 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, May 8, 2014
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL**1. INTRODUCTIONS****2. CITIZEN COMMUNICATION****3. CONSIDERATION OF THE COUNCIL MINUTES FOR MAY 1, 2014****4. RESOLUTIONS**

4.1 **Resolution No. 14-4515**, Adopting the Annual Budget for Fiscal Year 2014-15, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan. (No action. Continued to June 12, 2014)

4.1.1 Public Hearing on Resolution No. 14-4515

4.2 **Resolution No. 14-4516**, Approving the FY 2014-15 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

Tim Collier, Metro

4.3 **Resolution No. 14-4527**, For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for Purpose of Air Quality Conformity Determination.

John Mermin, Metro

4.3.1 Public Hearing on Resolution No. 14-4527**5. ORDINANCES - SECOND READ**

5.1 **Ordinance No. 14-1329**, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas.

Roger Alfred, Metro

5.1.1 Public Hearing on Ordinance No. 14-1329**6. CHIEF OPERATING OFFICER COMMUNICATION**

Martha Bennett, Metro

7. COUNCILOR COMMUNICATION**ADJOURN**

Television schedule for May 8, 2014 Metro Council meeting

| | |
|---|---|
| <p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, May 8</p> | <p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, May 11, 7:30 p.m. <i>Date:</i> Monday, May 12, 9 a.m.</p> |
| <p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, May 12, 2 p.m.</p> | <p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, May 10, 11 p.m. <i>Date:</i> Sunday, May 11, 11 p.m. <i>Date:</i> Tuesday, May 13, 6 a.m. <i>Date:</i> Wednesday, May 14, 4 p.m.</p> |
| <p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p> | |

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro’s nondiscrimination notice

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Agenda Item No. 3.0

Consideration of the Council Minutes for May 1, 2014

Consent

Metro Council Meeting
Thursday, May 8, 2014
Metro, Council Chamber

Agenda Item No. 4.1

Resolution No. 14-4515, Adopting the Annual Budget for Fiscal Year 2014-15, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan.

Resolutions
No Action

Metro Council Meeting
Thursday, May 8, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

| | |
|---|--|
| ADOPTING THE ANNUAL BUDGET FOR FISCAL) YEAR 2014-15, MAKING APPROPRIATIONS,) LEVYING AD VALOREM TAXES, AND) AUTHORIZING AN INTERFUND LOAN) | RESOLUTION NO 14-4515 Introduced by Martha Bennett, Chief Operating Officer, with the concurrence of Council President Tom Hughes |
|---|--|

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2014, and ending June 30, 2015; and

WHEREAS, recommendations from the Multnomah County Tax Supervising and Conservation Commission have been received by Metro (attached as Exhibit A and made a part of the Resolution) and considered; now, therefore,

BE IT RESOLVED,

1. The "Fiscal Year 2014-15 Metro Budget," in the total amount of FOUR HUNDRED EIGHTY MILLION SEVEN HUNDRED EIGHTY FOUR THOUSAND EIGHT HUNDRED SEVENTY FOUR DOLLARS (\$480,784,874), attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Resolution, at the rate of \$0.0966 per ONE THOUSAND DOLLARS (\$1,000) of assessed value for operating rate levy; at the rate of \$0.0960 per ONE THOUSAND DOLLARS (\$1,000) of assessed values for local option rate levy and in the amount of THIRTY EIGHT MILLION TWO HUNDRED TWENTY EIGHT THOUSAND THREE HUNDRED SIX DOLLARS (\$38,228,306) for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2014-15. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

| | Subject to the General Government <u>Limitation</u> | Excluded from <u>the Limitation</u> |
|------------------------------|---|--|
| Operating Tax Rate Levy | \$0.0966/\$1,000 | |
| Local Option Tax Rate Levy | \$0.0960/\$1,000 | |
| General Obligation Bond Levy | | \$38,228,306 |

3. In accordance with Section 2.02.040 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Resolution, and hereby appropriates funds for the fiscal year beginning July 1, 2014, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

4. An interfund loan from the Solid Waste Revenue Fund to the General Asset Management Fund in an amount not to exceed \$3.5 million is hereby authorized. The loan will be made to fund two large capital projects at the Oregon Zoo. The loan, including interest at a rate equal to the average yield on Metro's pooled investments, will be repaid from Oregon Zoo operating revenues. Repayment will be made over a period not to exceed ten years beginning FY 2014-15. Annual interest only payments will be made until such time as the Oregon Zoo's commitment to debt service on the FY 2013 Full Faith & Credit bonds expires on 8/1/2016. Thereafter, annual principal payments will be due no later than June 30th of each fiscal year.

5. The Rehabilitation and Enhancement Fund is hereby renamed the Community Enhancement Fund. All other attributes of the fund remain the same.

6. The Chief Operating Officer shall make the filings as required by ORS 294.458 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

ADOPTED by the Metro Council on this 19th day of June 2014.

Tom Hughes, Council President

APPROVED AS TO FORM:

Alison Kean, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION 14-4515 ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2014-15, MAKING APPROPRIATIONS, LEVYING AD VALOREM TAXES, AND AUTHORIZING AN INTERFUND LOAN

Date: April 4, 2014

Presented by: Martha Bennett
Chief Operating Officer

BACKGROUND

I am forwarding to the Metro Council for consideration and approval my proposed budget for fiscal year 2014-15.

Metro Council action, through Resolution No. 14-4515 is the final step in the process for the adoption of Metro's operating financial plan for the forthcoming fiscal year. Final action by the Metro Council to adopt this plan must be completed by June 30, 2014.

Once the budget plan for fiscal year 2014-15 is approved by the Metro Council on May 8, 2014, the number of funds and the maximum tax levy cannot be amended without review and certification by the Tax Supervising and Conservation Commission. Adjustments, if any, by the Metro Council to increase the level of expenditures in a fund are limited to no more than 10 percent of the total value of any fund's expenditures in the period between Metro Council approval in early May 2014 and adoption in June 2014.

Exhibit A to this Resolution will be available subsequent to the Tax Supervising and Conservation Commission hearing June 5, 2014. Exhibits B and C of the Resolution will be available at the public hearing on April 24, 2014.

ANALYSIS/INFORMATION

1. **Known Opposition** – Metro Council hearings will be held on the Proposed Budget on April 24, 2014 and May 8, 2014. Opportunities for public comments will be provided. Opposition to any portion of the budget will be identified during that time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Tax Supervising and Conservation Commission by May 15, 2014. The Commission will conduct a hearing on June 5, 2014 for the purpose of receiving information from the public regarding the Metro Council's approved budget. Following the hearing, the Commission will certify the budget to the Metro Council for adoption and may provide recommendations to the Metro Council regarding any aspect of the budget.
3. **Anticipated Effects** – Adoption of this Resolution will put into effect the annual FY 2014-15 budget, effective July 1, 2014.
4. **Budget Impacts** – The total amount of the proposed FY 2014-15 annual budget is \$480,784,874 and 785.25 FTE.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 14-4515

Agenda Item No. 4.2

Resolution No. 14-4516, Approving the FY 2014-15 Budget,
Setting Property Tax Levies and Transmitting the Approved
Budget to the Multnomah County Tax Supervising and
Conservation Commission.

Resolutions

Metro Council Meeting
Thursday, May 8, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

APPROVING THE FY 2014-15 BUDGET, SETTING)
PROPERTY TAX LEVIES AND TRANSMITTING)
THE APPROVED BUDGET TO THE MULTNOMAH)
COUNTY TAX SUPERVISING AND)
CONSERVATION COMMISSION)

RESOLUTION NO 14-4516

Introduced by
Tom Hughes, Council President

WHEREAS, the Metro Council, convened as the Budget Committee, has reviewed the FY 2014-15 Proposed Budget; and

WHEREAS, the Council, convened as the Budget Committee, has conducted a public hearing on the FY 2014-15 Proposed Budget; and

WHEREAS, pursuant to Oregon Budget Law, the Council, convened as the Budget Committee, must approve the FY 2014-15 Budget, and said approved budget must be transmitted to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review; now, therefore,

BE IT RESOLVED,

1. That the Proposed FY 2014-15 Budget as amended by the Metro Council, convened as the Budget Committee, which is on file at the Metro offices, is hereby approved.

2. That property tax levies for FY 2014-15 are approved as follows:

SUMMARY OF AD VALOREM TAX LEVY

| | Subject to the General Government <u>Limitation</u> | Excluded from <u>the Limitation</u> |
|------------------------------|---|--|
| Permanent Tax Rate | \$0.0966/\$1,000 | |
| Local Option Tax Rate | \$0.0960/\$1,000 | |
| General Obligation Bond Levy | | \$38,228,306 |

3. That the Chief Operating Officer is hereby directed to submit the Approved FY 2014-15 Budget and Appropriations Schedule to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review.

ADOPTED by the Metro Council this 8th day of May, 2014.

Tom Hughes, Council President

APPROVED AS TO FORM:

Alison Kean, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 14-4516 APPROVING THE FY 2014-15 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION

Date: April 4, 2014

Presented by: Tim Collier
Director, Finance and Regulatory Services

BACKGROUND

On April 24, 2014, Martha Bennett, the Chief Operating Officer, presented the FY 2014-15 Proposed Budget to the Metro Council sitting as Budget Committee. A public hearing on the budget was held where the Council, sitting as Metro's Budget Committee, received testimony from interested members of the general public and Metro stakeholders.

The action taken by this resolution is the interim step between initial proposal of the budget and final adoption of the budget in June. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a public hearing on Metro's budget scheduled for Thursday, June 5, 2014 at 12:30 p.m. in the Metro Council Chamber Annex. Following the meeting, the TSCC will provide a letter of certification for Metro's budget at which time the Council will formally adopt the final budget for FY 2014-15. The adoption of the budget is currently scheduled for Thursday, June 19, 2014.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time the budget is approved. Under budget law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval. Metro's levy for general obligation debt reflects actual debt service levies for all outstanding general obligation bonds. The levy authorization for FY 2014-15 also includes year 2 of the 5-year local option levy for Parks and Natural Areas support as well as the levy for Metro's permanent tax rate for general operations.

ANALYSIS/INFORMATION

1. **Known Opposition** – None known at this time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15, 2014. The Commission will conduct a hearing on June 5, 2014 for the purpose of receiving information from the public regarding the Council's approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

3. **Anticipated Effects** – Adoption of this resolution will set the maximum tax levies for FY 2014-15 and authorize the transmittal of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.
4. **Budget Impacts** – The total amount of the proposed FY 2014-15 annual budget was \$480,784,874. Any changes approved by the Council at the time of approval were incorporated into the budget prior to transmittal to the TSCC.

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 14-4516 approving the FY 2014-15 budget and authorizing the Chief Operating Officer to submit the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Agenda Item No. 4.3

Resolution No. 14-4527, For the Purpose of Accepting the
2014 Regional Transportation Plan Project List for Purpose of
Air Quality Conformity Determination.

Resolutions

Metro Council Meeting
Thursday, May 8, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE 2014) RESOLUTION NO. 14-4527
REGIONAL TRANSPORTATION PLAN)
PROJECT LIST FOR PURPOSE OF AIR) Introduced by Councilor Dirksen
QUALITY CONFORMITY DETERMINATION)

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the metropolitan region, and must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every 5-7 years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in June 2010 and approved and acknowledged by US Department of Transportation and US Environmental Protection Agency on September 20, 2010; and

WHEREAS, the next update must be completed by July 2014 to allow time for review and approval prior to the plan's expiration on September 20, 2014, thereby providing continued compliance with federal planning regulations and ensuring continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, on September 12, 2013 the Metro Council and the Joint Policy Advisory Committee on Transportation approved the proposed 2014 RTP work program identified as Exhibit A; and

WHEREAS, subsequent to adoption of the work program Metro solicited projects pursuant to the criteria included in the work program; and

WHEREAS, public comment has been received on the draft RTP project list submitted by local jurisdictions; and

WHEREAS, JPACT has recommended the acceptance and MPAC has recommended the tentative approval of the 2014 RTP project list for purpose of air quality conformity determination; now therefore

BE IT RESOLVED that the Metro Council accepts the 2014 Regional Transportation Plan project list for purpose of air quality conformity determination.

ADOPTED by the Metro Council this 8th day of May 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

DRAFT

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4527, FOR THE PURPOSE OF ACCEPTING THE 2014 REGIONAL TRANSPORTATION PLAN PROJECT LIST FOR PURPOSE OF AIR QUALITY CONFORMITY DETERMINATION

Date: May 1, 2014

Prepared by: John Mermin, 503-797-1747

BACKGROUND

Purpose of action

The request for action at the May 8 Metro Council meeting is to receive acceptance of the 2014 Regional Transportation Plan (RTP) for purpose of air quality conformity determination. As part of the 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list have been able for review at Metro's website: www.oregonmetro.gov/rtp. Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. All comments received will be included in the 2014 RTP Final Public Comment Report.

The action is necessary so that Metro can run the air quality model on a 2014 RTP project list for conformity with the federal Clean Air Act, and hold a required 30-day comment period on the results (May 16 - June 15). Final action will be requested from regional committees and the Metro Council at meetings from June 18-July 17. The current RTP expires September 20, 2014. The final RTP must be submitted in late July for federal and state review prior to its expiration date.

Discussions of 2014 RTP leading up to acceptance

Metro Council and JPACT approved a 2014 RTP work program on September 12, 2014. Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the Fall, local jurisdictions and partner agencies worked to update their RTP project lists culminating in submissions to Metro in December, 2013. These updates were limited by JPACT and the Metro Council to projects coming from a local public process such as a transportation system plan or corridor plan. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council.

Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from late February to late March. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction*.

Recommendations from regional advisory committees

Recommendations for tentative approval of the 2014 RTP for purposes of air quality conformity analysis were received from MTAC (April 16), MPAC (April 23), and TPAC (April 25). A recommendation from JPACT to accept the RTP project list for purpose of air quality conformity determination is (*anticipated to be*) received - May 8). These prior actions are consistent with Resolution No. 14-4527, For the Purpose of Accepting the 2014 RTP project list for purpose of air quality conformity determination.

