families will be given a written guide to points of interest on the river and be able to observe birds and other wildlife. In addition, paddlers will be able to enjoy an environmental fair and food provided by Bird in Hand at the take-out site. The Riverkeepers will also provide a shuttle service back to Rood Bridge Park for participants.

Reservations for put-in times are required by calling (503) 590-5813. **The cost is \$10 per person and free for children under 12.** Participants may bring their own kayak or canoe, or may call the Riverkeepers for a list of area rental outlets. Supporters of Discovery Day include the Unified Sewerage Agency, Clackamas County Water Environment Services, and the Rose Festival Association.

The Tualatin Riverkeepers is a citizen-based organization working to restore and protect Oregon's Tualatin River system. The non-profit group promotes watershed stewardship through public education, public access, citizen involvement, and advocacy. For more information about the Tualatin Riverkeepers, call (503) 590-5813.



June 28, 2000

**Comments on the Regional Transportation Plan
on behalf of the Transportation Reform Working Group of the Coalition for a
Livable Future and Citizens for Sensible Transportation.**

Thank you for the opportunity to comment on the Regional Transportation Plan. We believe the current plan's policies reflect a regional vision that has our support. That vision is of a region where people have many options for getting where they need to go. It reflects the wishes of the region's residents as expressed in the Region 2040 Plan. However, we have reservations about how that vision is implemented. We believe the choice of projects and its heavy emphasis on serving motor vehicle trips at rush hour moves us away from the direction the region has been headed the past few years.

We believe the choices to replace highways with light rail lines, to add commuter rail in Washington County, to expand MAX to north and northeast Portland, to expand transit throughout the region, to improve the pedestrian environment along many of our roads and to move toward a world class bike and trail network all have contributed to make Portland one of the most livable areas in the country. We need to continue in that direction.

We should invest our transportation dollars in making our communities better, not just making it easier for people to commute in their automobile. There are too many projects that support auto-commutes and not enough that support trips within communities, expand the reach of the transit system, improve the pedestrian environment and complete the bike network.

We also continue to be concerned about the lack of a firm financial plan for funding the strategic system identified in the RTP. The current RTP does not represent a financially realistic transportation plan for the region. None of the concepts for funding that are offered have any immediate possibility of being adopted in the current political climate. The margin of the recent vote on the gas tax makes it unlikely that this will change in the near future.

The scenarios reflect impacts from increases in revenue during the next five years, but any delay in implementing a specific strategy will require far more dramatic action to achieve the revenue forecast for the 20-year period. For instance, a 1 cent per year gas tax increase beginning in 5 years will bring only slightly more than half the revenue over 20 years that it would if implemented immediately.

We believe the concepts should be modified regularly to reflect revenue scenarios depending on when they are adopted. This would present a more realistic picture of likely available funding. Moreover, while there are several funding concepts, there is no process for adopting one.

The following language should be added to section 6.5.2.

"Prior to each biennial MTIP process, JPACT shall adopt a recommended funding strategy with specific sources that will fully fund the strategic system during the remaining years in the RTP."

The financially constrained system's financial projections are not realistic since the decisions about allocation of those funds will not necessarily reflect the financially constrained plan.

While the financially constrained system did not anticipate income from the gas tax, it also did not anticipate changes in ODOT priorities that would eliminate revenue for modernization. Under current financial conditions, the minimum revenue available from ODOT for modernization is not likely to be spent on projects contained within the financially constrained system. We believe the financially constrained system should be modified to eliminate this revenue from its projections.

The strategic system, rather than the financially constrained system, provides the basis for local TSP's and expenditures of local funds. For this reason the local revenue projected for the financially constrained system may not actually be spent on projects within the financially constrained system. This could result in dramatically different air quality and other outcomes from the financially constrained system.

We recommend that the following language be added in section 6.4.1 *"All local TSP's must demonstrate that the local resources included in projections for the financially constrained system will be used for funding projects in that system."*

In addition to raising sufficient funds, the choice of funding sources should accomplish specific policy goals. In section 5.4.1. the following should be added:

- "1) Increase the amount of land within the urban growth boundary available for development by reducing the area devoted to transportation needs;*
- 2) Reduce need for new road capacity by encouraging the most efficient use of the existing capacity;*
- 3) Reduce traffic and congestion;*
- 4) Encourage alternative modes of transportation including transit, biking and walking;*

- 4) Reduce VMT;
- 5) Reduce air pollution and other environmental impacts from transportation uses;
- 6) Recover the full social costs of transportation choices from users;
- 7) Encourage the highest and best use of transportation facilities."

Section 6.5.3 states that "findings for consistency with benchmarks shall be developed as part of the biennial MTIP process". However it does not state when or how these benchmarks will be created.

We recommend that Section 6.5.3. be changed to include:

"Prior to beginning the selection of projects for the biennial MTIP, the Metro Council will review and adopt benchmarks for the MTIP and issue a progress report based on the benchmarks adopted prior to the previous MTIP. Such progress report shall include evaluation of impacts from all projects, including locally funded projects."

Section 6.5.3 suggests that benchmarks be established in certain areas, while it should require that these benchmarks be adopted.

The following change to Section 6.5.3. should be made

"In addition, benchmarks shall ~~(should)~~ be designed to track the following information to the degree practicable."

While Tigard considered many options for increasing capacity to reduce congestion on the route, they did not consider changes to reduce traffic using Highway 99 that otherwise could use the connector. Once an alternative exists for traffic whose destination is not in this segment, it may be possible to make this route less desirable for through traffic, reduce traffic and congestion and ,make it more compatible with the communities it runs through.

Section 6.7.7 should provide under the Highway 99 section that, as part of the Tualatin-Sherwood connector, a study should be done of options for reducing traffic on Highway 99 from the intersection with the proposed connector to I5.

Section 6.7.3 states that the entire section does not apply to locally funded projects. Local jurisdictions ought to follow the street design guidelines for local projects where those local projects impact the operation of a regional facility. Specifically pedestrian access to transit needs to be considered as part of planning locally funded projects. Many locally funded projects will have a direct impact on the ability of transit to adequately serve the Region 2040 centers.

We recommend adding the following language in Section 6.7.3. following "These provisions are simple guidelines for locally funded projects." except that all project

"except that all projects, including locally funded projects must show that they are consistent with Creating Livable Streets: Street Design Guidelines for 2040."

Add a new sections under 6.8 Outstanding Issues:

"Affordable Housing

In many areas of the region, lack of access to affordable housing adds strains on the transportation system as people cannot afford housing close to their employment. Funding of affordable housing projects as part of the region's transportation strategy will be evaluated.

Long Distance Commuters

There is ~~increasing~~ number of commuters from outside the region. An evaluation of the impact of this trend on the region's transportation system and Region 2040 plan will be done and options identified for addressing those issues. "

Thank you again for the opportunity to make comments.

Sincerely,

Ross Williams

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

June 28, 2000

Mike Burton, Executive Officer
David Bragdon, Metro Presiding Officer
600 NE Grand Ave.
Portland, OR 97232-2736

RECEIVED
JUN 29 2000

BY:.....

RE: Adoption of the Regional Transportation Plan

Dear Gentlemen,

The City of Happy Valley Planning Commission would like to express their support and the need for the Sunrise Corridor project. We strongly recommend that the project continue to be listed in the Regional Transportation Plan (RTP) and a priority for funding. As residents of the area, we are subjected to the increasing occurrence of automobile traffic and congestion on Sunnyside road and our local streets. The Sunrise Corridor project would work to alleviate the through traffic demands on our local roads by providing a faster route of travel on the eastside.

The City of Happy Valley recently annexed the Rock Creek area, formerly known as urban reserves 14 and 15. As this area develops, more local traffic will be added to the already stressed road system. The Sunrise Corridor will aid in alleviating through traffic from this system and keep local traffic circulation functioning at acceptable levels.

The Happy Valley Planning Commission would like to express their support for the Sunrise Corridor. Bringing employment and commercial opportunities to the eastside will only occur with adequate infrastructure and circulation patterns. The Sunrise Corridor project is an essential key to supplying this infrastructure.

Thank you for your consideration,

Jeff Dulcich, Chair of the Happy Valley Planning Commission



JUL 03 2000

June 28, 2000

METRO
Attention: Kim White
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Review Comments on 2000 RTP Supplemental Revisions

Dear Kim:

Please include the following requested corrections into the final draft of the Regional Transportation Plan:

Section 6.4.1 "Chapter 2 Consistency with the 2020..." revise referenced section from Section 6.4.8 to 6.4.9.

Section 6.4.7 2nd Paragraph, fourth line: Revise to read: "...includes any locations on the regional Motor Vehicle System (Figure 1-8 1.12) that are not..."

Section 6.4.7 4th paragraph, fourth line: Revise to read: "as determined through Section 6.4.7(2)(b)..."

Section 6.4.9 1st paragraph, last line: Revise to read: "Therefore, Metro will accept local plans under the following ~~three~~ four options:"

Section 6.4.9 Subparagraph 4, 2nd sentence: Revise to read: "However, population and employment data and forecasts and the methodology for generating the data and forecasts shall be coordinated..."

Section 6.4.9 Subparagraph 4, Last sentence: Revise to read: "Subsequent differences in local TSP project recommendations that result from the differences in population and employment forecasts will be ~~resolved in~~ incorporated into the next RTP update."

In discussions with City staff, it was agreed that if Metro elects to not incorporate project(s) identified in a local TSP that is developed based upon locally updated population and employment forecasts, then Metro should formally explain to the local jurisdiction the rationale for the project(s) exclusion. The City assumes that, once the local TSP's forecast assumptions and methodologies are accepted by Metro and TPAC, and the resulting TSP is accepted by Metro, that any improvement projects identified in the TSP should, as a result, be recognized as valid and eligible for inclusion into the RTP project list. Please let me know if Metro assumes otherwise.

RTP Supplemental Revisions RTP Project List, Item 11: Project RTP #3103 does not appear on the RTP project maps and descriptions because it is a Preferred project, according to the RTP appendix.

Project #3103 should be the Baseline Road Improvements (Lisa Road to Brookwood – Widen to 5 lanes). The Item 11 note does not appear to relate to this project description.

RTP Supplemental Revisions RTP Project List, Item 13: No proposed revised description for project RTP #3218 (Cornelius Pass Road Extension) is included in the Supplemental Revisions. My review of the Chapter 5 project map indicates a correct description for this project existed in the December 16, 1999 edition. What is the proposed revision? If it would deviate from that shown in Chapter 5, please forward the proposed revision to the City of Hillsboro for review and comment prior to implementation in the final RTP document.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description Project RTP#3136: Revise 1st sentence to read: “Widen the street to three lanes from Baseline Road to ~~Airport~~ Cornell Road and five lanes...”

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description Project RTP#3134: Revise 1st sentence to read: “Widen the street to ~~five~~ three lanes from Tualatin Valley Highway to Baseline Road.”

Chapter 5 Map - North Washington County Transportation Projects: Revise the road names indicating 219th Ave. and 216th Ave. and replace them with “Cornelius Pass Rd” from Cornell Road to TV Highway.

Chapter 5 Map - North Washington County Transportation Projects: Add the label “3126” onto the map adjacent to the current “3134” label. Project 3134 is scheduled between 2000-2005 to widen Cornelius Pass Road to 3 lanes while Project #3126 is scheduled for 2006-2010 to widen the same section from 3 lanes to 5 lanes.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Add Project RTP#3126, Cornelius Pass Road (TV Highway to Baseline Road) “Widen to five lanes including sidewalks and bike lanes” as a 2006 –2010 project. This project was included in the Financially Constrained modeling and needs to be added to the RTP project list.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Project RTP #3128 Cornell Road Improvements (Widen to five lanes from Arrington Road to Main Street) is listed as a 2006-2010 project in the map description, while it is listed on the Metro RTP Project List spreadsheet as a 2011-2020 Financially Constrained project. This project should be listed as a 2011 to 2020 project.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Project RTP #3223, 185th Avenue Improvements (Widen to 5 lanes TV Hwy to Kinnaman Rd.) This project is in the RTP Project List appendix as a 2011-2020 project, but is listed in the Chapter 5 map descriptions as a 2006-2010 project. This project timing needs to be resolved by Metro with Washington County.