Summary of Public Comments on 2014 Public Review Draft RTP

Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies. The public comments on the RTP generally fall into two categories (a) those requesting specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Staff has organized responses to the comments accordingly, with individual recommendations on all comments requesting a specific change. Attachment 1 displays a summary of comments received as of April 13th. Attachment 2 displays recommended changes to the project list based on public comments as of April 13th. Updated versions of attachment 1 and 2 (including all comments received in the 45-day comment period, March 21 - May 5) will be provided at the May 8 Metro Council meeting. The 2014 RTP Final Public Comment Report will be available for the Metro Council at its final action meeting on the RTP on July 17.

ANALYSIS/INFORMATION

1. Known Opposition None

2. Legal Antecedents

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Ordinance No. 10-1241B
- Resolution No. 10-4150A
- Resolution No.13-4456

Anticipated Effects

With approval:

- Staff will complete air quality conformity analysis and hold 30-day comment period on the results.

3. Budget Impacts There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 14-4527

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|---|---|-----------------|-----------|---|----------------------|
| 1 | More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding. | Karen Buehrig | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 2 | Stop wasting our money on roads and car traffic infrastructure. It's a dead end. | Glen Ropella | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 3 | the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland | Ronald Weinman | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 4 | Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support. | Brittain Brewer | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 5 | Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit. | Sam Jones | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 6 | Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours. | K H | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 7 | As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity. | Keith Liden | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|--------------------|-----------|---|--|
| 8 | Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW. | Jim M Alder | 3/23/2014 | No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT. | 10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements; |
| 9 | Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased. | Carl VanderZanden | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 10 | Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options. | Nicholas Tahran | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 11 | More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road. | Liz Jones | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 12 | I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns. | Levi Manselle | 3/24/2014 | No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT. | 11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River |
| 13 | The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs. | Michael Harrington | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-------------------|-----------|---|----------------------|
| 14 | Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding. | Angelene Falconer | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 15 | Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service. | Gerri Lent | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 16 | Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow. | Saly Quimby | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 17 | Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service. | Peggy Powell | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 18 | Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way. | Robert Lee | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 19 | Less transit more on roads and bridges | Jerad Hampton | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 20 | I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process. | Marilyn Veomett | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-------------------|-----------|---|--|
| 21 | All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason. | Ed Rae | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 22 | 2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings. | David Morelli | 3/26/2014 | No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT. | 10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west) |
| 23 | because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max. | John Kleev | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 24 | Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos. | Richard Whitehead | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 25 | Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers. | Thomas Riese | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|--------------------|-----------|---|----------------------|
| 26 | It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here). | Dona Hertel | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 27 | Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used. | Stuart Long | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 28 | We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain. | Greg Wilhelm | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 29 | I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way. | Mary Jean Williams | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 30 | It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland. | Paige Dickson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 31 | Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are. | Rick Scrivns | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 32 | Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence | Kelly Sweeney | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 33 | Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines. | Susan O'Neill | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 34 | Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting. | Gerald Good | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 35 | Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources. | Nancy Gibson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 36 | I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either. | Rick Michaelson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|---------------|-----------|---|---|
| 37 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Metcalf | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT. | 10558; Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 38 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Atherton | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, ODOT. | 10558: Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 39 | Too much money is being spent on bike lanes and not enough to support the road repairs and maintenance | Paul Edgar | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|--------------|-----------|---|--|
| 40 | <p>All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic foot-print and our current and planned road infrastructure does not support, economic expansion. That has to change.</p> | Larry Conrad | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 41 | <p>Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.</p> | Seth Alford | 3/26/2014 | No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet. | <p>BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;</p> |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|------------------|-----------|---|----------------------|
| 42 | Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought. | Soren Impey | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 43 | Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries. | J Chris Anderson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 44 | Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe. | Darlene Bensin | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 45 | You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use. | Michael Halloran | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 46 | I would like to see public transit receive higher priority | Barbara Walden | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 47 | Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed. | Robert Bachelder | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 48 | I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City. | Helen Hays | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 49 | Improved ... Frequency and speed in Sw | Don Darby | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 50 | Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads. | P McKnight | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 51 | Increase Freight decrease Transit. | D H | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|---------------------|-----------|---|--|
| 52 | Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here? | Randall Murray | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 53 | I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments. | Daniel Hauser | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 54 | agree with percent of funding, It is hard to judge bang for the buck with the number of projects | Dennis Hodge | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 55 | The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :->) | Mary Lou Bonham | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 56 | More Transit funding. | Mark Rogers | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 57 | I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets. | Kathleen Sharp | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 58 | So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up. | Michelle Poyourow | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 59 | More emphasis on Transit and Active Transportation is always welcome. | Kathleen Anson | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 60 | I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free. | Natalie Leavenworth | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 61 | I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles." | Lisa Caballero | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 62 | More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways. | Timur Ender | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 63 | ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings. | Clinton Doxsee | 3/27/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS |

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|----|---|-------------------|-----------|---|----------------------|
| 64 | the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects. | Allan Rudwick | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 65 | Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools. | Kari Schlosshauer | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 66 | Investments should be made where most needed, regardless of what category they fall into | Mare Stern | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 67 | I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go. | Carolyn Scrutton | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 68 | I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region | Joe Hardman | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 69 | I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of | Sandra Doubleday | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 70 | I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast). | Jim Diamond | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-----------------|-----------|---|---|
| 71 | Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland. | Cheryl McDowell | 3/28/2014 | No change recommended. This comment has been forwarded to Portland and ODOT | SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW |
| 72 | quit wasting our money. total waste | David Goliath | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 73 | Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly. | Kristi Beyer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 74 | I would at least triple the investment in transit - not into rail-base modes but into bus routes. | Cliff Lehman | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 75 | light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our | Richard Smith | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 76 | More money for public transit | Jennifer Cobb | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 77 | Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency. | Jim Gardner | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-----------------|-----------|---|----------------------|
| 78 | Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too un-informed. | Kurt Kristensen | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 79 | Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use. | Travis Camp | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 80 | I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal. | Nolan Plese | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 81 | Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads. | K D | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 82 | Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening. | Vicki McNamara | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 83 | I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future Wii require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system. | Craig Loftin | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 84 | It seems evenly decided among all transportation areas. Keep progressing. | Janet Arndorfer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|-----------------|-----------|---|--|
| 85 | It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project. | Chase Ballew | 3/30/2014 | No change recommended. This comment has been forwarded to the City of Portland and ODOT. | 11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS |
| 86 | Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety. | Evelyn Whitlock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 87 | Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability | Marlene Byrne | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 88 | Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect". | Brian Knapp | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 89 | I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation | Fred Dobson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 90 | I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created. | Sue Nelson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 91 | I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters. | Brandy Steffen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 92 | Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel. | Joseph Edge | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 93 | Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above. | Sarah Larsen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|-----------------------------|-----------|---|---|
| 94 | Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation. | Christopher Achterman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 95 | Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland. | Mike Warwick | 3/31/2014 | No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet. | 10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening |
| 96 | Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later. | Phil Richman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 97 | a greater percentage of the regional investments should be made in active transportation and transit | Tara Brock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 98 | I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower. | Lois Moss | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 99 | We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise. | Jonathan Poisner | 4/1/2014 | No change recommended. This comment has been forwarded to ODOT. | 10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension |
| 100 | I would invest more in Transit | Prisciliano Peralta-Ramirez | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 101 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Patricia Gardner | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 102 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Stephanie Whitchurch | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 103 | Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail. | Georgeann Courts | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|---------------------|----------|---|---|
| 104 | It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process. | Michael Schoenholtz | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 105 | I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration. | Matt Menely | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 106 | I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank | Alicia Hamilton | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 107 | Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion. | Eldon Lampson | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 108 | Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route. | Tom Lancaster | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 109 | Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River. | Videan Polone | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 110 | Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect. | Linn Davis | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|---------------|----------|---|--|
| 111 | Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland. | Jeff Monaghan | 4/4/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10282: Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; |
| 112 | We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often. | David O'Dell | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 113 | One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego. | Chris Carter | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 114 | I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas. | Jonathan Leto | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 115 | We could greatly reduce the % for resurfacing freeways if we could BAN STUDDERED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat. | Mary Vogel | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 116 | More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now. | John Frewing | 4/7/2014 | No change recommended. This comment has been forwarded to Portland. | 11323: Sullivan's Gulch; |
| 117 | Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects. | Edward Miller | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 118 | active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE. | Gretchin Lair | 4/8/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|-----------------|----------|---|--|
| 119 | The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets. | Mike Stevens | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 120 | Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better. | Leslie Doering | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 121 | more money sent on sidewalks and crosswalks | Pamela Rodgers | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 122 | Better bus service, especially on the west side. MAX would be an improvement. | John Baldrige | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements |
| 123 | I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland. | Darik Dvorshak | 4/9/2014 | No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT. | 10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements; |
| 124 | I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car. | Karen Smith | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 125 | I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance. | Mark Nunnenkamp | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 126 | We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these. | Don Wolsborn | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 127 | I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern. | Gayleen Guyton | 4/9/2014 | No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT. | 10553: 209th Improvements; 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|----------------------|-----------|---|---|
| 128 | I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation. | Leah Witte | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 129 | More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points. | Matthew Nelson | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1 |
| 130 | Increasing public transportation and adding Max rails. | Becca Dike | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 131 | Transit to 33% Minimum. 10% or more on union accountability legal fees. | Gary Stanfield | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 132 | Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community. | Sean Carey | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 133 | More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. | _ Werneken | 4/10/2014 | No change recommended. This comment has been forwarded to ODOT and TriMet. | 10893: Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; |
| 134 | As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me. | Christopher Anderson | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 135 | I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise. | Jonathan Nagar | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|-------------------|-----------|---|--|
| 136 | Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited. | Candise Coffman | 4/10/2014 | No change recommended. This comment has been forwarded to Gresham and TriMet. | 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max |
| 137 | Always more for mass transit and less for highways and parking lots. | S. Theo Burke | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 138 | Greater investment in public transportation infrastructure, maintenance and expansion. | Jeanne Quan | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 139 | lower fares, more service | Rob Powell | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 140 | Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling. | Trey Cundall | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 141 | I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner. | Chadwick Ferguson | 4/10/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 142 | I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges. | Steve Boughton | 4/11/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|----------------------------|-----------|--|--|
| 143 | <p>I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders.</p> <p>I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service..</p> <p>Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic.</p> <p>I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors.</p> <p>It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.</p> | Cathy Smith | 4/2/2014 | No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT | Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn; |
| 144 | <p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.</p> <p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.</p> | Jacob Baez | 4/11/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project; |
| 145 | <p>In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".</p> | Metro Staff | 4/9/2014 | Change as requested | |
| 146 | <p>Revise project #11332 title as follows: "High Capacity Transit Capital Construction: I-205 BRT" to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000</p> | Trimet Staff | 4/9/2014 | Change as requested | 11332 - High Capacity Transit Capital Construction: I-205 |
| 147 | <p>Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.</p> | Metro Councilor Harrington | 3/25/2014 | Change as requested | |

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|--------------|----------|----------------------|---|
| 146 | Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000 | Trimet Staff | 4/9/2014 | Change as requested | 11332 - High Capacity Transit Capital Construction: I-205 |

DRAFT

Agenda Item No. 5.1

Ordinance No. 14-1329, For the Purpose of Amending Title 4
of the Urban Growth Management Functional Plan Regarding
the Establishment of Trails and Associated Facilities in
Regionally Significant Industrial Areas.

Ordinances – Second Read

Metro Council Meeting
Thursday, May 8, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|--|
| FOR THE PURPOSE OF AMENDING |) | ORDINANCE NO. 14-1329 |
| TITLE 4 OF THE URBAN GROWTH |) | |
| MANAGEMENT FUNCTIONAL PLAN |) | Introduced by Martha J. Bennett, Chief |
| REGARDING THE ESTABLISHMENT OF |) | Operating Officer, with the concurrence of |
| TRAILS AND ASSOCIATED FACILITIES IN |) | Tom Hughes, Council President |
| REGIONALLY SIGNIFICANT INDUSTRIAL |) | |
| AREAS |) | |

WHEREAS, on December 16, 2010 the Metro Council adopted Ordinance No. 10-1244B, which included amendments to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (UGMFP); and

WHEREAS, those amendments included the addition of new protections for Regionally Significant Industrial Areas (RSIAs) under Metro Code Section 3.07.420.D that require cities and counties within the Metro region to adopt land use regulations for RSIAs that “prohibit the siting of parks intended to serve people other than those working or residing in the RSIA”; and

WHEREAS, on February 28, 2013 the Metro Council adopted Resolution No. 13-4415 approving Metro’s Ice Age Tonquin Trail Master Plan, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation; and

WHEREAS, on November 1, 2013 the Land Use Board of Appeals (LUBA) issued an opinion in *Terra Hydr v. City of Tualatin*, LUBA No. 2013-016, holding that the proposed regional trail described by Metro’s Ice Age Tonquin Trail Master Plan fell within the meaning of a “park” as that word is used in Metro Code 3.07.420.D and therefore would not be allowed within the RSIA; and

WHEREAS, on April 23, 2014, the Metro Policy Advisory Committee voted to recommend that the Metro Council approve the proposed amendment to Title 4 in order to ensure that the Metro Code does not prohibit trails and associated facilities from being located within industrial areas in the Metro region; and

WHEREAS, the Metro Council has determined that the protections created in Metro Code 3.07.420.D should not be construed to prohibit trails and associated facilities that provide active transportation options and pedestrian and bicycle connectivity from crossing through an RSIA; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Section 3.07.420.D of the Metro Code is hereby amended as follows:

“D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, places of assembly larger than 20,000 square feet or parks intended to serve people other than those working or residing in the RSIA. Nothing in this subsection is intended to prohibit trails and associated facilities from being located within an area designated RSIA on Metro’s Title 4 Map, including but not limited to trailhead amenities, parking

areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas and educational facilities.”

ADOPTED by the Metro Council this _____ day of May 2014.

Tom Hughes, Council President

Attest:

Approved as to Form:

Troy Rayburn, Recording Secretary

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1329, FOR THE PURPOSE OF AMENDING TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN REGARDING THE ESTABLISHMENT OF TRAILS AND ASSOCIATED FACILITIES IN REGIONALLY SIGNIFICANT INDUSTRIAL AREAS

Date: April 24, 2014

Prepared by: Roger Alfred

PROPOSED ACTION

Adoption of Ordinance No. 14-1329 amending Title 4 of Metro's Functional Plan to expressly allow the establishment of trails and related facilities within Regionally Significant Industrial Areas.

PURPOSE OF PROPOSED AMENDMENT

The purpose of the proposed amendment is to respond to an issue arising out of a LUBA decision regarding the potential location of the Ice Age Tonquin Trail in a Regionally Significant Industrial Area (RSIA) near the City of Tualatin. LUBA held that the trail, as described in Metro's Ice Age Tonquin Trail Master Plan (IATTMP), fell within the meaning of a "park" that would be prohibited within an RSIA under Metro's existing Title 4 rules. The proposed amendment provides a clear legislative statement of the Metro Council's intent that this type of trail and facilities associated with the trail are allowed within an RSIA.

BACKGROUND

On February 28, 2013, the Metro Council adopted Resolution No. 13-4414 approving the IATTMP, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation. The IATTMP was also adopted via resolution by Washington County and the Cities of Tualatin and Sherwood. At the same time, the City of Tualatin also adopted, via ordinance, amendments to its Transportation System Plan (TSP) that included elements of the trail, including a map showing the preferred alignment as described in Metro's master plan.

All five decisions were appealed to LUBA by the "Tonquin Industrial Group" (TIG), which is a coalition of property owners in the RSIA directly southwest of the City of Tualatin. The TIG is concerned about potential impacts to their industrial operations from the trail being located across their properties. At LUBA the TIG argued, among other things, that the trail constitutes a "park" that is prohibited within an RSIA under existing Metro Title 4 rules.

LUBA held that the adoption of the IATTMP by Metro, the City of Tualatin, and Washington County did not constitute "final land use decisions" subject to LUBA jurisdiction. Therefore, LUBA dismissed those appeals without considering the substance of TIG's arguments. LUBA's decision to reject TIG's appeal and dismiss Metro's adoption of the IATTMP was subsequently upheld by the Oregon Court of Appeals.

However, the City of Tualatin's ordinance adopting amendments to its TSP, which included a map showing the preferred alignment of the trail, was clearly a final land use decision. Therefore, LUBA considered the substance of TIG's arguments in that one appeal. Although LUBA rejected eight out of

nine sets of arguments raised by the opponents, LUBA agreed that the trail as described in the IATTMP fell within the meaning of a “park” as that term is used in Metro Code 3.07.420.D, which prohibits “parks intended to serve people other than those working or residing in the RSIA.”

In the absence of a definition of the word “park” under Title 4, LUBA relied in part on a dictionary definition of a park as a public “place of beauty or of public recreation.” LUBA noted that the IATTMP describes not just a trail but many other facilities including trailhead amenities, restrooms, picnic areas and information centers. Therefore, LUBA concluded that the IATTMP fell within the meaning of a “park” that would be prohibited in the RSIA under Title 4.

NEED FOR PROPOSED AMENDMENT

Proposed Ordinance No. 14-1329 provides a clear legislative statement that the Metro Council intends to allow the establishment of trails such as the Ice Age Tonquin Trail and their associated facilities within RSIA's. This is an important legislative fix that transcends the immediate dispute with the TIG because, in the absence of this amendment, LUBA’s decision creates legally binding precedent that would prohibit Metro and other local governments from locating trails within RSIA's anywhere in the region. In addition to the Ice Age Tonquin Trail, the following existing and proposed trails all include segments within an RSIA, and the proposed amendment is therefore necessary to ensure they can be planned and developed:

- Columbia Slough Trail and Marine Drive Trail, North and NE Portland (existing)
- Springwater Corridor, Gresham (existing)
- Gresham-Fairview Trail Phase 5 (proposed)
- Willamette River Greenway, North and NW Portland (proposed)
- 40-Mile Loop Trail, Gresham (proposed)
- Clackamas Bluffs Trail, Happy Valley (proposed)
- Waible Creek Greenway, Hillsboro (proposed)

By 2035, about half a million more people are expected to live within the Metro UGB, and the percentage of roadways experiencing severe congestion is expected to increase dramatically. Increasing congestion has real economic costs. Dedicated regional trails for pedestrians and cyclists will help free roadways for other users. Regional trails are the preferred travel corridor for walking and riding because they are safe and fast, and because they can offer a natural experience that is removed from the noisy and hectic urban environment.

In April 2008 the Metro Council appointed a Blue Ribbon Committee for Trails to evaluate where regional trails fit in the region's priorities and recommend potential strategies for expanding the region's trail network. The committee recommended that regional trails are vitally important to local communities because they provide alternative transport routes and ways to connect with nature. The committee also concluded that investments in bike and pedestrian travel will produce significant environmental, livability, health and economic benefits to the region.

The Metro Technical Advisory Committed (MTAC) considered the proposed amendment at its meeting on March 19, 2014 and recommended revisions to clearly state that all facilities associated with a trail are also allowed within an RSIA. MTAC reviewed OMA’s revisions at its meeting on April 3, 2014 and unanimously recommended approval by the Metro Policy Advisory Committee (MPAC).

MPAC considered the proposed amendments at its meeting on April 23, 2014 and voted to recommend approval of the proposed amendments to the Metro Council.

ANALYSIS/INFORMATION

1. **Known Opposition:** It is anticipated that a representative of the TIG may appear in opposition to the proposed amendments, and may argue that rather than amending Title 4, the Metro Council should instead amend the IATTMP to relocate the preferred alignment of the Tonquin Trail to a location that does not cross their properties.
2. **Legal Antecedents:** Metro Urban Growth Management Functional Plan Title 4; Metro Resolution No. 13-4414 approving the IATTMP; LUBA opinion in *Terra Hydr v. City of Tualatin*, ___ Or LUBA ___ (LUBA No. 2013-016, November 1, 2013).
3. **Anticipated Effects:** Adopting this ordinance will allow Metro and other local governments to locate trails and associated facilities within areas mapped RSIA under Title 4 of the Urban Growth Management Functional Plan. Several segments of existing regional trails are located within RSIA's, and this amendment will remove any legal uncertainty about the location of those trails under Title 4.
4. **Budget Impacts** None

RECOMMENDED ACTION

The Office of Metro Attorney recommends adoption of Ordinance No. 14-1329.

Materials following this page were distributed at the meeting.

Testimony of Janet Conklin



Packy, age 52

May 8, 2014

Dear Councilor,

I plan to appear at your meeting today to testify on matters relating to the Oregon Zoo, and I submit this letter and its attachments for your review and ask that it be made a part of the record.

I am writing to call your attention to the conditions under which the Oregon Zoo's Asian elephants are kept and the suffering that these intelligent, social animals must endure.

Because of their size and nature, in order for us to maintain this exhibit these elephants must suffer a dismal captivity in tightly restricted space which leads to their physical, mental and emotional breakdown. This is compounded by archaic handling techniques which are, injurious and unnecessary. When so much harm to the animal is inherent in the Oregon Zoo's elephant exhibit, this entire program needs to be seriously reexamined by Metro and the Zoo, and change needs to occur both in our perception and attitude toward these animals and in the character of our relationship to them.

It is one of my core beliefs that we have ethical obligations to other living beings. We need to recognize that to satisfy five minutes of our curiosity an Oregon Zoo elephant is subjected to 24 hours of grueling boredom and almost total suppression of all natural instincts by lifetime confinement in a concrete-floored stall and a small enclosure devoid of grasses and trees and room to roam. Lack of exercise and long hours standing on hard surfaces are primary contributors to chronic foot pain and common life-threatening foot disease, debilitating arthritis, and muscular and skeletal deterioration. These captivity-induced health problems are the primary cause of the pain and early death commonly suffered by elephants in zoos and circuses. The modestly increased square footage of the Oregon Zoo's "Elephant Lands," which

is currently under construction, will be only 3½ to 4 acres allocated to the elephants net of cage “barns” and visitors’ areas. This will not materially change the restricted and unsatisfactory conditions under which the elephants are forced to live. The merciful, humane, ethical plan would be to close down this exhibit and send these elephants to a sanctuary with a habitat of soft ground, grass, trees, and expansive, quiet space in which to walk, play, bathe and communicate with others of their kind, for the remainder of their lives – a place to heal, to live and die with the dignity they deserve.

There is no preserve in 2014 that Oregonians thought would be developed locally as sanctuary for these elephants from their vote in favor of the 125 million dollar bond measure of 2008. Why did that not occur? The zoo according to reports has switched their vision from caring for the needs of more space and concomitant relief for the existing elephants to use of any future expansion of space for a breeding facility.

The first and third attachments to this message are articles factually substantiating the suffering of the Oregon Zoo captive elephants, written by the owner/editor of the *Northwest Examiner* and appearing in the February and March 2014 issues respectively. The “Whose Side Are You On” editorial candidly describes the very disturbing, inhumane and life-threatening consequences of zoo captivity for elephants and points up the fundamental need to “re-imagine what a zoo should be.” Oregon Zoo visitors may not recognize that they are looking at a demeaned and degraded animal who is suffering by reason of its captivity, unless they spend some time with the elephants, read about them in depth, or, best of all, observe them in the wild, where they roam free, up to 30 miles a day, over vast, unrestricted areas. “Walking to stay well applies to more than an elephant’s physical health... repetitive swaying and rocking occur with elephants restricted in small spaces with little mental and physical stimulation” (Joyce Poole). These behaviors are believed to be a means to... “help animals cope with an adverse environment” ... in which their natural energies are almost entirely pent up and their natural behaviors are blocked.

The oldest of the Oregon Zoo elephants is Packy, who was born in this zoo in 1962 and has lived every minute of his 52 years in confinement here. Packy has tuberculosis and painful foot disease often the result of chronic wet and unsanitary conditions and inactivity, and he exhibits captivity-related stereotypical behaviors consisting of repetitive head-bobbing, swaying in place, and pacing in circles within his small enclosures which are abnormal and signs of his great stress. “Often, these are a result of behavioral deprivation...thwarted intention, or escape movements that cannot be carried out because of inadequate space or a lack of complexity in the artificial environment” (Dr. Foster, curator of Seattle zoo). Elephants in the wild or in good sanctuaries do not do this. In a recent lawsuit against the Los Angeles Zoo, after weeks of testimony, Judge John Segal said, “Captivity is a terrible existence for any intelligent, self-aware species, which the undisputed evidence shows elephants are. To believe otherwise, as some high ranking zoo employees appear to believe, is delusional”.

Zoo Director Kim Smith and zoo management seem determined to keep Packy at the Oregon Zoo and have steadfastly refused suggestions to remove him or any of the elephants to

sanctuary. She denies that Packy and the other 7 elephants' overall physical and psychological health is compromised, and asserts as her reason for keeping them is that "the commitment of the Zoo is to the care of its animals and to the community of people who support them." Confining large exotic mammals in zoos with restricted space, the elephant being the largest, with a physical and instinctual need for space and with a highly evolved intelligence and complex social structure (spanning many generations) assaults their bodies and their minds. In their wild natural habitat, elephants roam long distances and spend hours a day foraging, eating, playing, bathing and spraying, and communicating among themselves. In short, their normal behavior is the antithesis of a zoo display.

The first video linked below has lyrics and shows Packy in a steel barred cage at the Oregon Zoo and in his barren enclosure juxtaposed against the beauty of the 2700 acre sanctuary in Tennessee where two elephants play, walk and bond. The second video is of the Woodland Park Elephants in the Seattle Zoo where they have less than one acre of land. One elephant is caged in a small cell 17 hours a day for half of the year. The organization In Defense of Animals names Woodland Park the seventh worst zoo for 2013 for elephants in the nation. Portland is number 8 and has been on the list of the 10 worst zoos five times. Several U.S. cities including Detroit, Chicago, San Francisco and Santa Barbara have closed down their elephant exhibits. These following two videos, are enlightening:

When Elephants Dream:

<https://www.youtube.com/watch?v=ltAGdojbOOM>

Also see attachment titled Elephants do not thrive in the Oregon Zoo

When Elephants Cry:

<http://www.youtube.com/watch?v=uTTYEtLMKmw>

(see attachment, Zoo vs. Sanctuary).

It is hard to swallow the dark side of an iconic institution like the Oregon Zoo, but its legacy is described in the PDF attachment titled "Alan Classen on Zoo Legacy."

The Oregon Zoo has stated their intent to maintain an elephant breeding program, which dooms even more elephants to a lifetime – too often a short one – of captivity that perpetuates the cycle of suffering and exploitation or worse. A bleak future awaits "surplus" elephants, who are either taken from their mothers and relocated or sold to other zoos, or they are sold to circuses and sideshows, where an even more horrific fate awaits them. In circuses they are routinely subjected to the most brutal methods of training and control by their financially motivated keepers. These commercial enterprises make the animals continually travel long hours, chain elephants up to 22 hours a day, deliberately and repeatedly puncture and wound their flesh with bullhooks to control, subdue, break and train them, and brutalize the animal by using ropes and chains as restraints while handlers beat the elephant into submission. These methods range from withholding food and water, to extreme and prolonged beatings, while the animals are subjected to hours of forced performance sessions to make them perform acts that are unnatural and that they are abysmally unsuited for such as being

ridden by people, riding a tricycle, standing on two legs, stools, or balls, doing head stands, and running in circles holding each other's tails. (Boycott the Ringling Brother's Circus coming to Portland September 4-7, 2014)

The Oregon Zoo has a history of transferring and relocating elephants and some from its breeding program to circuses or circus-like events, including the notorious Ringling Brothers, which is especially known for its abuse of captive elephants. Here are some examples of what happens to such elephants:

- In 1996, Stoney, a baby born at the Oregon Zoo, was sold to a trainer who ultimately worked Stoney in a show at a Las Vegas casino. According to reports, the trainer, thinking Stoney was "lazy" when he could not rise on his hind legs, forced him by the use of bullhooks to repeat the trick for hours. In a following performance his hamstring snapped. He was put in a dumpster, then a tightly restrictive metal device, immobilized and isolated in a building for months, deteriorating while the overseers tried to figure out what to do with him. He died a wretched death, without support, in excruciating pain for his last 24 hours. The elephant reached out with his trunk to his trainer, who was indifferent to his suffering, according to reports.
- And as recently as 2012, Rose Tu's baby, born at the Oregon Zoo, was placed under contract to "Have Trunk Will Travel," which rents elephants to the entertainment industry, stages circus-like events, and offers elephant rides. In response to public pressure the Zoo negotiated to keep her.
- Prince was born at the Oregon Zoo and sold to the Ringling Brothers where he was used and abused as a circus elephant. His eventual good fortune was his release to the P.A.W.S. sanctuary in 2011, where I saw him just one week ago overlooking the valley of the 2300 acre preserve. I was told that upon arrival there he was so weak that he could barely walk a few steps up the hill when he first arrived. He has now regained his strength and can be seen reveling in his pool. <https://www.youtube.com/watch?v=ox4dfP9EzIo>

The Oregon Zoo has thus shown that it is in the commercial Elephant trade business. Stop this breeding program in the name of simple humanity, to prevent more elephants from being born into lives of captivity and suffering in zoos, to put an end to the sale of elephants to other zoos and other commercial enterprises where they are subjected to severe, abusive training methods, and to stop the trajectory of adding even more elephants to the newly constructed cramped space of Elephant Lands.