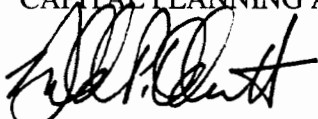
Finally, Section 6.4.7 of the RTP presents the requirements for adherence to the new Level of Service standards as described in RTP Table 1.12. Since it clearly indicates that these Level of Service criteria relate to road links on the regional system, and not to intersections, is it a reasonable interpretation that local jurisdictions may implement a level of service standard for intersections which may be somewhat more stringent than Table 1.12? In our experience, the intersections are the most critical operational constraint on traffic flow. I have attached a copy of the City of Hillsboro’s 1999 adopted level of service standards for use in Station Development areas. If analyses conducted during our next City TSP update

Kim White
June 28, 2000
Page 3

indicate a need to do so, the City may propose use of similar LOS standards city-wide. I would appreciate a written response to this question as it may be critical to the development of our upcoming TSP modeling work.

If you have any questions, please call me at 681-6451 or on my mobile phone at 318-1200.

Sincerely,
CITY OF HILLSBORO
CAPITAL PLANNING AND DEVELOPMENT



Donald P. Odermott, PE
Senior Project Manager

CITY OF HILLSBORO
PLANNING DEPARTMENT



Patrick Ribellia
Long Range Planning Manager

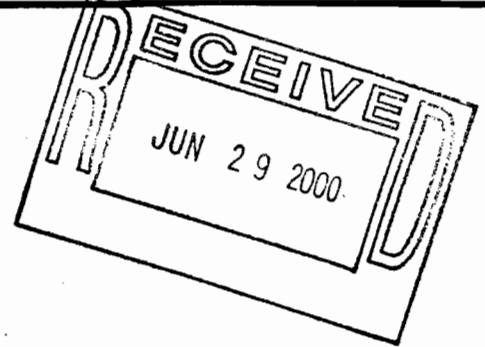
Encl: City Zoning Ordinance No. 1945 (excerpt)

Copy (w/ encl.): Pat Ribellia
Jennifer Wells
Clark Berry (Washington County)



CLACKAMAS COUNTY TRANSPORTATION ASSOCIATION

P.O. Box 22127
Portland, OR 97269-2127
Phone (503) 653-4206



June 27, 2000

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

RE: Adoption of the Regional Transportation Plan and support for the South Corridor Alternatives Study - Clackamas County Strategy

Dear Officer Burton:

As members of the Clackamas business community, we feel that transportation improvements are much needed in this area including new and improved roads and enhanced transit service and facilities.

This letter serves to inform you and the region that we are in support of the road improvements in the Regional Transportation Plan (RTP), particularly the construction of the Sunrise Corridor. This major new facility is needed to alleviate existing safety and congestion problems in the Clackamas Industrial area and will provide a more direct connection to the Central City Freeway network and to US 26. The Sunrise Corridor is critical to the County's continued economic growth and the livability of N.E. Clackamas County. The future of this area as a major distribution center depends on the construction of the Sunrise Corridor to separate local industrial and freight traffic from traffic.

We also support proceeding with the South Corridor Alternatives Study to identify a non-light rail, high capacity transportation strategy and implementation plan for the McLoughlin Blvd./ Hwy 224 Corridor. Clackamas County, Oregon City, Milwaukie, Portland, Tri-Met, ODOT and Metro are participating in this study.

The McLoughlin Blvd. / Hwy 224 Corridor is a vital commuter link and freight connection between Clackamas County and the Portland Metropolitan Region. Improvements in this corridor are necessary to address existing congestion problems and accommodate future travel demands. By the year 2020, SE McLoughlin Boulevard is projected to be at or over capacity for virtually its' entire length. It is critical that we identify and agree on a transportation improvement project in this corridor by the end of next year, in order to request federal funding in the next transportation authorization cycle.

In closing, we the undersigned support the adoption of the Regional Transportation Plan and the continued study and implementation of the South Corridor Alternatives Study. At this point in the study process we support the Clackamas County Strategy (attached). We strongly encourage the region and its participating partners to recognize the multi-functional nature of this important corridor and rapidly move to a substantial improvement in the South Corridor. We look forward to these future transportation improvements in Clackamas County.

Signed, members of the Clackamas County Transportation Association (attached)



CLACKAMAS COUNTY TRANSPORTATION ASSOCIATION

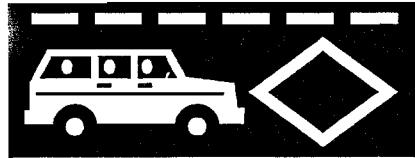
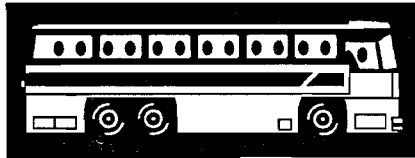
P.O. Box 22127
Portland, OR 97269-2127
Phone (503) 653-4206

Individual Name

Company Name

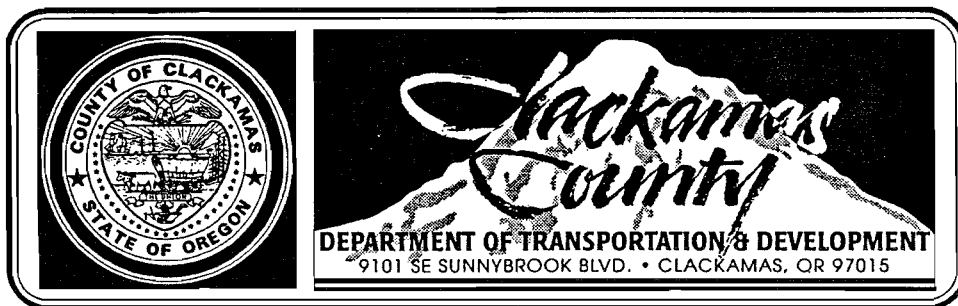
<i>[Signature]</i>	Jim Osterman	BLOWN, INC.
<i>[Signature]</i>	WILSON PARKS	NCCCIG
<i>[Signature]</i>	BRIDGET ALFENSON	SAF-EWAY INC.
Randy B. Bruyeman	Randy B. BRUEGEMAN	CLACKAMAS CO. FIRE DIS.
<i>[Signature]</i>	R. M. SMITH	Westn. OR. Conf. Assn.
<i>[Signature]</i>	Clackamas	Town CTR
<i>[Signature]</i>	Wesley White	Charm Generations LLC
<i>[Signature]</i>	Mark Waus	LABOUR DEV.
<i>[Signature]</i>	Jon Edge	MP Plumbing Co.
<i>[Signature]</i>	JERRY MILSTEAD	MILSTEAD & ASSOC.
<i>[Signature]</i>	Dick Reiten	N.W. Mahwah
<i>[Signature]</i>	Jeery Jay	WESTWOOD DEV COE P
<i>[Signature]</i>	JARED J MYRENN	USP REDDWAY INC
<i>[Signature]</i>	MICHAEL SCOTKO	Fred Meyer
<i>[Signature]</i>	Fred Meyer	Fred Meyer
<i>[Signature]</i>	William A. Garity	AFSCME Local 350
<i>[Signature]</i>	Jay W. Minor	Coral Construction
<i>[Signature]</i>	Precision	Customparts Corp.

**REPORT:
CLACKAMAS COUNTY STRATEGY**



**South Corridor
Transportation Alternatives Study**

**McLoughlin Boulevard and
Highway 224 Corridors**



JUNE 2000

REPORT: CLACKAMAS COUNTY STRATEGY

June 2000

SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY McLOUGHLIN BOULEVARD AND HIGHWAY 224 CORRIDORS

PURPOSE

This report describes the *South Corridor Transportation Alternatives Study*. It endorses the study effort and emphasizes the need to provide corridor capacity improvements such as public transit that will meet the needs of both Clackamas County and the region. These improvements must be identified within a timeframe that will allow us to compete successfully for federal public transit funding.

Numerous transportation improvement projects are planned or are already in the works for the north Clackamas County urban area. These projects have been designed to increase mobility and provide access to residential, commercial and industrial areas. While new frontage and parallel roads, freeway overpasses, road expansions and increased public transit service will help alleviate traffic congestion, projected population increases will soon outstrip these efforts. A strategy and resources are needed to move significantly more people and freight through the South Corridor (McLoughlin Boulevard from Oregon City to Milwaukie and Portland, and Highway 224 from the Clackamas Regional Center to Milwaukie).

This report focuses on the opportunity, through the South Corridor Transportation Alternatives Study, to improve the carrying capacity of this transportation corridor for the movement of people and freight. In the Study, county and regional officials are committed to developing new solutions to traffic congestion that will garner federal funding.

Who is conducting the study? What's the process?

Begun in late 1999, the *South Corridor Transportation Alternatives Study* is evaluating a wide range of non-light rail transportation alternatives (including busways, HOV lanes, bus rapid transit, river transit, commuter rail, peak period pricing and others) for possible implementation in the McLoughlin Boulevard and Highway 224 Corridor. Metro; the cities of Portland, Milwaukie and Oregon City; Clackamas County; the Oregon Department of Transportation; and Tri-Met are cooperatively conducting the study. Existing studies are being used as a basis to proceed with more technical work and additional public involvement. Narrowing of this wide range of alternatives will occur Fall 2000, followed by detailed environmental analysis of the most promising alternatives. The final selection of a preferred alternative (or package of alternatives) will be made in Summer 2001.

What's the problem? Why the South Corridor study?

The purpose of the South Corridor Transportation Alternative Study is to develop, evaluate, and prioritize non-light rail transportation options that are responsive to community needs and the travel demand in the South Corridor, and that can be implemented expeditiously and moved forward into more advanced design, environmental analysis and construction.

The need to plan for increased transportation network and public transit improvements in the South Corridor has been established over two decades of planning studies (See APPENDIX A, page 9). Factors contributing to this need are: growth in the corridor; the increasing dependence of land use and economic development goals on transportation; capacity and operational deficiencies in the corridor's highway and transit network; the

need to reduce per unit operating costs; and the desire to maximize the existing transit system's operating capacity.

Several years ago, a light rail extension was proposed from the Clackamas Regional Center to Milwaukie and Portland. The failure of Ballot Measure 26-74 in November of 1998 which would have reaffirmed local funding for the light rail project, and subsequent public comments on the future of transportation in the South/North Corridor led to the development of the *South Corridor Transportation Alternatives Study*.

The South Corridor area has seen significant growth in population and employment over the last 25 years and as a result, traffic congestion is affecting mobility. In the future, traffic problems in the Corridor, specifically on Highway 224 and SE McLoughlin Boulevard will worsen as a result of projected growth. This additional traffic will affect commuters, freight movement and general accessibility in the Corridor. Failure to address this issue will affect the economic vitality and livability in this area of the region.

What factors have increased congestion?

- Population in the Portland Metro Region increased 55% from 1975 to 1999.
- Job growth – about an average of 38,000 new net jobs between 1993 and 1998, reflects nearly a 4.0 percent annual growth rate in the Portland / Vancouver region.
- It is estimated that the number of households in the South Corridor study area in Clackamas County will grow from 80,600 to 132,4000 by 2015, a growth rate of 2.4% per year.
- Employment in the South Corridor is forecast to reach an estimated total of 174,600 jobs by the year 2015, a growth rate of 3% per year.
- The Clackamas Town Center is expected to develop more intensely on its current site by adding more retail, new offices and more entertainment uses.
- The Clackamas Regional Center Plan, adopted by the County in 1998, provides for more intense development activity. 6500 new jobs and 2800 new housing units are expected by 2015.
- The South Corridor study area includes a portion of southeast Portland which currently contains 14,000 households and is expected to grow .4 percent per year to 15,900 by 2015.
- This study area also encompasses Portland's Central City, which contains the largest concentration of employment in the region, and the Central Business District and the Rose Quarter. As of 1998, the Central City contained 152,000 jobs and 12,500 households. Central City jobs are expected to grow by 2% per year reaching a total of 211,900 jobs by the year 2015.

What are the current and projected traffic volumes in the South Corridor area?

- From 1971 to 1998, traffic volumes on SE McLoughlin Boulevard, the primary highway connecting activity centers in the South Corridor with downtown Portland, increased 26% at 17th Avenue, 67% at Highway 224 in Milwaukie and 70 % at I-205 and Oregon City.
- Growth in overall traffic within the South Corridor is forecast to continue over the next two decades. A 56% increase in vehicle miles traveled is anticipated in the South Corridor study area by the year 2020.
- As a result of this projected traffic growth, four times the number of miles of major roadways in the South Corridor study area will be congested by 2020 (have volumes that are in excess of 90% of the design capacity of the roadway).

What's the transit service like now?

- Despite adding more buses to serve the South Corridor, traffic congestion on McLoughlin Boulevard has worsened in the past 10 years, resulting in slower transit travel (bus) speed on this highway. Transit travel times between Oregon City and downtown Portland have increased by an average of five minutes in recent years due to increased congestion.
- Bus # 33 alone, the McLoughlin line from Oregon City to Portland, currently carries 4,300 riders a day.

Why is there a need to increase corridor capacity?

- If nothing is done to relieve traffic congestion, the traffic operation service levels are projected to deteriorate substantially with a significant **increase in the average number of hours of traffic delays**.
- By the year 2020, traffic on **McLoughlin Blvd. and its parallel arterials would be at or over capacity** for virtually the whole length of the South Corridor.
- Traffic congestion makes **freight movement** to industrial areas more difficult and employees can experience significant delays getting to work. Several major industrial areas are located in the corridor, including the Central Eastside Industrial District in inner Southeast Portland, the Omark Industrial Park along Highway 224, the Clackamas Industrial area east of I-205, and industrial areas on Naef Road off Southeast McLoughlin Boulevard.
- By the year 2020, if transportation network or capacity and transit improvements are not made in the South Corridor study area, these conditions will **continue to worsen. Transit travel times are projected to increase** by 62 % from Milwaukie to Portland and by 48% from the Clackamas Regional Center to Portland.
- As congestion causes travel times in the South Corridor to increase, **bus schedule reliability will also worsen**. As reliability decreases and transit time increases, transit ridership can be expected to decrease.
- The projected growth in the Sunnyside area due to new land being brought into the urban growth boundary will require an increase of transit service over the next 20 years.
- Oregon City is expected to grow in population by about 3% per year over the next 10 years.
- Studies show that a major transit trunk line expansion in the South Corridor will improve air quality.
- As fuel prices rise, transportation alternatives are even more important.

Why do we need to do something now?

The Federal Transit Administration allocates funds to public transit projects nationwide. The recommendation for transit improvements in the South Corridor resulting from the current study must be competitive with other states and regions in order to be successful. This means that the South Corridor partners must identify and agree on corridor improvements next year in order to be ready to make a collective request through Metro for the 2004 funding reauthorization cycle starting in 2001-02.

What are Clackamas County's goals for the transportation system in the South Corridor area?

1. Support the *South Corridor Alternative Study* to develop and prioritize non-light rail transportation alternatives
2. Deliver a high level of transit service to develop a transit market as the southeast area continues to grow and develop.

3. Define a project that can be funded.
4. Increase transportation capacity on McLoughlin Boulevard and Highway 224 corridors for freight, buses and automobiles.
5. Separate transit from non-transit traffic congestion in the South Corridor.
6. Connect the County's three major transit centers in Oregon City, the Clackamas Regional Center and Milwaukie with compatible high capacity transit service.
7. Select an option in the future that does not preclude light rail – does not impact the right-of-way to be used for a light rail option.
8. Define a project that will be competitive for federal money nation wide.
9. Meet deadline for federal reauthorization cycle to commence in 2001-02.
10. Solicit aggressive local support for a project.
11. Request regional partners (Tri-Met, Metro, City of Portland) to implement a local funding plan to ensure matching funds are available to secure the needed federal contribution.

What could work in Clackamas County?

A **combination of compatible transit options** will most likely be the outcome of this study. The need to choose a transit option strategy that meets the demand for increased capacity and be affordable for the regional partners is critical.

SUMMARY OF CLACKAMAS COUNTY'S STRATEGY (See MAP 1, page 6)

South Corridor from Oregon City to Milwaukie - *Bus Rapid Transit*

The segment of the **South Corridor from Oregon City to Milwaukie** requires little new construction. Citizens and business owners in this area recently recommended no major changes to the road corridor, except to enhance bus service and provide pedestrian and bicycle improvements. Bus Rapid Transit is the term being used to describe improvements to enhance bus service: higher speed, reliability, frequency and comfort with increased ridership. These improvements could include: increased frequency of bus service with limited stops, bypass lanes for buses at congested intersections, signal priority treatments for buses and better access for pedestrians including crossings and refuge areas. Enhanced bus stations and stops could also be developed in this area.

South Corridor segment from the Clackamas Regional Center to Milwaukie - *High-Occupancy-Vehicle Lanes, Bus Rapid Transit and Busway*

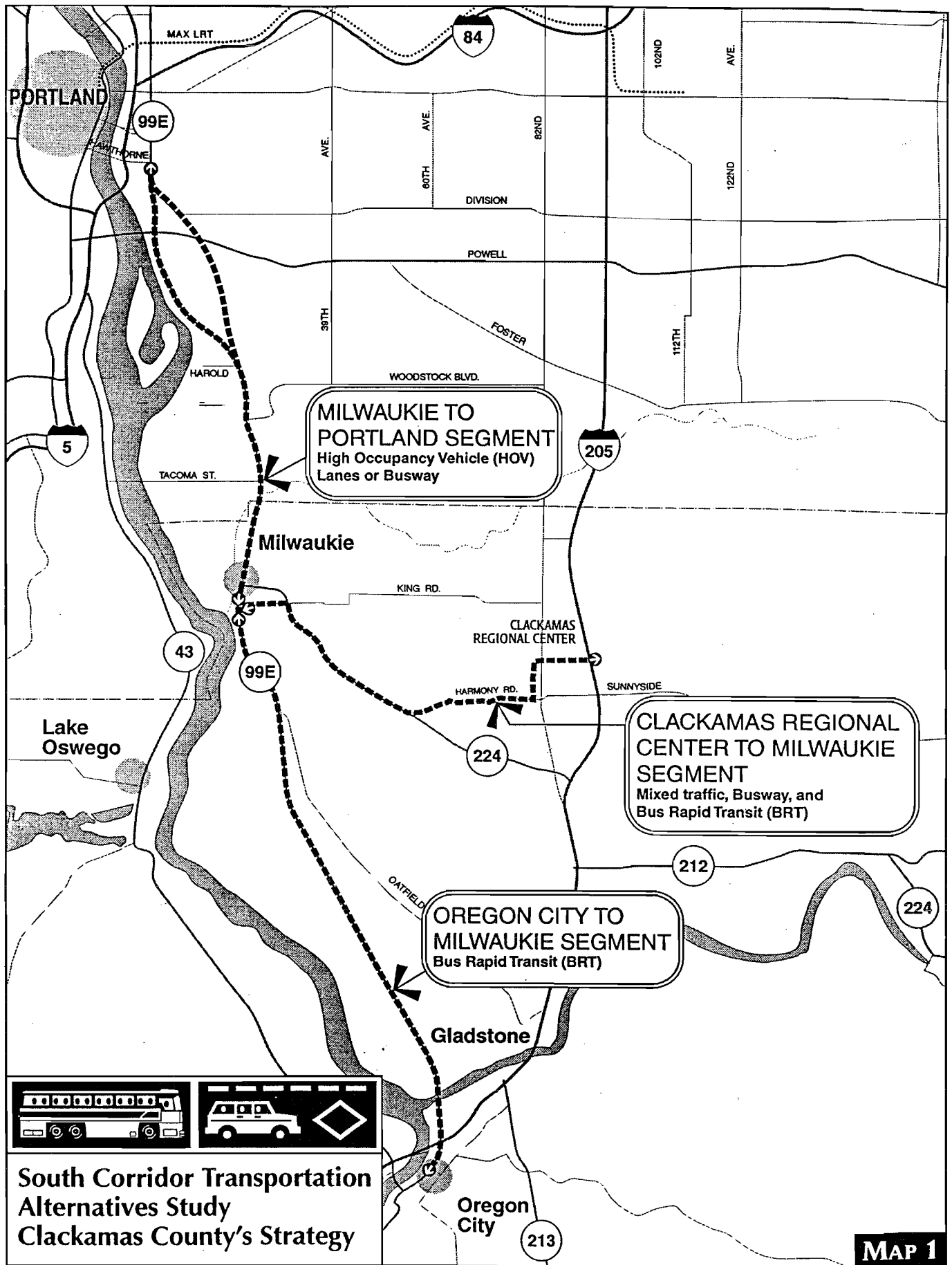
The South Corridor segment from the Clackamas Regional Center to Milwaukie could include a combination of Bus Rapid Transit, High-Occupancy-Vehicle Lanes and a Busway accessing the Clackamas Regional Center Transit Station. The route could turn north from Highway 224 at Lake Road to Harmony Road where substantial improvements would be needed on the intersection of Linwood and Harmony. A January 2000 study was prepared for the Clackamas County Department of Transportation and Development entitled *Clackamas Regional Center Transit Way Project*. It proposes the development of a busway along 80th Avenue to Monterey and the Clackamas Town Center. Express bus stops could be developed from the Milwaukie Transit Center to the Clackamas Town Center Transit Station, terminating at New Hope Church Park and Ride. The addition of turning lanes at selected intersections along Highway 224 could be developed.

South Corridor segment from Milwaukie to Portland - *Busway or High-Occupancy-Vehicle Lanes*

The Milwaukie to Portland segment is primarily within the city of Portland. Although light rail is not currently an option in this study, it appears to be favored by some SE Portland neighborhoods. It is important that the transit options being considered in the study meet today's needs for improved transportation capacity, without precluding building light rail in the future. A combination of High-Occupancy-Vehicle lanes, Bus Rapid Transit or Busway would provide additional needed capacity, and not hinder the potential development of future light rail. New lanes could be built with minimal environmental or social consequences, which would improve mobility of transit, freight and automobiles. The Regional Transportation Plan, RTP, (the Region's long-range transportation vision) calls for both Light Rail Transit and a highway widening in this corridor segment. (See MAP 2 page 7). Clackamas County's Strategy provides a way of enhancing transit and freight service now, at a low cost, and does not prevent Light Rail Transit later, if eventually there is need and community support.