Such a captive breeding program is not only cruel to the offspring; it also causes those elephants who are used for breeding to undergo repetitive, invasive sperm collection and artificial insemination procedures and often results in the deaths of many baby elephants at or shortly after birth. Elephants in captivity breed poorly and die prematurely as proven by the Oregon Zoo's dismal breeding history. Of the 28 elephants born at the Oregon Zoo, 7 died

within 4 days of birth. Of the 21 who survived, 15 were shipped to other zoos and circuses. (See attachment: [Zoo vs Sanctuary](#).) Pulitzer prize journalist Michael Berens, of the Seattle Times, describes the harmful consequences of zoo captivity, the Elephant Trade Business, and the grueling aspects of the artificial breeding process in his two part series: [Glamour Beasts: The Dark Side of Elephant Captivity](#), <http://seattletimes.com/elephants/>

The flawed elephant training and handling programs used entirely by circuses and zoos such as the Oregon Zoo is called "free contact" where the handler is in the same space as the elephant; this system endorses the use of strict discipline, force and punishment or threat of it by the keeper. This system of enforcing dominance (a type of dominance clearly not intrinsic to elephant society) is the tragic gateway to severely abusive and even fatal attacks by humans on an elephant with the tools employed by this method: a sharp pointed poker and hook with a long handle called a bullhook (a tool used by the Oregon Zoo) that digs into the extremely sensitive skin (an elephant's skin, although it looks tough, is actually very soft and tender and is broken and bleeds with an insect bite) of an elephant's trunk, eye rims, inner mouth and legs, electric shock; whips; axe handles, bats, and metal pipes; block and tackle, and chains. Young elephants are not exempt. The handler's goal is to establish dominance by use of these tools to "break" the animal in an attempt to produce certain behaviors. Elephants can die and have from the severity of this method and elephants have also killed handlers in response to such treatment.

Here is a graphic example of free contact "training" of a captive elephant: <https://www.youtube.com/watch?v=plyxH7KsKY8>. Because of public outrage over the brutality shown in this video, Annie was later released to a California sanctuary, where she is now thriving.

There is an alternative that has been implemented by a number of forward-thinking zoos including the Oakland and San Diego Zoos. This system, which is called "protected contact management," avoids both the danger to handlers and the potential (and unfortunately frequent) brutality toward elephants that result from direct contact, allowing a trust relationship to develop. It is a management system in which the handler is both outside the social system of elephants and separated by physical barrier from the elephants. In this system the elephants voluntarily participate in behaviors that enable routine care such as foot management, blood sampling etc. and their ongoing management through the exclusive use of positive reinforcement training. There is never physical punishment. Handlers are not in open space with the elephants and facilities are built to accommodate and assure spatial and physical separation. Training is with a whistle, soft, padded "target" poles, food reinforcers, and human attention. The handlers are still very close to the elephants through the spaces between the poles of enclosures. The elephants are removed for cleanup in barns or enclosures. There is warm, respectful human/elephant interaction that occurs with bathing, feeding and training.

Here is an example of the far kinder, more humane system of protected contact training: <https://www.youtube.com/watch?v=5SAMqQmnGiw>.

The Oregon Zoo still uses the threat of punishment and pain with bull hooks which is part of aversive handling and training techniques, and which is indicative of a focus on dominance rather than a human/animal social relationship outside of the social hierarchy of elephants. This is a cruel practice, adverse to the welfare of elephants, dangerous, unnecessary and archaic in light of the newer, more humane method of handling that transforms an elephant's life in relation to humans. The proceeds from the 2008 \$125 million zoo bond issue should be used to create the proper facilities (barns and enclosures) and the proper training both at the zoo and at any future off-site facility to accommodate fully this positive alternative system of "protected contact" management which uses only the two appropriate techniques (positive reinforcement and attention) and tools (a whistle, targets or benign padded poles of varying lengths and food reinforcers) and the appropriate social human/animal relationship (trainers functions outside the elephant social hierarchy and do not attempt nor is it appropriate to establish a position of social dominance). "Only when these 3 elements are incorporated into the process, is training going to satisfy both fundamental objectives of handler safety and of animal welfare (Whittaker).

Oregon's progressive values should expect more from our zoo. The elephants should not be in captivity under a policy of physical discipline and controlled by intimidation and the fear of pain and punishment by bullhooks when there is such a vastly more humane management alternative.

Rose Tu's 176 bullhook wounds at the hands of an Oregon Zoo handler in one session in 2000 should be enough to have Oregonians ban the use of bullhooks which would deny circuses entry and open up the opportunity for the zoo to adopt a more humane management system. In April, at a 2,300 acre sanctuary in California, I personally observed the Protected Contact Management system in action between a handler and a 14,000 pound bull elephant that was said, when delivered to this facility, to be "unmanageable." When I saw him, this elephant was a model of ideal behavior. He was calm and peaceful. On request of the handler, he willingly extended his feet for cleaning or other treatment into a large, retractable open space between the bars of his cage. He moved carefully and quietly as directed, and even patiently moved his head into another open space, presented his ears (for blood work) then lifted his trunk, and opened his mouth to have his teeth examined with just a touch of a long wand targeting the desired behavior. I was lucky to hear his beautiful, low rumbles as he received a few treats and a bit of lighthearted object retrieval for his efforts. This was a voluntary relationship of trust based on respect rather than physical punishment and domination.

In light of the Oregon Zoo's intransigent complicity in these practices, and of their own investigated medical records that reveal the current elephants' physical miseries brought on by their captivity, surely Ms. Smith's compass of caring needs re-calibration. By promoting Packy as a celebrity (e.g., bringing him out in a public display to stomp on a birthday cake) the zoo obscures the ravaging effects to Packy of keeping him in the tightly confined spaces of zoo captivity. (See attachment: Elephants do not thrive in the Oregon zoo.) One of the zoo

'standard replies for refusing to let Packy retire to a sanctuary is that it would be "cruel to tear him away from his family." However Packy exists alone, with minimal or no family contact in any event, partly because he has a contagious disease (TB) and partly because he shows aggression toward the other elephants not uncommon to elephants in such captivity.

Captive elephants will never go to their natural habitat in the wild, but understanding the consequences of such captivity for an elephant leads one to the reasonable and compassionate conclusion that to sustain such a breeding program cannot be morally justified, and that a sanctuary is a vastly better place for Packy and these elephants to live. To protect Packy from any further emotional and psychological misery and physical deterioration, will you please, councilor, retire Packy to a sanctuary along with his seven elephant-mates. These two pictures were taken at an elephant sanctuary in California and offer a glimpse of what life there would be like.



The "[Packy is Suffering](#)" attachment graphically illustrates the multiple wounds, injuries, painful and chronic foot disease, internal organ damage and the overall physical, mental and emotional harm Packy has endured as a result of his 52 years of zoo captivity. **Without your empathy**

and intervention this elephant, who has been an “exhibit” for over one half of a century and has never had another home or experienced a single day of natural freedom, will be forced to languish and die in the same concrete and steel box he was born in. He needs your help and your voice to ask PAWS for his retirement to their sanctuary. Surely after more than half a century he has earned his freedom.

Retire Packy now to an elephant sanctuary and stop the zoo from using this intelligent, emotionally complex, but sick animal for the purpose of human entertainment and profit.^[1] To see elephants living in a sanctuary habitat, see <https://www.youtube.com/watch?v=tY5CmFim-uE#t=101>, especially starting at 1:40.

To learn more about elephants:

1. The book *When Elephants Weep* by Jeffrey Masson and a recent article in *Scientific American*, <http://www.scientificamerican.com/article/the-science-is-in-elephants-are-even-smarter-than-we-realized-video/>, recognize that the elephant’s mind has much in common with our own. Elephants have great decision making, problem solving and deliberative capacities, a sense of self and group, genuine empathy, complex emotional interactions; and they visibly, touchingly mourn their dead. Scientists have witnessed them kicking dirt over skeletons and covering them with palm fronds. According to the *Scientific American* article, “both humans and elephants similarly adapted to life in Africa, migrated to Asia and Europe, evolved to live long and migratory lives in highly complex societies and both experienced a dramatic increase in brain size.” Mothers and daughters stay together for a lifetime in large groups of many generations and they care for and protect, cooperate and communicate extensively with members of their group. “Elephant experts maintain that, given everything we know about their mental lives, continuing to keep any of them locked up is inexcusable.”
2. The “Shirley and Jenny” YouTube video link reveals the deep, emotional nature of elephants. “Shirley”, a 51-year-old female circus elephant, had not seen another elephant for 20 years. She was finally released to the Tennessee sanctuary and reunited with another elephant, Jenny, whom she had known in the circus 20 years before. One cannot but be moved by the tender, affectionate reunion of these two elephants
3. Visit websites of PAWS (Performing Animal Welfare Sanctuary) <http://www.pawsweb.org/>,

A documentary film, *An Apology to Elephants*, is broadcast by HBO subject to scheduling

⁽¹⁾ Because of his age and condition, I advocate first moving Packy and also Rama to a sanctuary. I believe that ultimately the entire elephant exhibit should be shut down and all the elephants moved to sanctuaries, but that Packy's situation should be resolved first because it is so dire.

ATTACHMENTS

- | | | | | | |
|---|---|---|---|--|--|
|  Lily Tomlin letter.pdf |  4-13-14 Zoo vs Sanctuary - Berens |  Elephants do not thrive in the Oregozoo legacy |  Alan Classen on 4-14 NW |  Packy is Suffering.pdf |  P Letters 3-14 - Bullhooks.doc |
|  Whose side are you on - editroial.doc |  Metro ignores pleas.doc |  Zoo director all's well.doc |  Packy TB.DOC |  Equivalent of puppy mill.doc | |

Respectfully
Janet Berding Cushman
2435 S.W. Montgomery Dr
Portland, OR 97201
503-223-2111
janet@enviroethics.com

May 8, 2014

TO: Metro Council President and Councilors

FROM: Eileen Stark

RE: Oregon Zoo

I contact you as a concerned citizen and animal advocate. My academic background is wildlife biology and ecology.

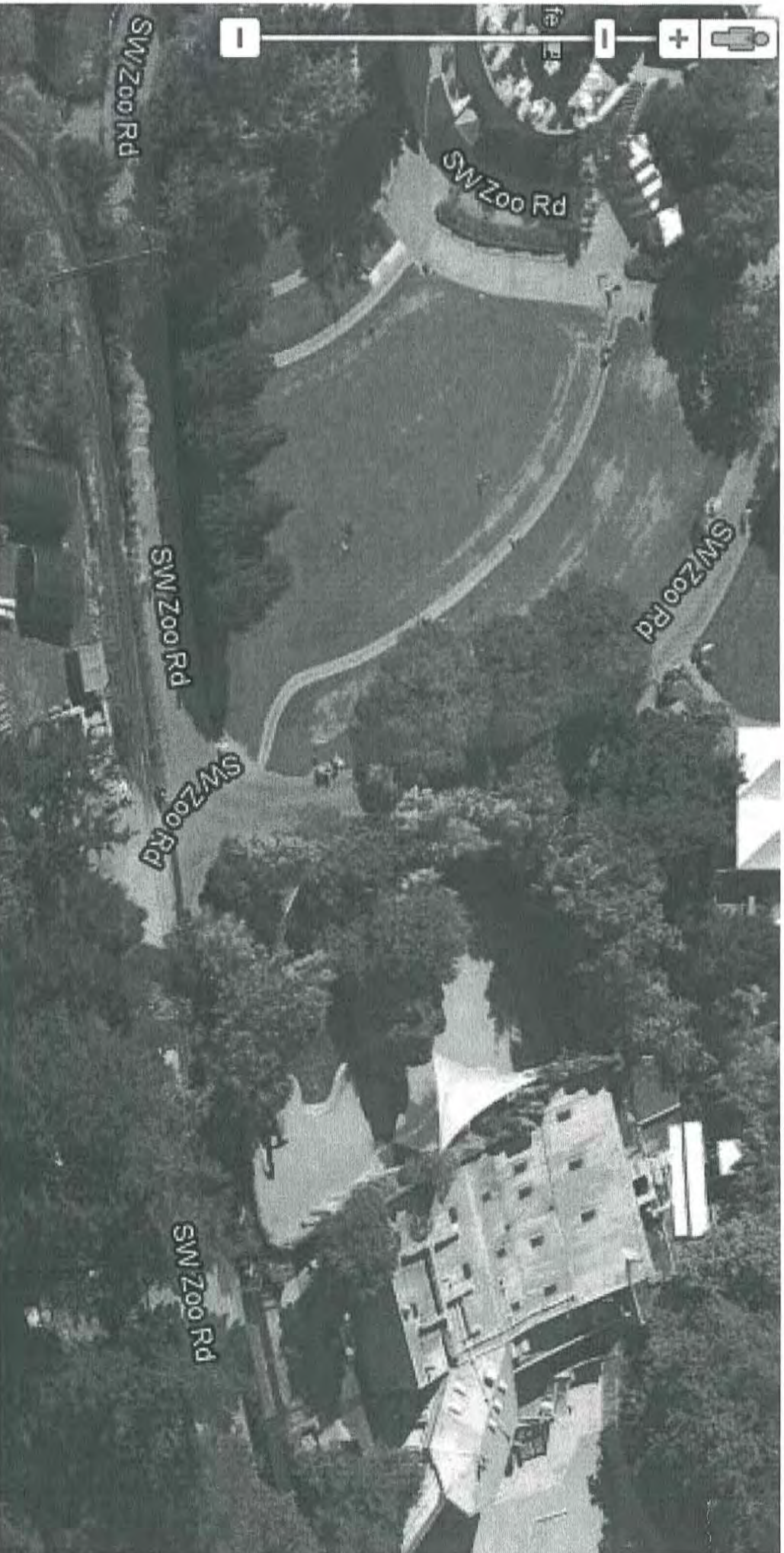
Before I attended college I became a veterinary technician and hoped to work in a zoo where I could get close to the animals I found fascinating. During one semester we were allowed to visit the Brookfield zoo near Chicago, and go "behind the scenes." There I saw the cold, windowless, concrete cells where despondent animals were imprisoned against their will—the side of zoos most visitors never see. My dream of working for a zoo immediately evaporated and I have not since set foot in a zoo.