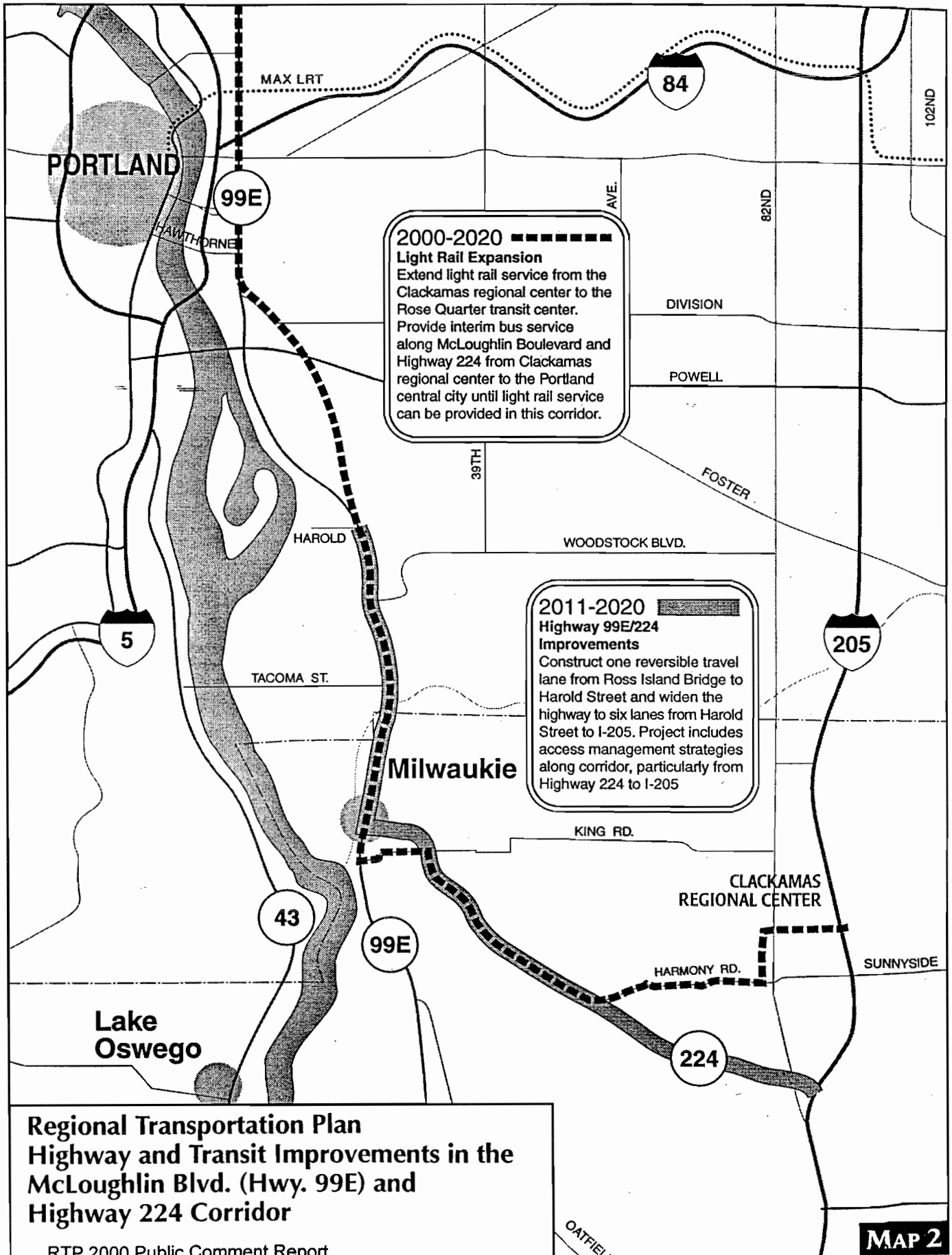
Other Alternatives under Consideration in the South Corridor Transportation Alternatives Study

- Because this Corridor is already congested and will worsen over time, a no-build alternative will not be an acceptable or responsible option.
- River Transit or Commuter Rail may not ease congestion in the corridor or carry enough riders to solve the problem.
- Hot Lanes (HOT) or tolling roads are not favored by the general public
- Light Rail Transit is not an alternative without another vote and lacks community support (even the least expensive design alternative would require over \$300 million of local match). (See MAP 3, page 8).



**South Corridor Transportation Alternatives Study
Clackamas County's Strategy**

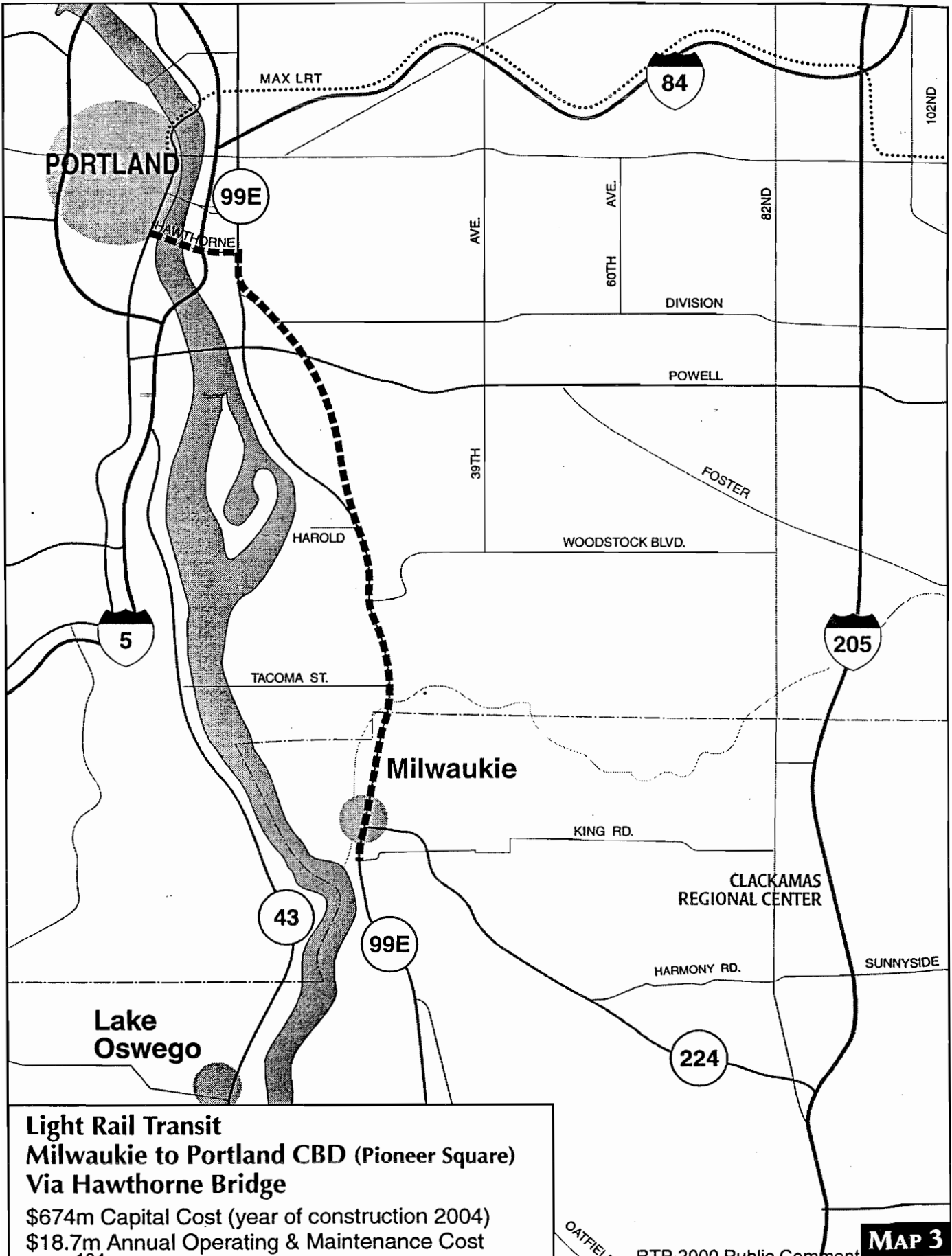
MAP 1



2000-2020
Light Rail Expansion
 Extend light rail service from the Clackamas regional center to the Rose Quarter transit center. Provide interim bus service along McLoughlin Boulevard and Highway 224 from Clackamas regional center to the Portland central city until light rail service can be provided in this corridor.

2011-2020
Highway 99E/224 Improvements
 Construct one reversible travel lane from Ross Island Bridge to Harold Street and widen the highway to six lanes from Harold Street to I-205. Project includes access management strategies along corridor, particularly from Highway 224 to I-205

**Regional Transportation Plan
 Highway and Transit Improvements in the
 McLoughlin Blvd. (Hwy. 99E) and
 Highway 224 Corridor**
 RTP 2000 Public Comment Report



**Light Rail Transit
Milwaukie to Portland CBD (Pioneer Square)
Via Hawthorne Bridge**
 \$674m Capital Cost (year of construction 2004)
 \$18.7m Annual Operating & Maintenance Cost

APPENDIX "A"

- 1979 Metro completed a system planning effort for the Milwaukie Corridor described in the *Systems Planning Report: McLoughlin Boulevard*, Staff Reports No. 59, 61, and 66. These studies examined a number of different **combinations of bus lanes, high occupancy vehicle lanes, light rail, and transportation management improvements and highway expansion**.
- 1982 ODOT completed the *McLoughlin Boulevard Draft Environmental Impact Statement*. This report proposed three alternatives to be carried forward for further study. These alternatives included a combination of **highway expansion HOV lanes, bus lanes and transportation management techniques**.
- 1982 Metro examined light rail alternatives in the *Regional LRT System Plan: Milwaukie Corridor*. Numerous alignments were examined between the Cities of Portland and Milwaukie.
- 1985 The City of Portland, Bureau of Transportation report described existing traffic problems and proposed highway and transit improvements in the *McLoughlin Corridor Improvement Program*.
- 1986 ODOT published the *McLoughlin Boulevard Final Environmental Impact Statement* selecting an alternative that would add general purpose traffic lanes between SE Tacoma and SE Reedway and a reversible mixed traffic lane between SE Reedway and the Ross Island Bridge. Improvements also called for a Tacoma Overpass and a reconfiguration of the interchange between Highway 99E and Highway 224. The selected alternative also called for the consolidation of intersections on SE McLoughlin Boulevard and the development of frontage roads. The FEIS indicates that these **additional mixed traffic lanes and the reversible lane could be converted to HOV or Light Rail** depending on the outcome of future studies. A number of these improvements have been constructed.
- 1993 Metro and Tri-Met completed the *North/South Transit Corridor Study Pre-A Alternatives Analysis (Pre-AA)* and evaluated several alternative transit modes including Busyway, River Transit, Light Rail and Commuter Rail.
- 1998 Light rail was selected as the preferred alternative in the South/North corridor and the *South /North Draft Environmental Impact Statement* was published in 1998. In November 1998, **regional voters did not pass a bond measure that would have reaffirmed the local funding for this light rail project**.
- 1998 Tri-Met studied bus expansion, as well as transportation management solutions at specific intersections. Tri-Met's Transit Choices for Livability workshop series used 2040 Regional Centers as a focus and described how transit should be used and expanded to respond to expected growth in the region over the next ten years. The report identified a full range of operating, organizational, partnership and funding strategies for transit to help ensure mobility and reinforce growth management goals. The report concludes that **an expansion for trunk and local transit service is needed to serve Milwaukie, Oregon City and the Clackamas Regional Center**.
- 1999 The *McLoughlin Corridor Land Use & Transportation Study*, Clackamas County addressed transportation design issues, street connectivity and congestion management on SE McLoughlin Boulevard between Milwaukie and Oregon City. Recommendations called for the retention of current transportation and land use policies and specific **changes to street design, parking, access. Pedestrian and bicycle facilities, transit facilities and circulation**.
- 1999 The *South Willamette River Crossing Study* recommended multi-modal crossing improvements during the next 20 years for the Willamette River corridor between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City. The Study **did not recommend construction of a new bridge across the Willamette River**, however, recommended several bicycle and pedestrian improvements to existing bridges and transit and highway capacity improvements in the McLoughlin Corridor and on Highway 224.
- 1999 Metro's *Traffic Relief Options Study* evaluated **peak-period pricing** (charging a fee to use express lanes at the busiest times of day) as a potential tool for managing congestion in the region. The study concluded that peak-period pricing can be an appropriate tool for managing congestion and should be considered for any major new transportation construction projects in the region.
- 2000 Metro's *Regional Transportation Plan* identifies the Highway 99E (SE McLoughlin Boulevard)/Highway 224 corridor from Portland to Milwaukie to the Clackamas Regional Center for capacity improvements including **widening to six lanes with some access management and intersection grade separation light rail service in a 20-year time horizon**.