I wish to make two points:

Whether or not the original intent of the '08 bond measure was to establish an off-site elephant reserve (now a planned breeding facility), elephants don't belong in Oregon. The cold, damp climate is extremely detrimental to their health—these magnificent migratory animals evolved over centuries to live in a much warmer climate and they can't become tolerant of it in a short period. *All* of their health problems, both physical and mental, are directly related to captivity: Arthritis, foot rot, tuberculosis, their neurotic, repetitive behavior – you name it – will not miraculously go away in a larger, off-site reserve in the immediate area. In addition, moving them to and from such a site will likely lead to psychological distress and possibly even injuries—elephants are very sensitive animals. Just one move – to a sanctuary in a warmer, drier climate – is what they need. We don't need more captive elephants in the world; we need to preserve natural habitat in their native lands. Knowing for many decades that elephants suffer from confinement makes their captivity all the more cruel. As other zoos come to their senses, wouldn't you want the Oregon zoo to be known for more than cruel, irresponsible breeding programs?

More pragmatically, it's tremendously expensive to keep elephants in zoos. That's why many progressive zoos have shut down their exhibits. The American Zoological Association has estimated that keeping just one elephant in a zoo for one year costs nearly \$60,000. But just \$10,000 would support an anti-poaching team in Thailand for one year. If Metro wants to protect elephants from extinction and improve the budget, it will phase out the zoo's elephant program.

Thank you for your time and consideration.



Concert Lawn

Elephant enclosure

I contact you as a concerned citizen and animal advocate. My academic background is wildlife biology and ecology.

Before I attended college I became a veterinary technician and hoped to work in a zoo where I could get close to the animals I found fascinating. During one semester we were allowed to visit the Brookfield zoo near Chicago, and go "behind the scenes." There I saw the cold, windowless, concrete cells where despondent animals were imprisoned against their will—the side of zoos most visitors never see. My dream of working for a zoo immediately evaporated and I have not since set foot in a zoo.

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Thank you for your time and consideration.

Troy Rayburn

From: Colin Deverell
Sent: Tuesday, May 13, 2014 9:16 AM
To: Troy Rayburn
Subject: FW: funding for the Oregon Zoo

Follow Up Flag: Follow up
Flag Status: Flagged

Making sure you saw this for inclusion in last week's meeting record. Came attached to Jessica's roundup of "Metro Council account" emails yesterday.

Colin Deverell
Policy Coordinator
Office of Metro President Tom Hughes

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From: Larry Stalnaker [<mailto:lowrider3111@yahoo.com>]
Sent: Tuesday, May 06, 2014 11:10 AM
To: Metro Council
Subject: funding for the Oregon Zoo

I understand the meeting on Thurs the 8th of May will be discussing funding for the Oregon Zoo. I am not a resident of Oregon but I am a concerned animal advocate & am asking you to NOT increase their funding until their elephants receive better care. Packy & 7 other elephants suffer in a small cold enclosure. Packy is ailing. They all need to go to sanctuaries. In 2008, \$125 million was given from the city to the zoo to enlarge the elephant habitat. Now it is going to be used for breeding. Elephants do not belong in captivity, much less bred to produce more elephants to be doomed for captivity. The Oregon Zoo may say they are breeding for conservation & education...not true. Real conservation is promoting the elephants in the wild, not in zoos nor circuses.

Please share my letter with all of council & consider my remarks before you fund the zoo with any more money. The elephants should all be sent to sanctuaries to live their lives without chains.

Thank you.

Marilyn Evenson
Tacoma, WA

Troy Rayburn

From: Colin Deverell
Sent: Tuesday, May 13, 2014 9:18 AM
To: Troy Rayburn
Subject: FW: Testimony re: Packy & Elephants at the Oregon Zoo

Follow Up Flag: Follow up
Flag Status: Flagged

Same here; more for the record.

Colin Deverell
Policy Coordinator
Office of Metro President Tom Hughes

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

From: Margot Thompson [<mailto:giomargot@gmail.com>] On Behalf Of Margot Voorhies Thompson
Sent: Thursday, May 08, 2014 6:01 AM
To: Metro Council
Cc: Margot Thompson; Janet Conklin; Bob Conklin; Anna Wiancko Chasman; Paul Chasman
Subject: Testimony re: Packy & Elephants at the Oregon Zoo

Margot Voorhies Thompson
George Murray Thompson
2543 NW Upshur Street
Portland, OR 97210

Dear Members of the Metro Council,

I am writing on behalf of my family to express our concern for the condition of the Oregon Zoo's elephants. Their compromised physical and psychic condition is both well-documented and extreme. Here's the dilemma for us: our family no longer feels that the Oregon zoo is a place where we will take our grandson or our out-of-town guests. None of us can bear to find ourselves standing before these magnificent mammals and be party to their acute suffering in captivity. We do not want to pay a tourist fee to witness misery. We dislike the idea of the cash register ringing at the expense of the elephants. Simply put: We want this treatment to end.

The history of zoos is one of wretched suffering for animals. Whether or not we choose to acknowledge this truth is the moral dilemma that informs the current crisis being expressed by many of Oregon's citizens. No public relations or media campaign can masque the truth of the sad lives these animals are currently leading. As a voting, tax-paying citizen of Oregon, I would like to see the alleviation of their suffering. Further, what is it we are teaching

succeeding generations of Oregon's children about their fellow mammals. The current "educational" message of the Oregon Zoo is a bad message for us and our families.

Insightful people see themselves as stewards of our exquisite earth. Excellent stewardship demands compassion. We need to let go of old assumptions about what is acceptable. Kids are leading the way--we have a brilliant opportunity here to engage children in changing the situation. They do not need to be entertained by animals. They desire to know about & understand them. Wouldn't it be more thrilling to engage the children and families of Oregon in modeling to other states and countries a more humane way to treat animals? We have enough land to make humane action possible. Portland could become famous for addressing the suffering of its elephants rather than asking people to pay an entry fee to underwrite misery and poor "educational messaging." True education could inform the entire process of developing sanctuaries for the elephants.

Please consider this a plea from reasonable people. Oregon could pave the way for the better treatment of all animals. Let's take a step in the right direction. Our abiding concern and advocacy for the elephants will not cease. Please fulfill your public promise to get the all elephants to a sanctuary where at minimum they don't have to stand endlessly on concrete, be forced to procreate, be bull-hooked, tranquilized and traumatized by blaring zoo concerts. The elephants deserve better. It's time to re-think our zoo and what it means in today's world.

Thank you for your consideration,
Margot Voorhies Thompson,
George Murray Thompson

METRO HEARING TALKING POINTS, MAY 8, 2014

1. METRO'S BROKEN PROMISES

2. METRO'S WASTE OF TAXPAYER MONEY

3. FREE PACKY

1. METRO'S BROKEN PROMISES

In 2008, Metro and Oregon Zoo officials promised to establish an off-site elephant reserve for the Oregon Zoo elephants in return for voters' support for a \$125 million zoo bond measure. \$12 million was budgeted for an acreage where the zoo elephants could freely roam.

Six years later, those promises remain unfulfilled. The Oregon Zoo has reduced the budget for the reserve to \$7.2 million and now plans to use the off-site reserve to support an aggressive breeding program with the goal of expanding its herd from 8 to 19 elephants.

Elephants in captivity breed poorly and die prematurely as proven by the Oregon Zoo's dismal breeding history.

Of the 28 elephants born at the Oregon Zoo, 7 died within 4 days of birth. Of the 21 who survived, 15 were shipped to other zoos and circuses.

The aggressive elephant breeding program planned by the Oregon Zoo, will require the purchase or rental of breeding stock shipped, like chattel, throughout the country to breed.

If natural attempts fail, elephants will be forced to endure the stress of prolonged, repeated, invasive attempts at artificial insemination. For females, this involves restraint in a "rape rack", a primitive apparatus invented by the Oregon Zoo.

It may also require a continued relationship with Have Trunk Will Travel, the elephant "rental" business that not only made news with the Lily and Tusko ownership scandal but was proven to have abused elephants by torturing them into submission with bull-hooks and electrocution.

The truth is that the elephant breeding business is a dirty underworld where wild baby elephants are captured in their native lands or born in captivity, transported, beaten and broken into submission by handlers, used, sold and traded like black market merchandise.

The zoo excuses its bait and switch tactics and attempts to divert public attention to the expansion of the current on-site elephant exhibit to four acres. Yet, four acres is sorely inadequate for providing eight plus elephants the room and natural habitat they need to alleviate the stress and physical suffering caused by captivity.

TELL METRO COUNCILORS TO:

Honor the original intent of the 2008 zoo ballot measure by directing Oregon Zoo officials to establish the promised off-site elephant reserve.

Pass a resolution stating that any off-site elephant reserve will serve the sole purpose of providing the Oregon Zoo elephants a degree of freedom, not to expand an elephant breeding business.

Direct the Oregon Zoo to abandon its participation in the elephant breeding trade.

METRO'S WASTE OF TAXPAYER MONEY

On June, 2013, the Oregon Zoo broke ground on the expansion of the on-site elephant exhibit referred to above. The original project budget of \$19 million has increased to \$58 million.

Not only is the project 328% over budget, but, by all scientific standards, it is inadequate for the health and well being of the eight Oregon Zoo elephants.

Much of the expanded exhibit, set to open in 2015, will be consumed in visitor walkways and viewing areas for people. Even more is consumed with buildings and barns where the elephants will be forced to spend most of their lives. In contrast, the elephants' natural habitat allows them thousands of miles where they might walk 30 miles a day, and provides the variety and stimulation to keep them active 18 – 20 hours each day.

Elephants require such vast spaces to allow them to express normal behaviors without distress and fear. Highly intelligent and social, they share many of our behavioral traits. To thrive, they need to be able to interact in social herds that provide them the activity, stimulation and companionship necessary to lead full and healthy lives.

The expanded Oregon Zoo elephant exhibit will NOT provide the elephants a natural habitat with the space and climate essential to maintaining their health and well-being.

It will NOT end the elephants' chronic suffering caused by inactivity, a cold and damp climate, and standing and walking on flooring that is a poor substitute for the natural uncompacted surfaces necessary to ensure foot and joint health.

Expansion of the Oregon Zoo elephant exhibit will NOT end the prolonged boredom and stress which results in repetitive swaying, rocking, pacing and head bobbing, stereotypic neuroses seen in all the Oregon Zoo elephants.

Not only did the Oregon Zoo receive \$125 million from the bond, \$58 million of which is being wasted on an inadequate "display", but it also receives millions of dollars from taxpayers as a yearly subsidy.

TELL METRO COUNCILORS TO:

Stop supporting elephant abuse by eliminating all subsidies for the Oregon Zoo, based on its continued abuse of elephants and its waste of taxpayer money.

Provide the public with a complete accounting and explanation for the increased cost of expanding the elephant exhibit and the decrease in funding for the off-site reserve.

Provide taxpayers and citizens an explanation of why, during the 2008 zoo bond campaign, they so aggressively promoted the establishment of an off-site reserve and why promises to provide freedom and space for the eight Oregon Zoo elephants were made without the will and intent to carry them out.

FREE PACKY!

For the first time in his 52 years, Packy did not appear at his own birthday party. It is suspected that his many years of suffering from various foot conditions and illnesses, compounded by his tuberculosis, have now caught up with him. His energy may be waning and his sickly appearance and emaciation may be shocking to the public.

Rama, also diagnosed with tuberculosis, appears emaciated and unhealthy in his latest photo.

Packy and Rama's suffering provides an alarming predictor of the future for the other six Oregon Zoo elephants - a future of chronic foot conditions, arthritis and debilitating, terminal diseases, all related to captivity.

The public has urged Oregon Zoo officials to release Packy to a sanctuary where he can spend his remaining years regaining his health in comfort and freedom. Just a small portion of the zoo's subsidy could save Packy.

Yet, Metro and Oregon Zoo officials ignore their pleas.

If Packy loses his fight for life within the confines of Oregon Zoo without having a chance at freedom and healing, Metro and Oregon Zoo officials will forever be known as the bureaucracy that failed to do everything possible to save him.

TELL METRO COUNCILORS TO:

Direct Oregon Zoo officials to release Packy to a sanctuary immediately!

Disregard zookeepers' false warnings that Packy will miss his familiar surroundings and elephant "family". He will be trading a cement floor, a concrete cell and an artificial display for his first taste of a natural habitat with soft dirt, warmth and space to roam. Elephant sanctuaries world-wide report great transformations in elephants' health and spirits when they are transferred from zoos and circuses to the comfort and freedom of a sanctuary.

ELEPHANT LANDS

Much of the expanded “Elephant Lands” Exhibit is consumed in visitor walkways and viewing areas for people. Even more is consumed with buildings and barns where the elephants will be forced to spend most of their lives. In contrast, the elephants’ natural habitat allows them thousands of miles where they might walk 30 miles a day, and provides the variety and stimulation to keep them active 18 – 20 hours each day. Elephants require such vast spaces to allow them to express normal behaviors without distress and fear. Highly intelligent and social, they share many of our behavior traits. To thrive, they need to be able to interact in social herds that provide them the activity, stimulation and companionship necessary to lead full and healthy lives.

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BREEDING

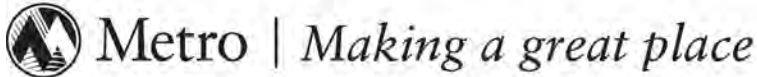
The \$58 million the Oregon Zoo is spending to expand their elephant exhibit amounts to more than twice the annual budget of the Kenya Wildlife Service which protects tens of thousands of elephants. If the zoo is serious about conservation, those funds should be allocated to ensure the future of wild elephants, instead of using it to breed them for zoos, circuses and sideshows. It is at least 50 times more expensive to keep elephants in zoos than protect equivalent numbers in the wild.

With no program for releasing them into the wild, all elephants bred and conceived are condemned to a lifetime of confinement.

Captive breeding serves to feed the public's craze for baby elephants which began in 1962 with the birth of Packy. Since then, baby elephants have become the Oregon Zoo's biggest money maker.

But baby elephants quickly lose their newborn cuteness and causing attendance to taper off, fueling the desperate attempt to breed more. Demand, however, outpaces supply – for every baby elephant born into captivity, two captive elephants die, necessitating a coordinated strategy of aggressive breeding to keep the glamour beasts coming.

The Association of Zoos and Aquariums (AZA), the industry trade organization regulated and funded by the operators of zoos, makes the false claim that breeding is necessary to prevent elephant extinction. But in fact, breeding elephants is only necessary to maintain its members' financial viability. So desperate to produce baby elephants, the AZA threatens members who close their elephant exhibits with the loss of "accreditation".



METRO COUNCIL MEETING
Meeting Minutes
May 1, 2014
Metro, Council Chamber

Councilors Present: Council President Tom Hughes, Deputy Council President Sam Chase and Councilors Carlotta Collette, Shirley Craddick, Craig Dirksen, Kathryn Harrington, and Bob Stacey

Excused: All Council Members Present

Council President Hughes noted a quorum was present and called the regular council meeting to order at 2:00 p.m.

1. INTRODUCTIONS

No introductions.

2. CITIZEN COMMUNICATIONS

There were no citizen communications.

3. CONSENT AGENDA

There were three items on the Consent Agenda:

3.1 Consideration of the Council Minutes for April 24, 2014.

3.2 **Resolution No. 14-4514**, For the Purpose of Adopting the Fiscal Year 2013-15 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements.

3.3 **Resolution No. 14-4521**, For the Purpose of Amending the Natural Areas Acquisition Refinement Plans for the Forest Park Connections, Abernethy and Newell Creeks, Clear Creek, East Buttes, Gresham-Fairview Trail, Sandy River Gorge, and Tryon Creek Linkages Target Areas.

Councilor Dirksen noted he and Council President Hughes were excused on April 24 and should abstain from the vote due to the inclusion of the April 24 Meeting Minutes as part of the Consent Agenda.

Council President Hughes called for a motion. Councilor Collette moved the Consent Agenda. Councilor Stacey seconded. The motion passed unanimously, 5-0-2.

4. CONTRACT REVIEW BOARD

- 4.1 **Resolution No. 14-4517**, For the Purpose of Approving a Contract Specific Special Procurement of Payroll Services for Stagehands Working at Portland's Centers for the Arts.

Council President Hughes recessed the meeting of the Metro Council and convened the Metro Contract Review Board. He called on the Council Administrator to read into the record by title only Resolution No. 14-4517.

Council President Hughes asked for a motion. Councilor Collette moved Resolution No. 14-4517. Councilor Craddick seconded.

Council President Hughes called on the Director of Finance and Regulatory Services Tim Collier to present his staff report. Mr. Collier noted that the purpose of the resolution is to allow the Metropolitan Exposition and Recreation Commission (MERC) to enter into direct negotiations with Oregon Stagehands Incorporated to provide payroll services for union stagehands. He further noted that Oregon Stagehands Incorporated is the preferred payroll company and MERC is not aware of any other payroll company that the union will agree to under the collective bargaining agreement (CBA) and has the capacity to perform the services required. MERC is simply complying with the terms of the collective bargaining agreement.

Council President Hughes asked for Council questions and discussion. Seeing none, he asked the Council Administrator to call the roll.

The motion passed unanimously, 7-0-0.

5. ORDINANCES – FIRST READ

Ordinance No. 14-1329, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas.

The Ordinance was read into the record by title only.

6. CHIEF OPERATING OFFICER COMMUNICATION

Council President Hughes called on Chief Operating Officer Martha Bennett for her update. She highlighted three items: First, she recognized and thanked the staff from Parks and Environmental Services for the recent tour of the Junction City facility. Second, Ms. Bennett summarized the Council's tour of the River Bend Landfill site that Metro has received a lot of testimony on in the past. Last, she briefed the Council on the Oregon Zoo's launch of the 2014 Zoo Mother of the Year event in celebration of Mother's Day.

7. COUNCILOR COMMUNICATIONS

Councilor Harrington briefed her colleagues on Forest Grove Mayor Truax's meeting with the Oregon Department of Transportation (ODOT) regarding safety along Highway 47,

particularly at the intersection of Fern Hill and the Fern Hill Wetlands. The economic impacts of bird watching, bicycling, and tourism were also discussed. Councilor Stacey noted a Southwest Neighbors Incorporated forum regarding southwest corridor high-capacity transit study that he attended. Councilor Collette commented on a community meeting in Oregon City that she attended regarding the Newell Creek Canyon planning process.

ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 2:30 p.m. The Metro Council will convene in next regular council meeting on Thursday, May 8 at 2 p.m. at Metro's Council Chamber.

SUPPLEMENTAL HANDOUTS (additional information distributed):

There were no supplemental handouts.

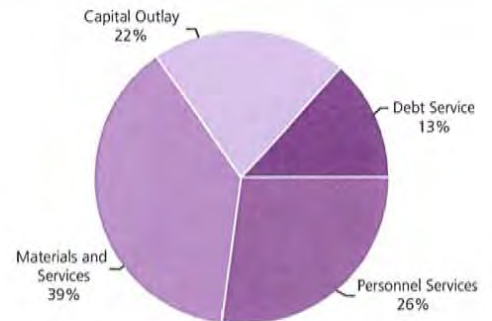
FY 2014-15 Proposed Budget

by the numbers

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|--|---------------------------------|----------------------------------|--------------|
| Operating Funds | | | |
| General Fund | 116,824,275 | 118,314,458 | 1% |
| MERC Fund | 72,925,142 | 85,323,573 | 17% |
| Parks and Natural Areas Local Option Levy Fund | 10,216,770 | 15,303,800 | 50% |
| Solid Waste Revenue Fund | 93,665,483 | 101,177,355 | 8% |
| Total Operating | \$293,631,670 | \$320,119,186 | 9% |
| Bond/Capital Funds | | | |
| General Assets Management Fund | 13,663,504 | 17,505,835 | |
| Natural Areas Fund | 66,263,355 | 52,866,226 | |
| Open Spaces Fund | 643,064 | 639,321 | |
| Oregon Zoo Infrastructure Bond Fund | 66,578,439 | 38,796,472 | |
| Total Bond/Capital | \$147,148,362 | \$109,807,854 | (25%) |
| Debt Service Funds | | | |
| General Obligation Bond Debt Service Fund | 36,494,125 | 37,327,750 | |
| General Revenue Bond Fund | 2,874,715 | 2,959,964 | |
| Total Debt Service | \$39,368,840 | \$40,287,714 | 2% |
| Other Funds | | | |
| Cemetery Perpetual Care Fund | 445,067 | 495,257 | |
| Community Enhancement Fund | 2,274,927 | 2,111,912 | |
| Risk Management Fund | 4,469,238 | 4,512,983 | |
| Smith & Bybee Wetlands Fund | 3,600,569 | 3,449,968 | |
| Total Other | \$10,789,801 | \$10,570,120 | -2% |
| Total All Funds | \$490,938,673 | \$480,784,874 | -2% |
| FTE | 761.29 | 785.25 | 3% |

| | FY 2013-14 Estimated Budget | FY 2014-15 Adopted Budget | % Δ |
|---|-----------------------------------|---------------------------------|------|
| Enterprise Revenues | | | |
| Enterprise revenues | \$114 million | \$125 million | 9% |
| Solid Waste | 55 million | 60 million | |
| Venues | | | |
| Oregon Zoo | 21 million | 22 million | |
| MERC | 31 million | 36 million | |
| Property Taxes | | | |
| Permanent Operating Rate (per thousand) | 9.66¢ | 9.66¢ | |
| Parks and Natural Areas Local Option Levy (per thousand) | 9.60¢ | 9.60¢ | |
| Debt service (per thousand) | 28¢ | 27¢ | (4%) |
| Average homeowner (\$200,000 assessed value) (\$250,000 market value) | \$95 | \$93 | (2%) |

Capital Expenditures



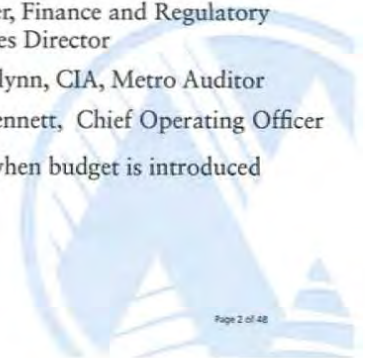
Other Services

PUBLIC SERVICE
EXCELLENCE
INNOVATION
RESPECT
TEAMWORK
SUSTAINABILITY
PROPOSED BUDGET FY 2014-15

Budget Presentation
April 24, 2014

Overview

- | | |
|-----------------------------|---|
| • Budget resolution | Introduction |
| • Budget message | Martha Bennett, Chief Operating Officer |
| • Budget by the numbers | Tim Collier, Finance and Regulatory Services Director |
| • MERC | Tim Collier, Finance and Regulatory Services Director |
| • Office of Metro Auditor | Suzanne Flynn, CIA, Metro Auditor |
| • Moving the budget forward | Martha Bennett, Chief Operating Officer |
| • Public Hearing | required when budget is introduced |



Budget message

- Budget Focus
 - Maintain excellent core services
 - Strategic direction
 - Implement Council's key initiatives

Budget message

- Core message
 - FY 2014-15 is built on positive signs of economic recovery
 - Council decisions made in the past help set up success in this budget
 - FY 2014-15 sees unique one time funds
 - Conservative approach to spending one time dollars
 - Costs are rising for FY 2015-16

Decision-making tools

- 6 desired regional outcomes



- Metro Compass



- Guidance from Council work session
- Department mission-critical plans

Decision-making tools



What the budget looks like

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|---|---------------------------|----------------------------|--------------|
| Operating Funds | | | |
| General Fund | 116,800,000 | 118,300,000 | 1% |
| MERC Fund | 72,900,000 | 85,300,000 | 17% |
| Parks and Natural Areas Levy Fund | 10,200,000 | 15,300,000 | 50% |
| Solid Waste Revenue Fund | 93,700,000 | 101,100,000 | 8% |
| Total Operating | \$293,600,000 | \$320,100,000 | 9% |
| Bond/Capital Funds | | | |
| General Assets Management Fund | 13,700,000 | 17,500,000 | |
| Natural Areas Fund | 66,300,000 | 52,900,000 | |
| Open Spaces Fund | 600,000 | 600,000 | |
| Oregon Zoo Infrastructure Bond Fund | 66,600,000 | 38,800,000 | |
| Total Bond/Capital | \$147,100,000 | \$109,800,000 | (25%) |
| Debt Service Funds | | | |
| General Obligation Bond Debt Service Fund | 36,500,000 | 37,300,000 | |
| General Revenue Bond Fund | 2,900,000 | 3,000,000 | |
| Total Debt Service | \$39,400,000 | \$40,300,000 | 2% |
| Other Funds | | | |
| Cemetery Perpetual Care Fund | 400,000 | 500,000 | |
| Rehabilitation & Enhancement Fund | 2,300,000 | 2,100,000 | |
| Risk Management Fund | 4,500,000 | 4,500,000 | |
| Smith & Bybee Wetlands Fund | 3,600,000 | 3,400,000 | |
| Total Other | \$10,800,000 | \$10,600,000 | -2% |
| Total All Funds | \$490,900,000 | \$480,800,000 | -2% |
| FTE | 761.29 | 785.25 | 3% |

What the budget delivers

- Strategic goals and key initiatives identified by Council
 - Invest in public infrastructure
 - Set stage for future of region with innovative planning
 - Make investments to preserve and enhance natural environment
 - Invest in effort to increase high wage jobs
 - Respond to increasing diversity of the region's residents
 - Increase citizen involvement and engagement

What the budget delivers

- Invest in public infrastructure

Regional Infrastructure Supporting our Economy (RISE)

Development of a transportation and policy package



Page 9 of 48

What the budget delivers

- Set the stage for the future of the region

Urban Growth Report

Regional Transportation Plan and Active Transportation Plan

Climate Smart Communities

Solid Waste Roadmap



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What the budget delivers

- Make investments to preserve and enhance natural environment

Deliver on Parks and Natural Areas Local Option Levy

Parks and Natural Areas System Plan

Deliver on Natural Areas Bond Promises



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What the budget delivers

- Invest in effort to increase high wage jobs

Convention Center Hotel Project

Portland Expo Center Long-range Planning

Special appropriations for Metro Export Initiative, Greater Portland Inc.