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

Dear Metro Councilors,

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

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

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

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

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

Respectfully,

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



METRO

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

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

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

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

Regional Trails

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

Transportation Funding and Priority Setting

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

Policy 20.0 Transportation Funding

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

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

Policy 20.1 2040 Growth Concept Implementation

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

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

Policy 20.2 Transportation System Maintenance and Preservation

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

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

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

Environmental Impacts of the Preferred System

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

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

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

Elements of the *Green Streets* project include:

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

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

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

According to the RTP, the Preferred System includes:

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

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

The Strategic System

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

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

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

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

Process for Amending the RTP

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

The following processes may be used to update the RTP:

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

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

Damascus-Pleasant Valley TCSP Planning

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

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

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

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

June 28, 2000

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

RE: Westside Economic Alliance Comments on the Regional Transportation Plan

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

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

- Financing
- System Performance
- Projects
- Public Education

Financing

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

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

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

System Performance

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

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

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

Projects

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

Public Education


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

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

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

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

Sincerely,


Frank Angelo
Chair, Transportation Committee


Betty Atteberry
Executive Director

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

Pedestrian Issues

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

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

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

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

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

Bike issues in SW Portland

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

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

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

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

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

Don Baack



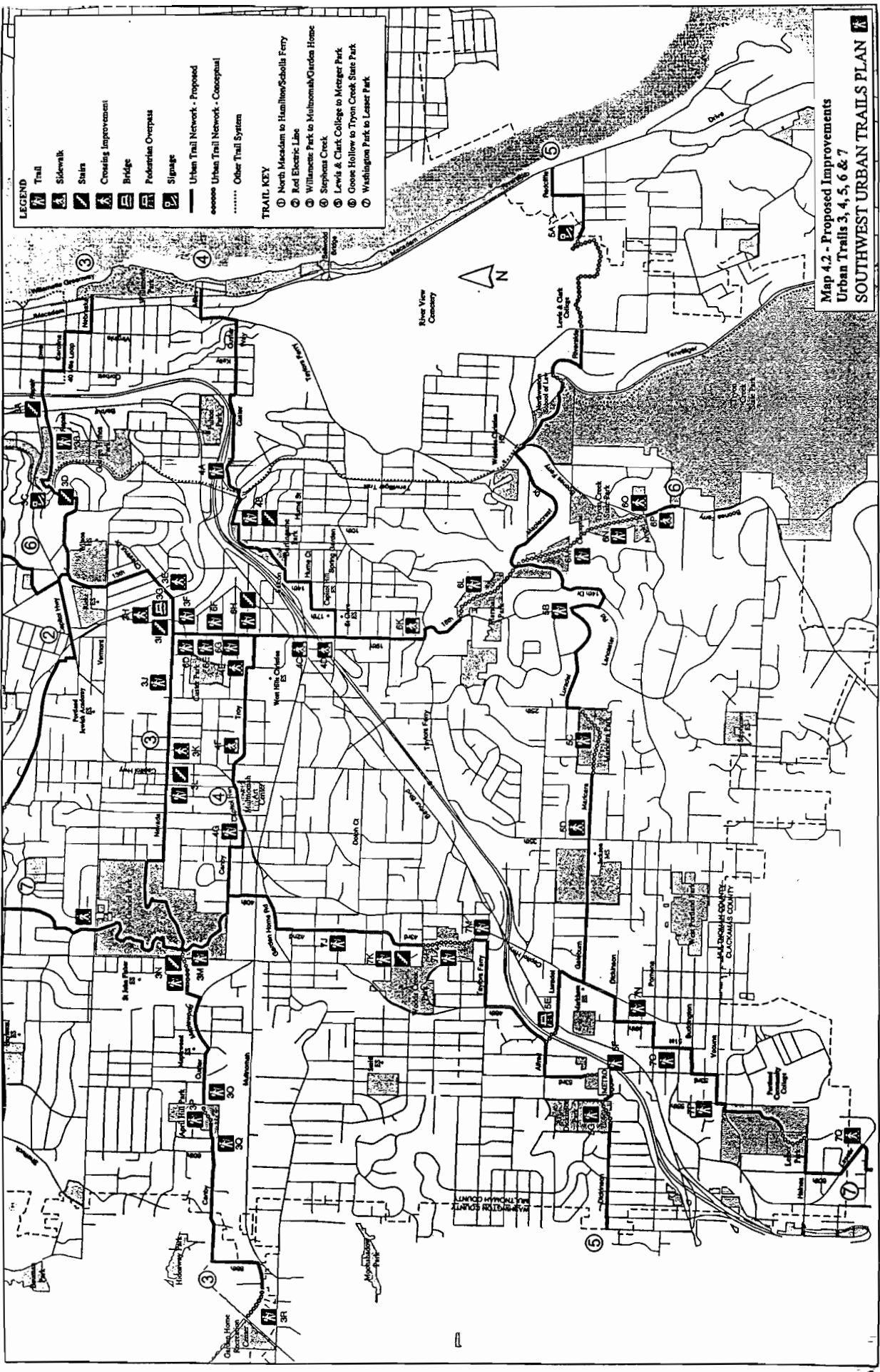
LEGEND

- Trail
- Staircase
- Stair
- Crossing Improvement
- Bridge
- Pedestrian Overpass
- Signage
- Urban Trail Network - Proposed
- Urban Trail Network - Conceptual
- Other Trail System

TRAIL KEY

- ① North Madison to Hamilton/Sabilla Ferry
- ② Red Electric Line
- ③ Williams Park to Millbourn/Carden Hom
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tyson Creek State Park
- ⑦ Washington Park to Lester Park

Map 4.1 - Proposed Improvements
 Urban Trails 1, 6 & 7
 8/27/06
 SOUTHWEST URBAN TRAILS PLAN



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



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

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

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Patricia Fuller

June 29, 2000

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

RE: Central Eastside Transportation Issues

Dear Mike:

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

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

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

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

Sincerely,

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

RECEIVED
JUN 29 2000

BY:

June 29, 2000

To: Metro Council

Subject: RTP Comments

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

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

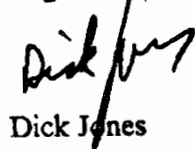
First, the need is the early completion of phase one of the Sunrise Corridor. This lack of an adequate transportation link is causing untold delays in shipping goods to market and not allowing the creation of additional jobs in already job poor Clackamas County.

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

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

Thank you for consideration of my comments.

Regards,



Dick Jones

3205 SE Vineyard Rd.
Oak Grove Or 97267

Phone 503.652.2998 FAX 503.353.9619

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

Mr. Presiding Officer and Councilors,

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

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

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

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

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

kids.

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

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

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

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

Thanks,



CLACKAMAS COUNTY

Board of Commissioners

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CHAIR

MICHAEL JORDAN
COMMISSIONER

LARRY SOWA
COMMISSIONER

June 29, 2000

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

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

Dear Executive Officer Burton and Presiding Officer Bragdon:

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

We will comment on the following sections:

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

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

1. Section 6.8.7, JOBS /HOUSING IMBALANCE

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

Justification

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

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

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

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

2. Section 6.7.6, I-205 CORRIDOR IMPROVEMENTS

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

Justification

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

3. Section 6.7.5, THE SUNRISE CORRIDOR PROJECT

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

Justification

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

4. Section 1.3.6, MODE SPLIT TARGETS

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

Justification

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

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

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

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

5. Section 6.7.6, THE SOUTH CORRIDOR PROJECT

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

Justification

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

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

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

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

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

Sincerely, —



Bill Kennemer
Clackamas County Board of Commissioners

Copies:

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

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

JUL 03 2000



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

June 29, 2000

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

Reference: Regional Transportation Plan (2000) Comments

Dear Mr. Burton and Metro Council,

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

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

Develop Project Packages for Efficiency

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

Link Project Schedules with Growth

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

Link Policy and Programming

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

We Can Help

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

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

Sincerely,



Paul Shirey
Co-chair, Transportation Committee
Columbia Corridor Association



Michal Wert
Co-chair, Transportation Committee
Columbia Corridor Association

JUN 29 2000

DOUGLAS J. KELSO

1174 NE 76TH AVENUE
PORTLAND, OR 97213

June 29, 2000

Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Re: Comments on 2000 RTP

To the Metro Council:

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

I. CHAPTER 4

Page 4-3

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

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

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

Page 4-6

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

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

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

Page 4-14

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

II. CHAPTER FIVE

A. REGIONAL TRANSIT SERVICE STRATEGY

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

(1) Lents Transit Center

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

(2) 102nd/112th Avenue Bus

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

(3) 82nd Avenue MAX Access

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

(4) Tigard/Tualatin/Sherwood Rapid Bus

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

(5) Beaverton/Tigard Corridor Rapid Bus

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

(6) Lake Oswego-Milwaukie Transit Link

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

(a) *Rail Shuttle*

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

(b) *Rail/Bus Bridge*

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

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

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

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

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

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

B. CENTRAL CITY PROJECTS

(1) Project 1051 - Burnside Street Traffic Management Improvements

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

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

(2) Project 1119: Sandy/Burnside Intersection

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

III. CHAPTER SIX

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

Page 6-26

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

Page 6-30

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

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

Page 6-31

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

Page 6-32

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

Page 6-32

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

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

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

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

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

Page 6-34

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

The corridor should include rapid bus between Beaverton and Tigard.

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

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

Page 6-38

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

IV. NEW PROJECTS

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

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

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

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

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

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

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

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

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

B. JOHN'S LANDING STREETCAR

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

C. EAST SIDE STREETCAR

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

D. HIGH SPEED RAIL FACILITATION STUDY

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

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

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

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

E. MULTNOMAH FALLS BUS

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

V. GENERAL COMMENTS

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

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

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

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

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

Thank you for this opportunity to comment.

Sincerely,



Douglas Kelso

Date: June 29, 2000

Handwritten signature

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

From: Michael Kepcha
39215 N.E. 28th
Washougal Wa
98671

RECEIVED
JUN 29 2000

BY:.....

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

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

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

10/29/2000

Muffet Kaplow

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

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

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

6/29/2000

Mukul Kapur

(Impacts = Pass Through Traffic Planning)

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

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

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



... business and community working together

June 29, 2000

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

CC: Andy Cotugno, Director of Growth Management

FROM: Tualatin Chamber of Commerce
Business Advocacy Committee

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

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

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

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

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

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

June 29, 2000

JUN 30 2000

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



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

Mr. Gray:

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

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

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

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

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

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

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

Sincerely,



Laurie Nicholson
Associate Planner

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



WASHINGTON COUNTY
OREGON

June 29, 2000

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

RECEIVED
JUN 29 2000

BY:.....

Dear David:

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

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

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

Sincerely,

Tom Brian
Chairman

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



Willamette Pedestrian Coalition

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

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

June 29, 2000

Subject: Update of Regional Transportation Plan (RTP)

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

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

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

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

Thank you for your consideration.

Sincerely,
Brian Newman *JA*
Brian Newman, President



WESTSIDE BUSINESS COALITION ON TRANSPORTATION

RECEIVED
JUN 29 2000

June 29, 2000

BY:.....