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What the budget delivers

- Respond to increasing diversity of the region's residents
 - Continued implementation of Diversity Action Plan
 - Continued priority on Equity Strategy and Action Plan
 - Continuing outreach to diverse communities from a limited duration project to a regular, ongoing Metro program

What the budget delivers

- Increase citizen involvement and engagement
 - Improving ability to use social media
 - Integration of marketing efforts across all venues
 - Utilizing Public Engagement Review Committee

Budget by the numbers



The "Legal" Budget

| | FY 13-14 Amended Budget | FY 14-15 Proposed Budget | Budget % Change |
|--|-------------------------|--------------------------|-----------------|
| Total Budget <i>(all resources and requirements)</i> | \$491 million | \$481 million | (2%) |
| Current Revenues | 224 million | 237 million | 6 |
| Current Expenditures | 314 million | 329 million | 5 |
| Wages and benefits | 84.1 million | 85.7 million | 2 |
| Full-time positions | 761.29 FTE | 785.25 FTE | 23.96 FTE |

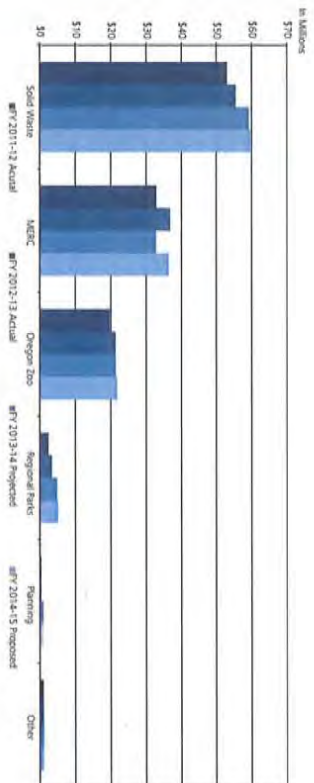
2014-15 Proposed Budget

Budget by fund

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|---|---------------------------------|----------------------------------|--------------|
| Operating Funds | | | |
| General Fund | 116,800,000 | 118,300,000 | 1% |
| MEIC Fund | 72,900,000 | 85,300,000 | 17% |
| Parkland Natural Areas Levy Fund | 10,200,000 | 15,300,000 | 50% |
| Solid Waste Revenue Fund | 93,700,000 | 101,100,000 | 8% |
| Total Operating | \$293,600,000 | \$320,000,000 | 9% |
| Bond/Capital Funds | | | |
| General Assets Management Fund | 13,700,000 | 17,500,000 | |
| Natural Areas Fund | 66,300,000 | 52,900,000 | |
| Open Spaces Fund | 600,000 | 600,000 | |
| Oregon Zoo Infrastructure Bond Fund | 66,600,000 | 38,800,000 | (25%) |
| Total Bond/Capital | \$147,200,000 | \$109,800,000 | (25%) |
| Debt Service Funds | | | |
| General Obligation Bond Debt Service Fund | 36,500,000 | 37,300,000 | |
| General Revenue Bond Fund | 2,900,000 | 3,000,000 | |
| Total Debt Service | \$39,400,000 | \$40,300,000 | 2% |
| Other Funds | | | |
| Cemetery Respite Care Fund | 400,000 | 500,000 | |
| Rehabilitation & Enhancement Fund | 2,300,000 | 2,100,000 | |
| Risk Management Fund | 4,500,000 | 4,500,000 | |
| Smith & Bybee Wetlands Fund | 3,600,000 | 3,400,000 | |
| Total Other | \$10,800,000 | \$10,600,000 | (2%) |
| Total All Funds | \$490,000,000 | \$480,300,000 | -2% |
| FTE | 761.29 | 755.25 | 3% |

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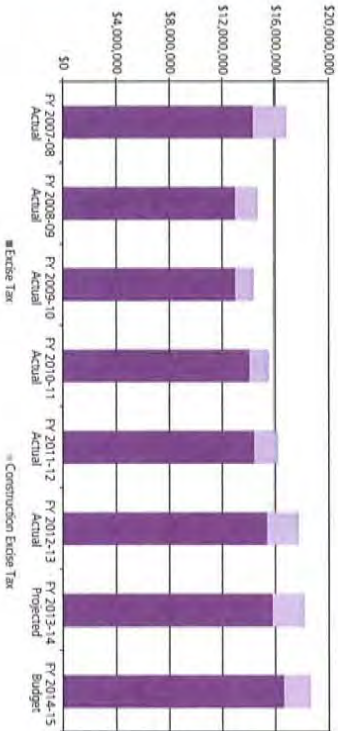
Enterprise revenue



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2014-15 Proposed Budget

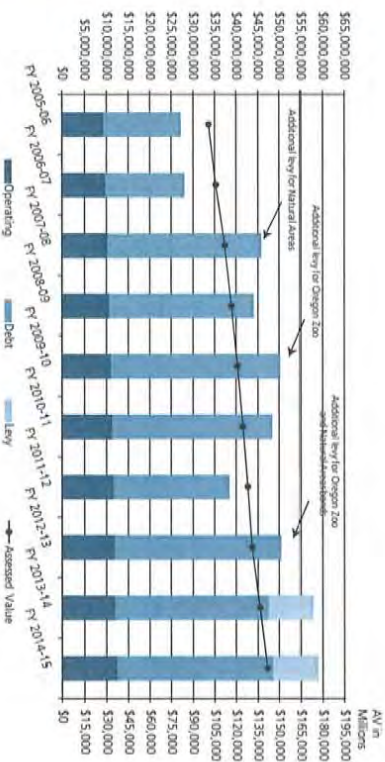
Excise tax



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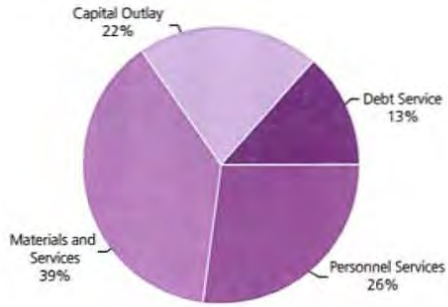
2014-15 Proposed Budget

Property tax



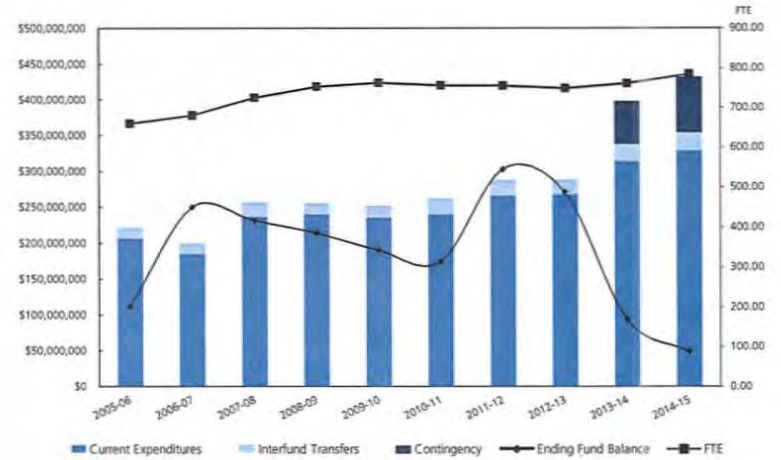
Page 20 of 48

Category of Expense

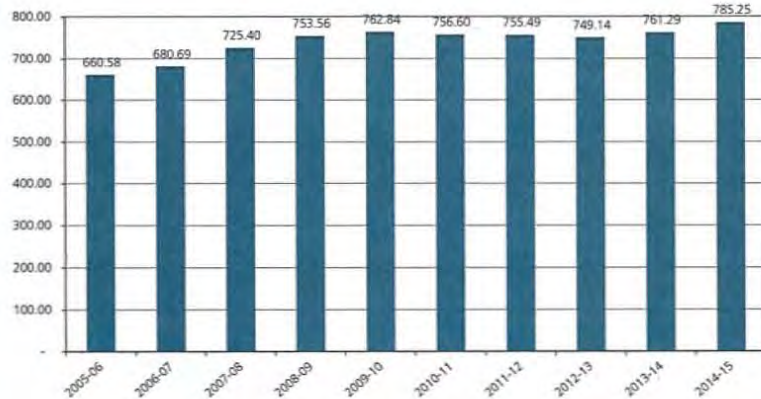


Total current expenditures: \$328,773,203

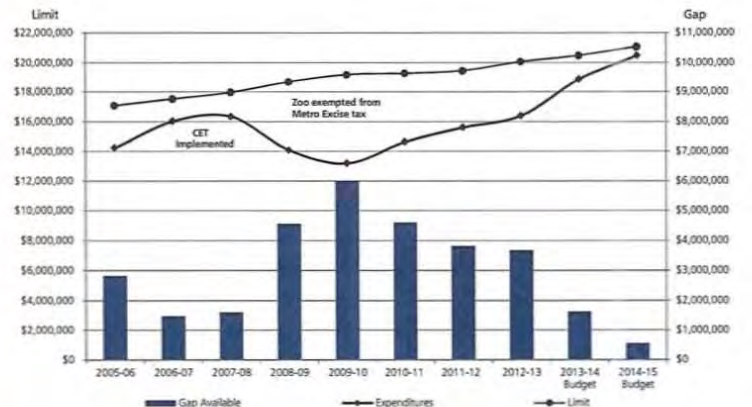
10-year expenditure history



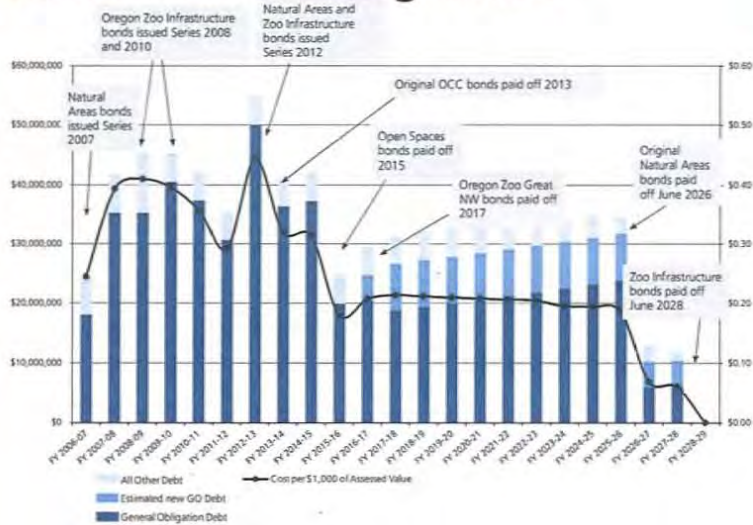
10-year total agency FTE history



Charter Limitation on expenditures



Debt service obligations

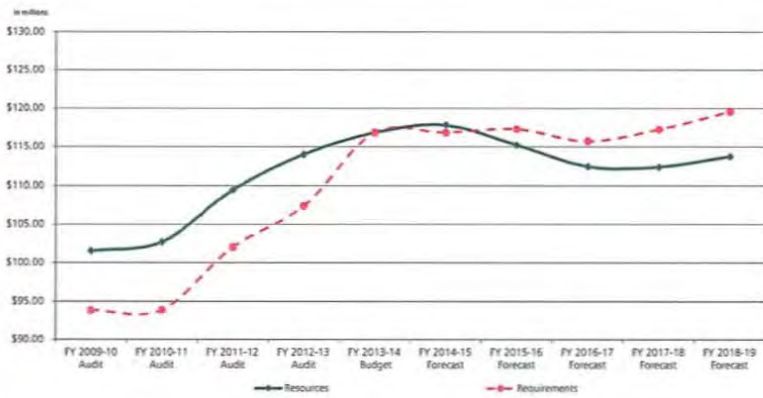


Property tax levy

| | Principal | Interest | Fiscal Year Debt Service |
|--|---------------------|---------------------|--------------------------|
| General Obligation Refunding Bonds | | | |
| Metro Washington Park Zoo Oregon Project 2005 Series | 1,995,000 | 292,900 | 2,287,900 |
| Open Spaces, Parks, and Streams 2012B Series | 9,535,000 | 476,750 | 10,011,750 |
| General Obligation Bonds | | | |
| Natural Areas 2007 Series | 4,620,000 | 3,519,750 | 8,139,750 |
| Natural Areas 2012A Series | 5,350,000 | 3,219,950 | 8,569,950 |
| Oregon Zoo Infrastructure 2012A Series | 5,670,000 | 2,551,825 | 8,221,825 |
| Full Faith & Credit Refunding Bonds | | | |
| 2006 Series | 735,000 | 453,050 | 1,188,050 |
| 2013 Series | 1,595,000 | 170,393 | 1,765,393 |
| Limited Tax Pension Obligation Bonds, Series 2005 | 710,000 | 1,076,381 | 1,786,381 |
| TOTAL FY 2014-15 DEBT SERVICE PAYMENTS | \$30,210,000 | \$11,760,999 | \$41,970,999 |

| Property Taxes | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget |
|---|---------------------------|----------------------------|
| Permanent Operating Rate (per thousand) | 9.66c | 9.66c |
| Parks and Natural Areas Local Option Levy (per thousand) | 9.60c | 9.60c |
| Debt service (per thousand) | 28c | 27c |
| Average homeowner (\$200,000 assessed value) (\$250,000 market value) | \$95 | \$93 |

General Fund Five-year forecast Oct 2013



MERC

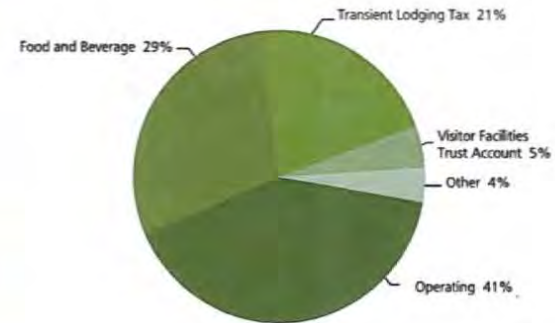
Tim Collier, Director
 Finance and Regulatory Services



MERC Fund Summary

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|--------------------------|---------------------------------|----------------------------------|----------|
| Total Budget | | | |
| | \$72,925,142 | \$85,323,573 | 17% |
| Current Budget | | | |
| Revenues | 48,713,585 | 52,009,208 | 7% |
| Expenses | 53,753,007 | 56,506,350 | 5% |
| Net Operations | (5,039,422) | (4,497,142) | (11%) |
| Personnel Summary | | | |
| Wages & Benefits | \$17,741,183 | \$18,432,052 | 4% |
| Full-time positions | 174.50 | 182.35 | 5% |

Current Resources

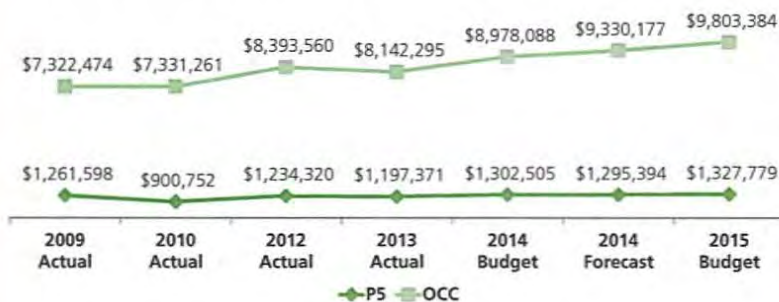


Total current resources: \$52,009,208

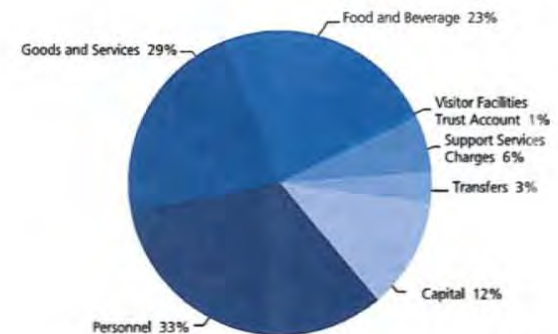
Transient Lodging Tax (TLT)

The total TLT forecast of \$11.1 million, is an increase of 8% over the FY 2014 Budget.