❖ ❖ ❖ ❖ ❖

COALITION MEMBERS

Baker Rock

Community Newspapers

Lawrence R. Derr, Attorney at Law

Fisher Farms

Fred Meyer

Hillsboro Chamber of Commerce

*Home Builders Association
of
Metropolitan Portland*

Intel

Gary Katsion

Steve Larrance

Nike

Portland General Electric

Ted Spence

Tektronix

Westside Economic Alliance

*Members of
Rural Roads Operations
Maintenance
Advisory Committee*

*Members of
Washington County
Planning Commission*

*Members of
Washington County
Board of County Commissioners*

❖ ❖ ❖ ❖ ❖

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

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

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

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

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

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

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

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

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

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

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

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


Tom Brian, Chairman
Board of County Commissioners


Roy Rogers, Commissioner
Washington County JPACT Rep

TESTIMONY ON THE REGIONAL TRANSPORTATION PLAN

Bruce M. Pollock June 29, 2000

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

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

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

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

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

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

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

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

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

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

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

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

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

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



June 29, 2000

Testimony on the Regional Transportation Plan Presented to the Metro Council

Lynn Ann A. Peterson, Transportation Advocate

Chair Bragdon and Members of the Council,

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

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

Concerns/Suggestions

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

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

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

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

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

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

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

Walker Road 5 Lane Expansion Project 3143

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

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

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

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

Potential Future Testimonial:

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

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

The Facts:

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

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

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

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

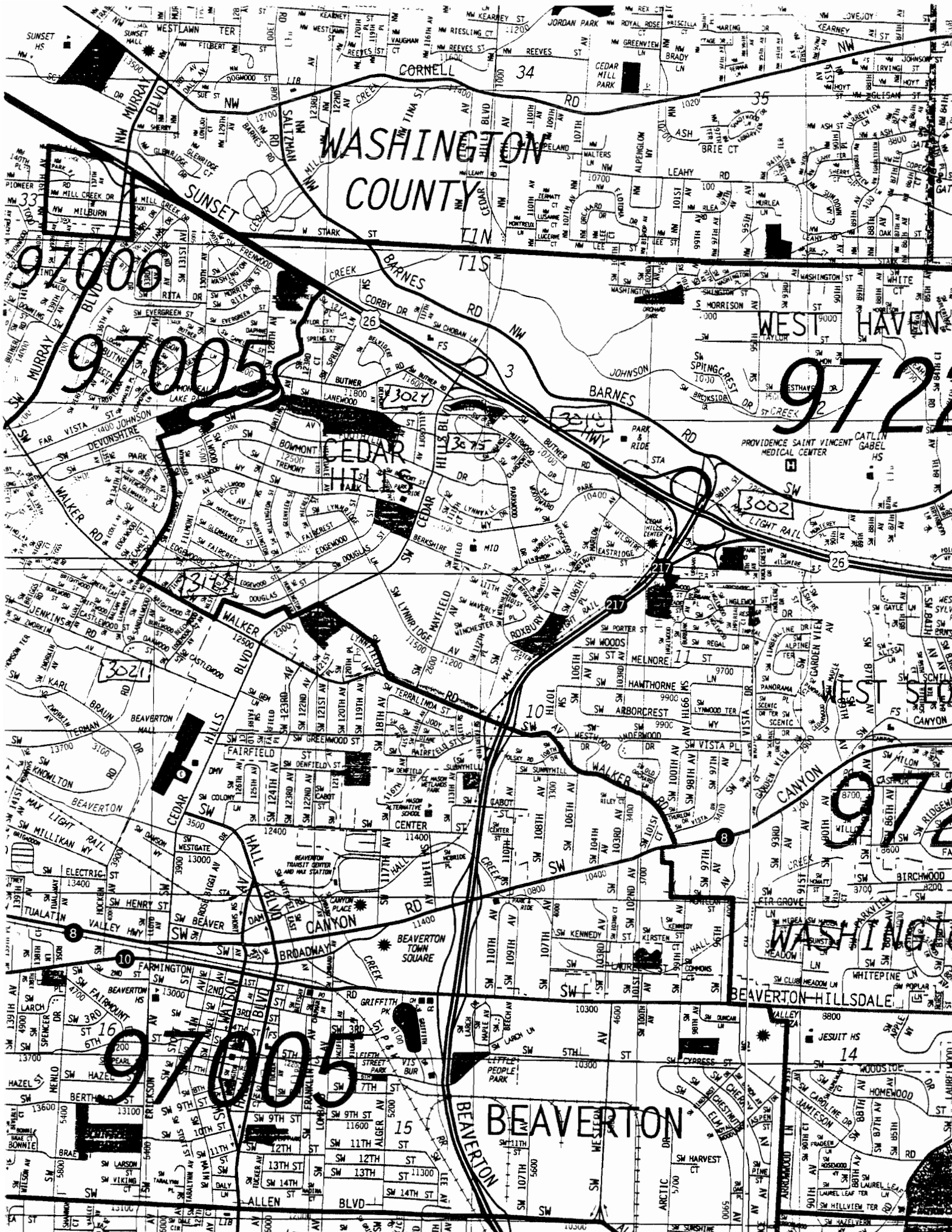
We are in the process of setting up a web site and email addresses to focus our efforts on the 52 homes that are directly impacted and the 300+ homes that are indirectly impacted by the proposed 3143 project. We will be obtaining signatures from many of our neighbors to show that we as a neighborhood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

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

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

Respectfully,

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



WASHINGTON COUNTY

CEDAR HILLS

WEST HAVEN

WEST SIDE

BEAVERTON

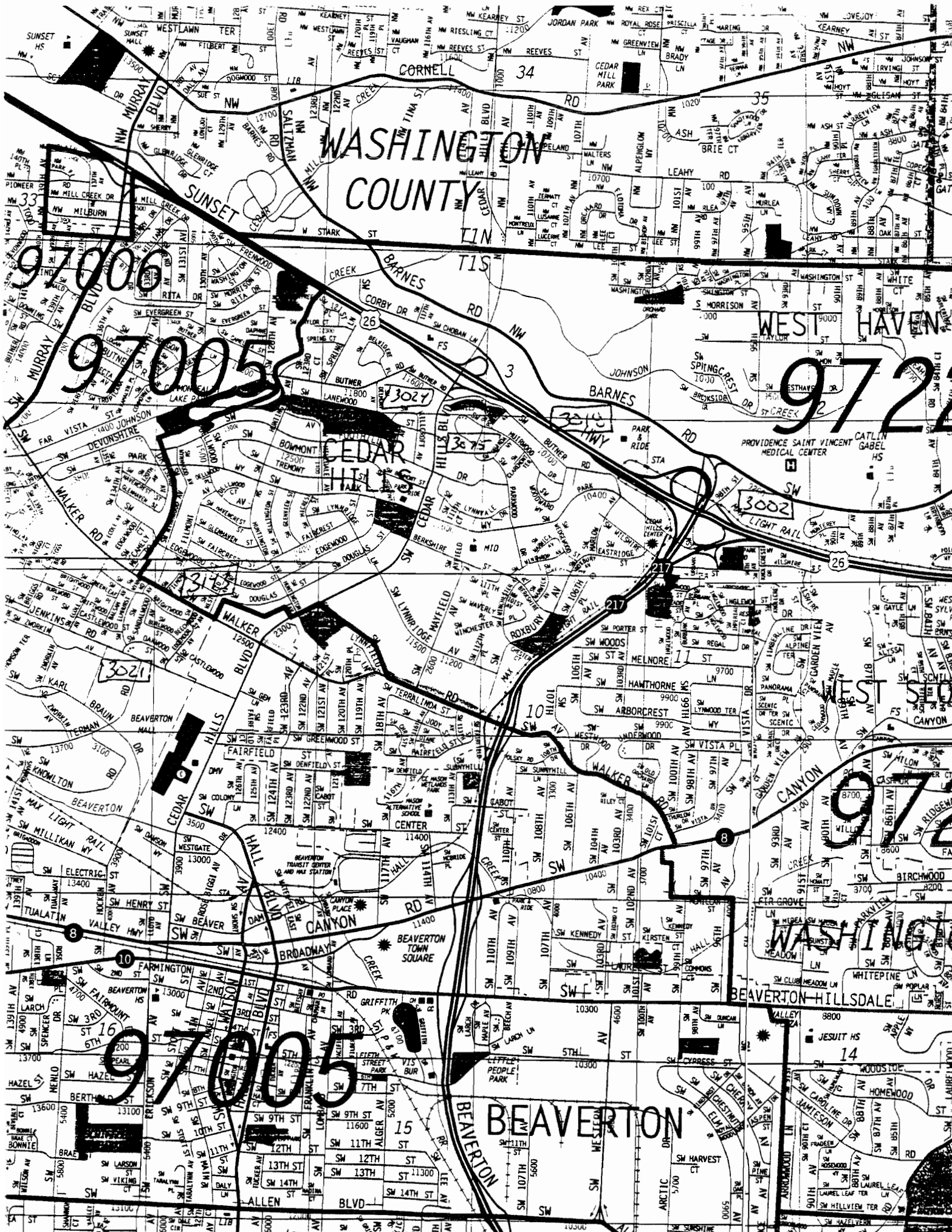
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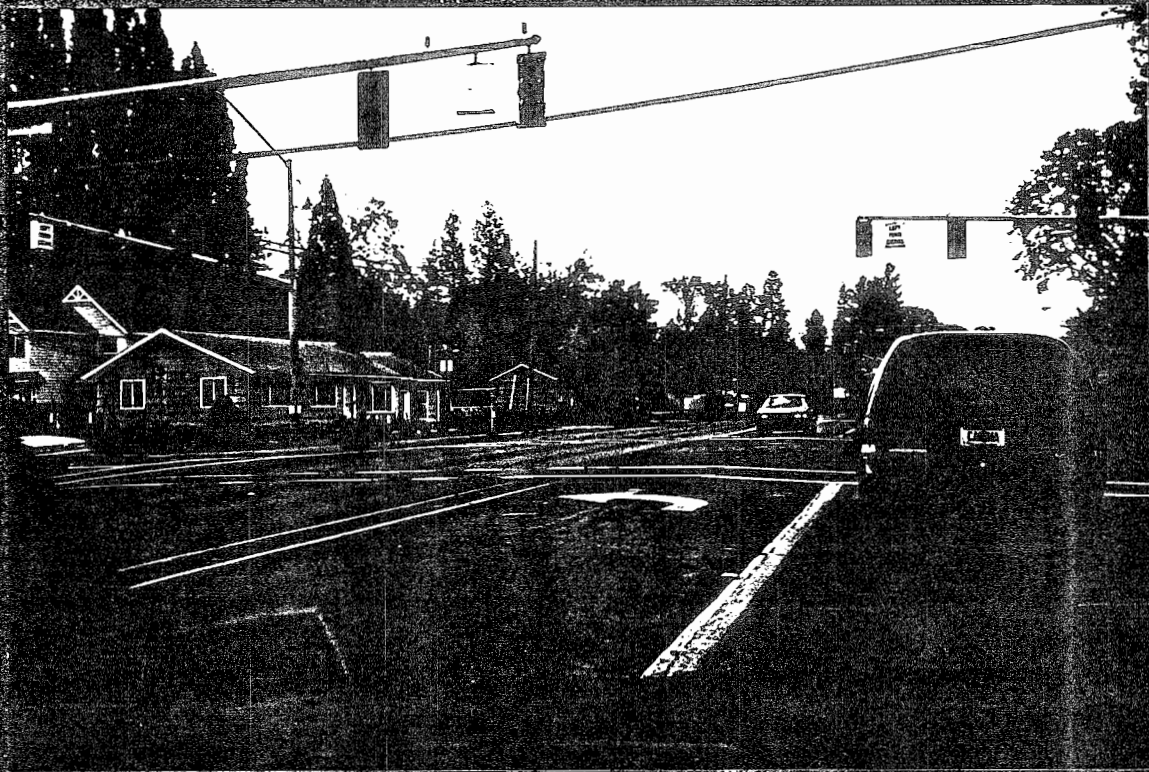
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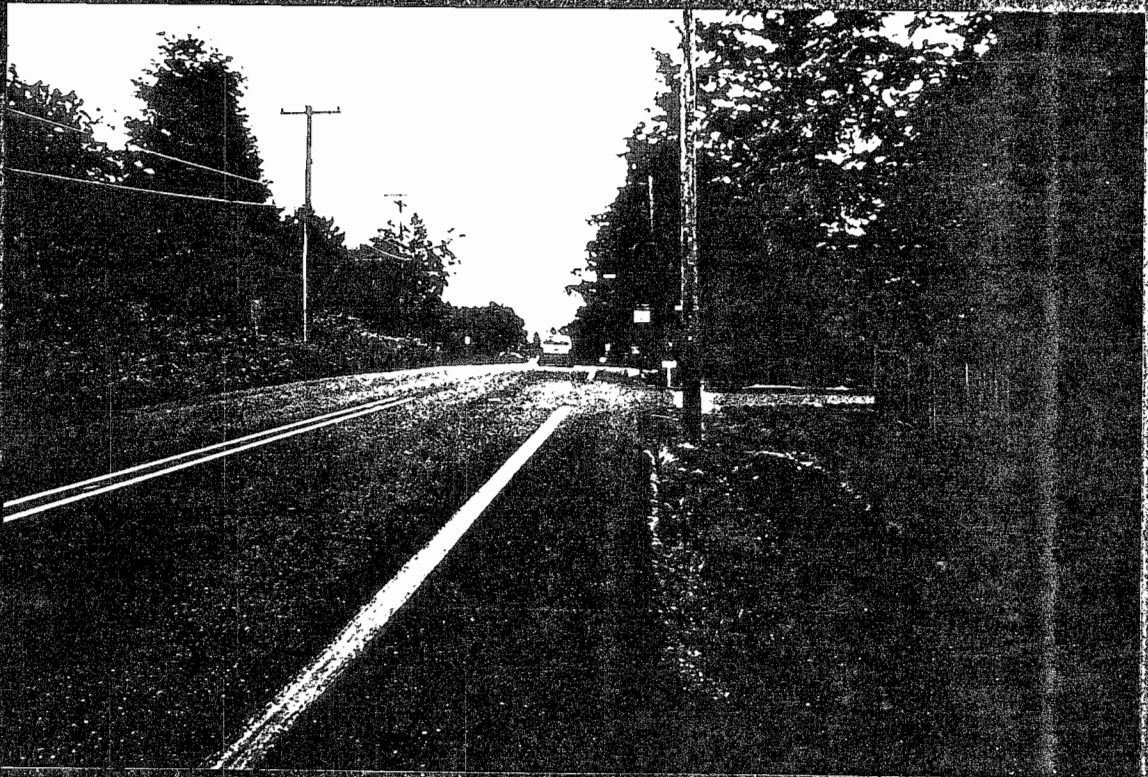
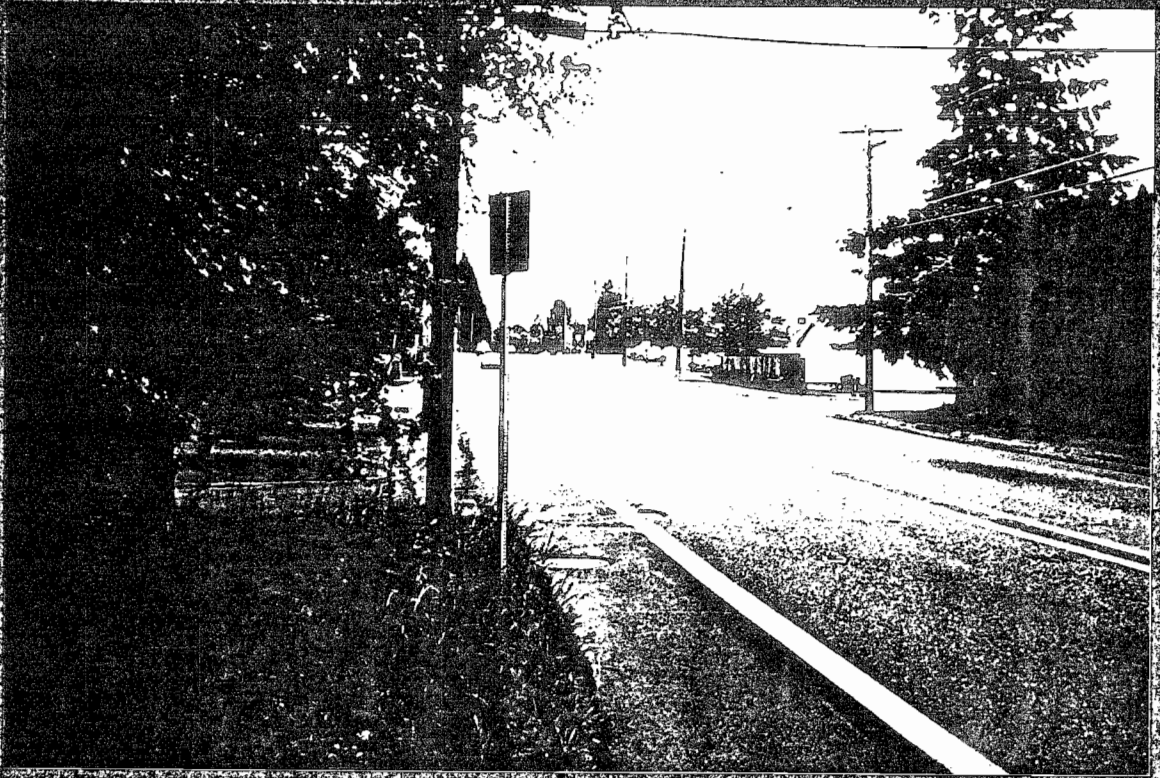
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W. Johnson St. 5/25/2001





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

Dear Metro Councilors,

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

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

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

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

Sincerely,



Morgan Will

encl. Project Summary

THE BANFIELD CORRIDOR

BICYCLE AND PEDESTRIAN TRANSPORTATION

PROJECT

Concept

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

Location:

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

Objectives:

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

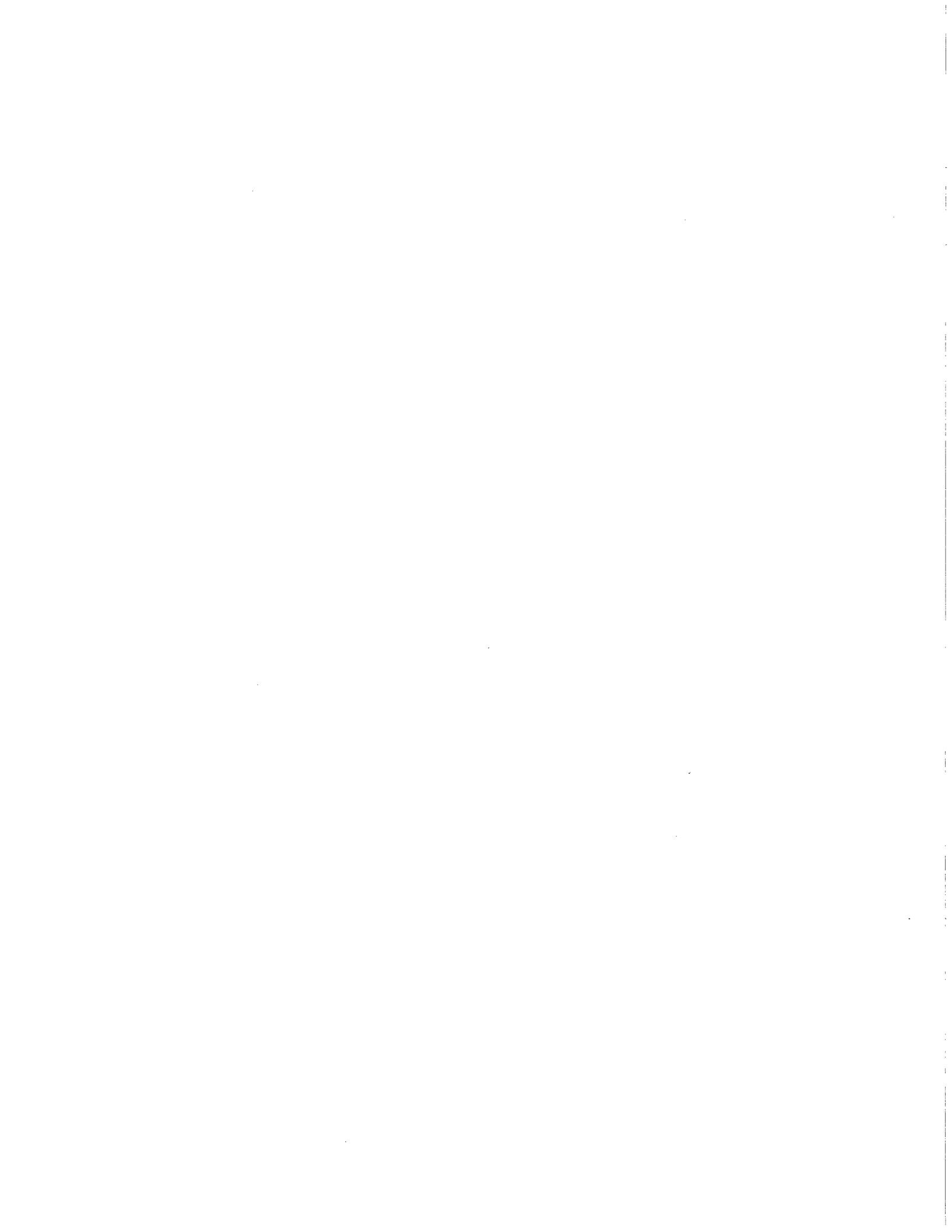
Important Features:

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

More:

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

Telephone Calls



Transportation Hotline Comment
RTP
June 1, 2000

Daniel Petersen
Southeast Portland
(503) 788-5159

I have two major concerns with regard to transportation.

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

Thank you.

Transportation Hotline Comment
RTP
June 6, 2000

Vern Shahan
3000 SW 214th Avenue
Beaverton, OR 97006

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

June 29, 2000

Telephone comment

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

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

June 29, 2000

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

Richard Webb
7735 SW Brentwood Street
Portland 97225-2315

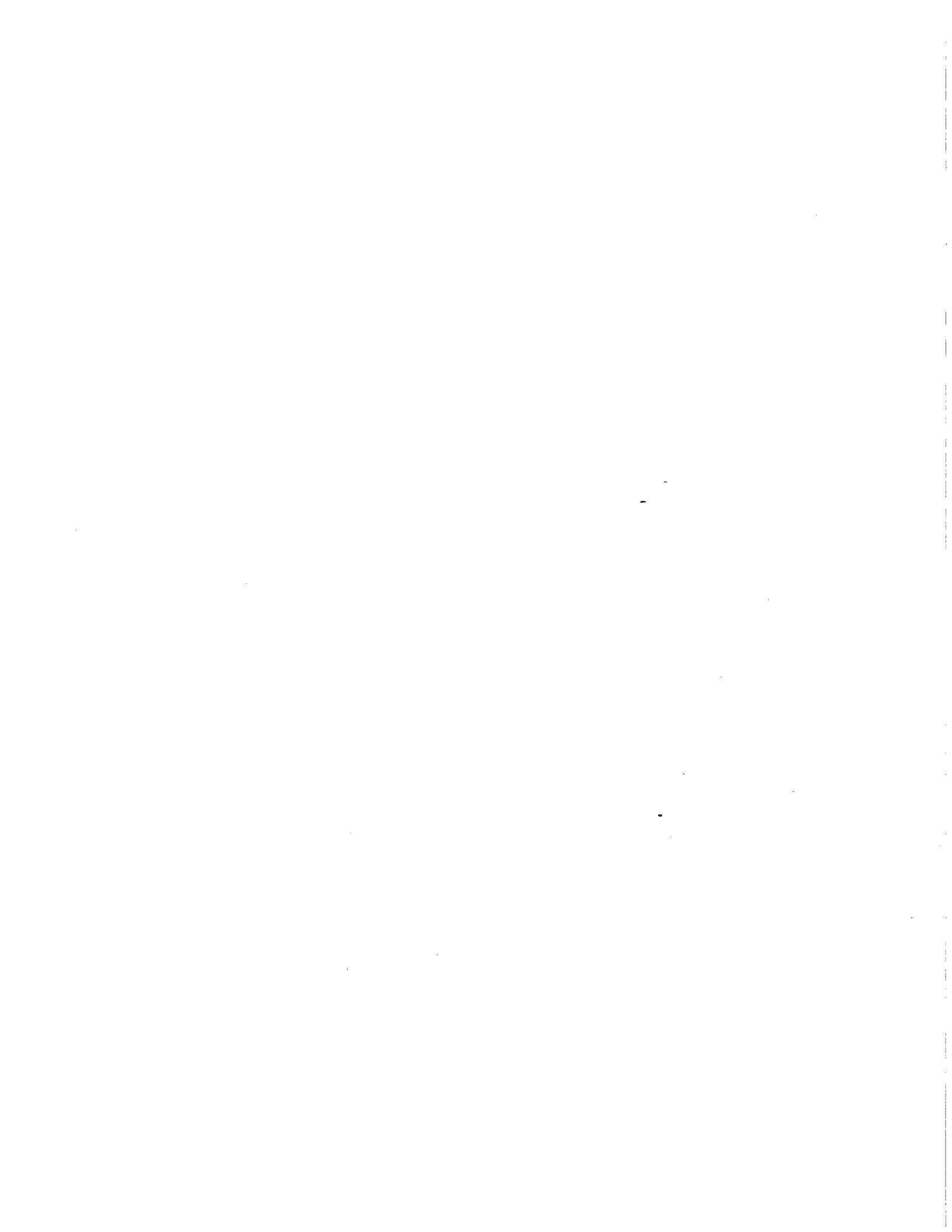
Mr. Webb said his comment was best expressed and his main points covered in a letter he had previously sent to the editor of the Valley Times newspaper, and he would like to submit this as his comment: ==

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

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

RTP 2000 Public Comment Report

June 29, 2000 Public Hearing Testimony



MINUTES OF THE METRO COUNCIL MEETING

June 29, 2000

Metro Council Chamber

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

Councilors Absent: Jon Kvistad

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

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

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

7. ORDINANCES –FIRST READING/PUBLIC HEARING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilor Atherton commented that it was difficult to do.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Larrance said that was several of the factors.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilor Atherton said that was what regional government should do.

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

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

062900c-14 6/29/00

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

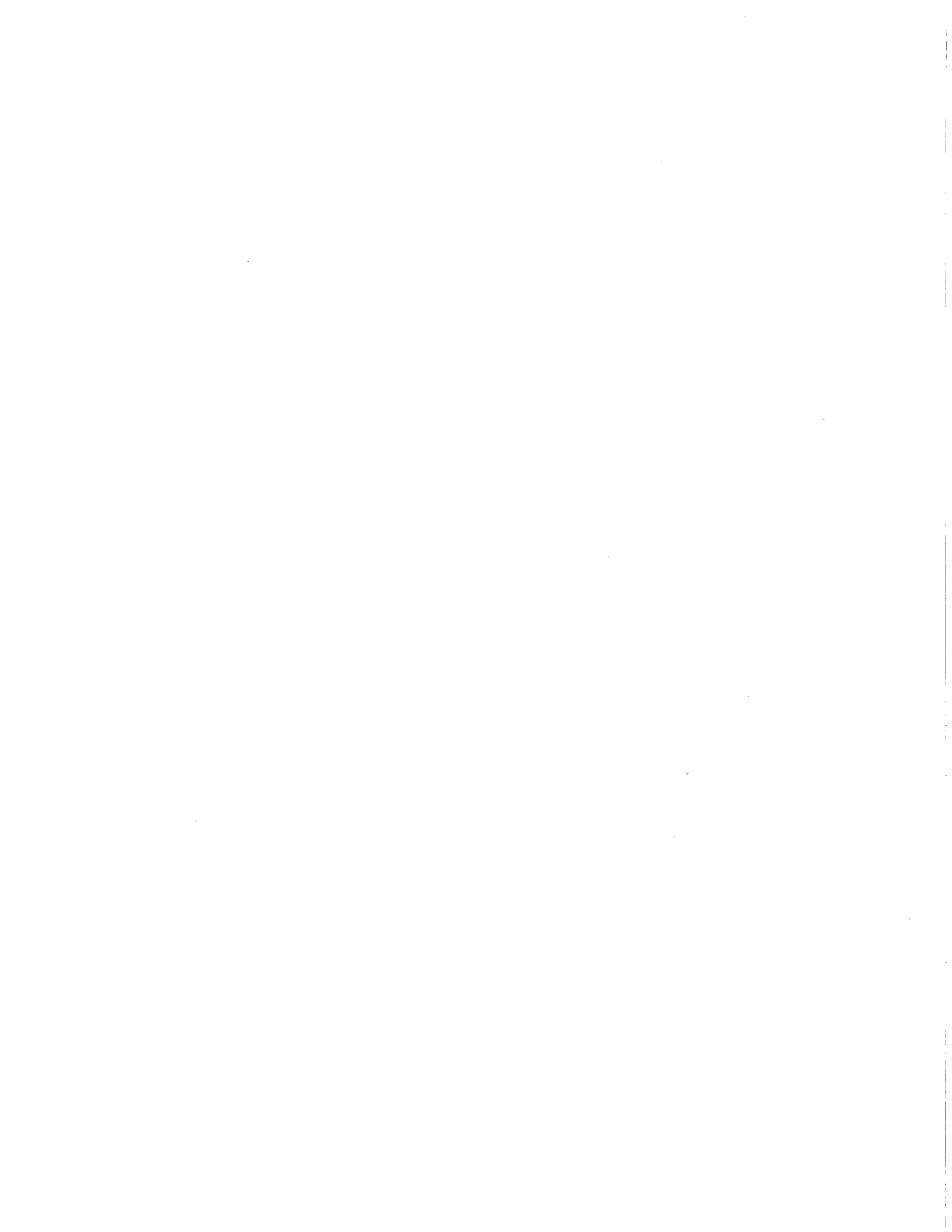
TO: Metro Council
FROM: Don Baack

Ordinance No.
00-869

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RTP 2000 Public Comment Report

Summary of Notification



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

RTP notification flyer/letter

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

398 government coordination letters mailed 5/15-17

News release

Sent to all media May 17, 2000

Advertisements (6" wide X 5" deep)

The Oregonian (5/8/00)

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

Clackamas Review/Oregon City News

Portland Observer

The Skanner

Sellwood Bee (June 1)

Asian Reporter

Hillsboro Argus

Gresham Outlook

El Hispanic News (in English and Spanish)

News release notification of hearing

News release sent to media June 26, 2000

Web page

RTP comment period information

Summary and complete text of RTP available

Hotline


Dates of comment period, how to comment

Comments could be left on hotline

M E M O R A N D U M

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



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

* * * * *

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

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

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

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

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

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



Metro Regional Services

Creating livable communities

600 NE Grand Ave., Portland, OR 97232

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

2000 Regional Transportation Plan final adoption timeline

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

Metro – planning that protects the nature of our region

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

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

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

Final comment period opens May 15

on Regional Transportation Plan

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

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

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

New projects for a balanced system

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

Five years of citizen input

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

How to comment

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

By fax – to (503) 797-1949

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

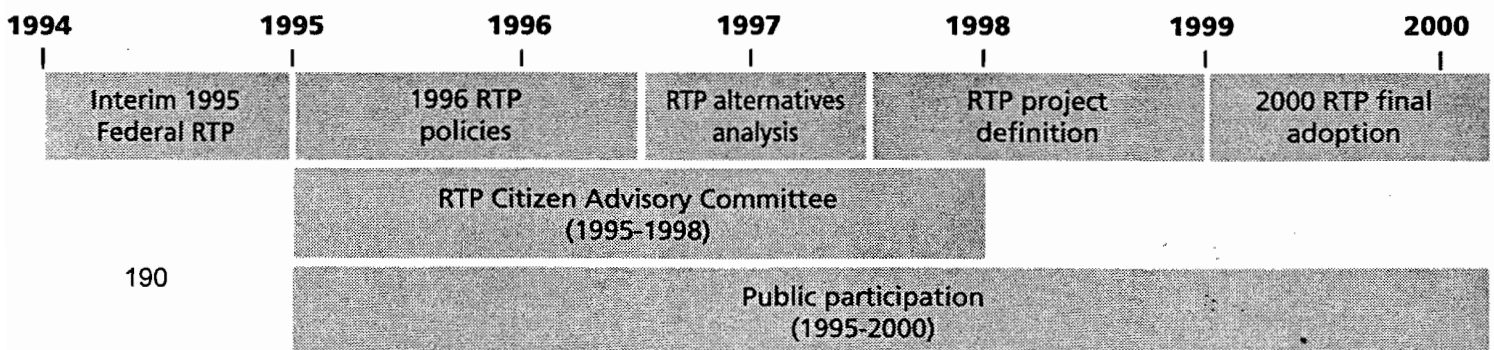
By e-mail – to trans@metro.dst.or.us

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

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

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

Visual Timeline





METRO
Regional Services

600 NE Grand Ave.
Portland, OR
97232-2736

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

Recycled paper

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

Regional Transportation Plan moves toward final approval

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

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

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

How to comment

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

By fax – to (503) 797-1949

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

By e-mail – to trans@metro.dst.or.us

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

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

- more -

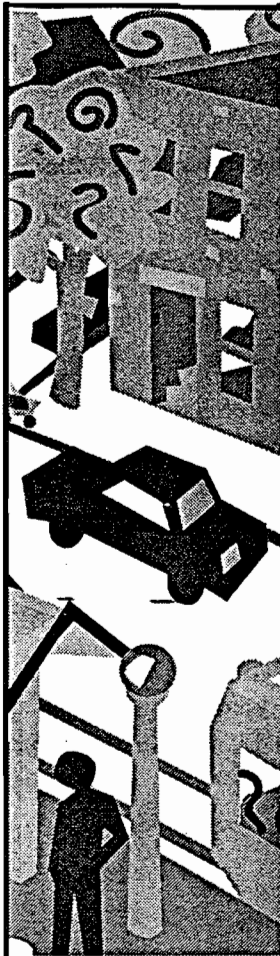
For more information on the Regional Transportation Plan update, visit Metro's web site at www.metro-region.org or leave a message on the transportation hotline, (503) 797-1900, option 2. For a copy of the plan, call (503) 797-1857 or visit the Metro web site.

2000 Regional Transportation Plan final adoption timeline

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

#

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



Keep us moving!

Final comments due on transportation choices in the region

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

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

How to comment

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

By fax – to (503) 797-1949

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

By e-mail – to trans@metro.dst.or.us

For more information, visit our web site at

www.metro-region.org or leave a message on the transportation hotline. For a copy of the plan, call (503) 797-1857 or see the Metro web site.



METRO
Regional Services
Creating livable communities

Manténganos en movimiento!

Se solicitan comentarios finales sobre las opciones de transporte para la región

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

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

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

Cómo hacer llegar sus comentarios

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

Por fax – al (503) 797-1949

Por correo electrónico – se pueden enviar a trans@metro.dst.or.us

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

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



**METRO
COUNCIL**

FOR IMMEDIATE RELEASE

June 26, 2000

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

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

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

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

NEW PROJECTS FOR A BALANCED SYSTEM

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

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

HOW TO COMMENT

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

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

ABOUT METRO

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

###



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[Regional Affordable Housing Strategy Plan](#)

[2000 Regional Transportation Plan](#)
Final public comment period ends June 29. Public hearing at 2 p.m., June 29 in Metro Council chamber.

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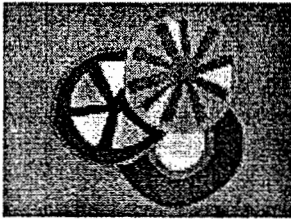
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Regional Transportation Plan

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

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

Additional information is available:

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

How to get involved

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

RTP public comment period timeline:

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

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

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Posted on Oct. 1, 1999

Metro should walk its talk with transportation plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RTP 2000 Public Comment Report
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