TLT has grown at a Compounded Annual Growth Rate (CAGR) of 3% since 2007.



Current Expenditures



Total current expenditures: \$56,506,350

Venue Summary

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change | % Total |
|----------------------------------|---------------------------------|----------------------------------|------------|-------------|
| Venue Total Budget | | | | |
| OCC | \$40,952,306 | \$48,953,128 | 20% | 57% |
| Portland'5 | 19,397,304 | 21,963,279 | 13% | 26% |
| Expo | 10,138,514 | 10,820,702 | 7% | 13% |
| Admin | 2,307,018 | 3,586,464 | 55% | 4% |
| Total | \$72,925,142 | \$85,323,573 | 17% | 100% |
| Venue Full Time Positions | | | | |
| OCC | 111.30 | 114.65 | 3% | 63% |
| Portland'5 | 44.40 | 46.90 | 6% | 26% |
| Expo | 12.30 | 14.80 | 20% | 8% |
| Admin | 6.50 | 6.00 | (8%) | 3% |
| Total | 174.50 | 182.35 | 4% | 100% |

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OCC Budget Highlights

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|------------------------|---------------------------------|----------------------------------|------------|
| Revenues | | | |
| Beginning Fund Balance | \$10,467,977 | \$16,415,732 | 57% |
| Food & Beverage | 8,300,000 | 11,002,827 | 33% |
| Lodging Tax | 8,978,088 | 9,803,384 | 9% |
| Charges for Services | 7,749,264 | 9,446,977 | 22% |
| Visitor Development | 2,770,519 | 1,744,952 | (37%) |
| Other | 2,686,458 | 539,256 | (80%) |
| Total | \$40,952,306 | \$48,953,128 | 20% |
| Expenditures | | | |
| Food & Beverage | \$7,050,225 | \$9,363,294 | 33% |
| Personnel | 9,674,777 | 9,969,814 | 3% |
| Materials & Services | 9,351,393 | 7,752,570 | (17%) |
| Capital | 2,731,540 | 4,193,000 | 54% |
| Other | 2,664,069 | 2,698,655 | 1% |
| Visitor Development | 1,330,719 | 463,702 | (65%) |
| Total | \$40,952,306 | \$48,953,128 | 20% |

Portland'5 Budget Highlights

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|------------------------|---------------------------------|----------------------------------|------------|
| Revenues | | | |
| Beginning Fund Balance | \$7,971,363 | \$9,820,156 | 23% |
| Charges for Services | 6,969,394 | 7,454,065 | 7% |
| Food & Beverage | 1,911,562 | 2,225,102 | 16% |
| Lodging Tax | 1,302,505 | 1,327,779 | 2% |
| City of Portland | 816,020 | 831,905 | 2% |
| Visitor Development | 650,383 | 650,383 | 0% |
| Other | (223,923) | (346,111) | 55% |
| Total | \$19,397,304 | \$21,963,279 | 13% |
| Expenditures | | | |
| Personnel | 5,623,884 | 5,996,451 | 7% |
| Materials & Services | 2,821,985 | 2,827,238 | 0% |
| Food & Beverage | 1,647,214 | 1,857,227 | 13% |
| Capital | 916,000 | 1,653,000 | 80% |
| Other | 1,145,036 | 1,318,646 | 15% |
| Contingency/Reserves | 7,243,185 | 8,310,717 | 15% |
| Total | \$19,397,304 | \$21,963,279 | 13% |

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Expo Budget Highlights

| | FY 2013-14 Amended Budget | FY 2014-15 Proposed Budget | % Change |
|------------------------|---------------------------------|----------------------------------|-----------|
| Revenues | | | |
| Beginning Fund Balance | \$3,831,492 | \$4,035,353 | 5% |
| Charges for Services | 4,052,104 | 4,197,279 | 4% |
| Food & Beverage | 1,868,163 | 1,975,000 | 6% |
| Other | 516,755 | 613,070 | 19% |
| Total | \$10,268,514 | \$10,820,702 | 5% |
| Expenditures | | | |
| Personnel | \$1,655,148 | \$1,721,145 | 4% |
| Materials & Services | 1,305,721 | 1,383,262 | 6% |
| Food & Beverage | 1,502,265 | 1,651,281 | 10% |
| Capital | 1,169,003 | 667,500 | (43%) |
| Other | 1,540,973 | 1,599,717 | 4% |
| Contingency/Reserves | 3,095,404 | 3,757,797 | 21% |
| Total | \$10,268,514 | \$10,780,702 | 5% |

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Office of the Metro Auditor FY 2014-15 Proposed Budget

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Mission

- Ensure that Metro is accountable to the public
- Ensure that Metro activities are transparent
- Improve the efficiency, effectiveness and quality of Metro services and activities

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Accomplishments FY 2013-14

- Audits completed
 - IT Software Controls Follow-up (July 2013)
 - Organic Waste Program (October 2013)
 - MWESB Procurement (March 2014)
 - Leave Management Follow-up (April 2014)
 - Opt In (June 2014)
 - Financial Condition (June 2014)
 - Sponsorships (June 2014)

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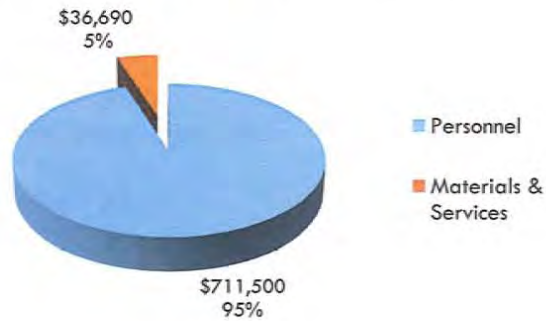
Accomplishments FY 2013-14

- Received bronze award for audit from a small audit shop (Assoc. of Local Government Auditors)
- Completed 7 audits
- Managed 28 reports on the Ethics Line to date
- Administered contract with external auditor Moss Adams

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Proposed Budget FY 2014-15



Comparison to Previous Years

| | FY13 Actual | FY14 Amended | FY15 Proposed |
|----------------------|------------------|------------------|------------------|
| Personnel | \$624,133 | \$689,411 | \$711,500 |
| Materials & Services | \$31,375 | \$35,971 | \$36,690 |
| TOTAL | \$655,508 | \$725,382 | \$748,190 |



Upcoming Audits:

- Recycling Hotline
- Small Asset Management

2014-15 Proposed Budget



Moving the budget forward

Martha Bennett
Chief Operating Officer



Moving the budget forward

- Approving, and ultimately adopting a balanced budget now becomes the Council's challenge

Does the budget move Metro and the region in the right direction?

Does the budget strike the right balance in responding to a slow yet improving economy?

Does the budget reflect your guidance?

Does the budget continue to maintain the confidence of Metro's citizens?

Acknowledgements

Thanks to:

Senior Leadership Team
 Finance Team
 Program Managers and Analysts
 Cover Design
 Creative Services

Next important dates

| | | | Public Hearing |
|-------|----------|--|----------------|
| April | April 24 | Budget introduced | * |
| | April 29 | Council worksession on proposed budget | |
| May | May 8 | Public Hearing Resolution to approve budget, set tax levy, forward budget to TSCC Budget ordinance continued to June | * |
| | May 15 | Budget documents to TSCC | |
| | June 5 | TSCC review and hearing | * |
| June | June 12 | Final amendments | * |
| | June 19 | Budget adoption | * |
| July | July 1 | New budget begins | |
| | July 15 | Tax levy submitted to counties | |

Thank you



To view Metro's budget and the budget message in its entirety please visit:

www.oregonmetro.gov/budget

In an effort to be sustainable and conserve resources, we invite you to view Metro's full FY 2014-15 Proposed Budget at:

<http://www.oregonmetro.gov/budget>

Select the "Budgets" link on the right and click on "proposed budget" from the right side of the screen.

If you find you need a full printed copy, contact Sarah Erskine at 503.797.1616 or at sarah.erskine@oregonmetro.gov

Metro Councilor Kathryn Harrington, 05/08/14, Resolution 14-4516

We all want to serve the public with the highest level of integrity. This includes providing services to our community, managing publicly owned facilities and making decisions in an open and transparent manner. The residents and businesses in our region expect us to do our work thoughtfully and in a responsible manner.

Metro's budget is fairly straightforward, certainly as compared to other local governments, cities and counties which have far more complex revenue and expenditure systems. Unlike other local governments, the members of the Metro Council alone make up the budget committee, with no other budget committee membership. Our management team, led by the Chief Operating Officer, does a great job of seeking strategic budget direction during the course of the year. The COO then presents a proposed budget which includes specific choices about how to achieve the Council's strategic aims while also delivering on our operational activities and requirements. The proposed budget is the first opportunity the Metro Council has to see how our strategic budget direction has been realized, and with what impacts to the entire agency's budget areas.

I have always thought it an essential part of my responsibility to ensure that I understand the budget, that I ask questions and obtain answers prior to approving the budget. This FY 14-15 budget is the third budget for which we've had at most 2 weeks between the point of the public presentation of the budget and the Council voting to approve it. The Council has had exactly one work session in which to discuss the budget. I worked hard to submit my questions in advance of that work session, and while I appreciate that I received responses late Monday, I have a few loose ends left. Frankly, I am convinced that 2 weeks is just too short for thorough and responsible consideration of our budget, especially this year, which to me has felt significantly more hectic than the prior couple of years.

We used to give ourselves more time to consider and discuss the budget. Attached is an illustration of prior budget years, during my tenure on the Council (since 2007). I hope that my colleagues will join me in setting up our next budget cycle, requesting that the Chief Operating Officer provide up to a four week period between public presentation and budget approval starting next year. I believe that such a timeframe will enable the Metro Council to exercise thoughtful and responsible budget decision-making in an open manner reflective of our duties.

Fiscal year 2007-2008: 5 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: mid-March
Budget message (presentation): 03/29/07
The date Council approved the budget: 5/3/07 (Resolution 07-3794)
Transmission to TSCC 05/11/07
The date of the following TSCC hearing: 6/7/07
The dates Council adopted the budget: 6/21/07 Ordinance 07-1144B

Fiscal year 2008-2009: 4 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: before the end of March
Budget message (presentation): 04/03/08
Council discussions: 4/15/08, 4/22/08, 4/29/08, 4/30/08
The date Council approved the budget: 5/1/08 (Resolution 08-3939)
Transmission to TSCC 05/12/08
The date of the following TSCC hearing: 6/5/08
The dates Council adopted the budget: 6/26/08 Ordinance 08-1181B

Fiscal year 2009-2010: 4 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: (you were reviewing by 4/6/09)
Budget message: (presentation): 04/02/09
Council discussions: 4/7/09, 4/8/09
The date Council approved the budget: 4/30/09 (Resolution 09-4042)
Transmission to TSCC 05/13/09
The date of the following TSCC hearing: 6/4/09
The dates Council adopted the budget: 6/25/09 Ordinance 09-1215B.04

Fiscal year 2010-2011: 4 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: 3/18/10
Budget message: 4/1/2010
The date Council approved the budget: 04/29/10 (Resolution 10-4145)
Transmission to TSCC 05/06/10
The date of the following TSCC hearing: 6/3/10
The dates Council adopted the budget: 6/17/10 Ordinance 10-1235B

Fiscal year 2011-2012: 4 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: (You were reviewing by 4/13/2012)
Budget message: 4/7/11
Council discussions: 4/14/11
The date Council approved the budget: 4/28/11 (Resolution 11-4259)
Transmission to TSCC 05/11/11
The date of the following TSCC hearing: 6/9/11
The dates Council adopted the budget: 6/23/11 Ordinance 11-1253C

Fiscal year 2012-2013: 2 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: (You were reviewing by 4/13/12)
Budget message: 4/19/12
Council discussions: 5/1/12
The date Council approved the budget: 5/3/12 (Resolution 12-4338)
Transmission to TSCC 5/8/12
The date of the following TSCC hearing: 6/7/12
The dates Council adopted the budget: 6/21/12 Ordinance 12-1274A

Fiscal year 2013-2014: 1 week between budget presentation and Council approval

The date the draft budget was released to Councilors: 4/11/13

Budget message: 4/25/13

Council discussions: 4/30/13, 5/1/13

The date Council approved the budget: 5/2/13 (Resolution 13-4419)

Transmission to TSCC by 5/15/13

The date of the following TSCC hearing: 6/6/13

The dates Council adopted the budget: 6/20/13 Ordinance 13-1330

Fiscal year 2014-2015: 2 weeks between budget presentation and Council approval

The date the draft budget was released to Councilors: 4/10/14

Budget message: 4/24/14

Council discussions: 4/29/14

The date Council approves the budget: 5/8/14 (Resolution 14-4516)

Transmission to TSCC expected by 5/15/14

The date of the following TSCC hearing: 6/5/14

The date Council expected to adopt the budget: 6/19/14 (by Resolution)



Metro | Memo

Date: May, 8, 2014
To: JPACT, Metro Council and Interested Parties
From: John Mermin, 2014 Regional Transportation plan (RTP) Project manager, Metro
Subject: Transmittal memo: Change to 2014 RTP materials since electronic packet sent out

Attached is a legislative packet including a few revisions from what was provided in your electronic mailings in advance of the meeting:

- Three revised sentences in the staff report, within the paragraph under heading “**Summary of Public Comments of 2014 Public Review Draft RTP**” as follows:
 - “Attachment 1 displays a summary of comments received from March 21 – May 5 ~~as of April 13th~~. Attachment 2 displays recommended changes *to the project list* based on public comments from March 21 – May 5 ~~as of April 13th~~. ~~Updated versions of attachment 1 and 2 (including all comments received in the 45-day comment period, March 21– May 5) will be provided at the May 8 Metro Council meeting.~~
- Additional comments are added to attachment 1 of the staff report: (Comments #148 through #261)
- Additional comments are added to attachment 2 of the staff report: (Comments # 149, 151, 152, 180, 181a, 181b, 181c, 181d, 182, 183, 184, 185, 192)
- “DRAFT” watermarks have been removed

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE 2014) RESOLUTION NO. 14-4527
REGIONAL TRANSPORTATION PLAN)
PROJECT LIST FOR PURPOSE OF AIR) Introduced by Councilor Dirksen
QUALITY CONFORMITY DETERMINATION)

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the metropolitan region, and must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every 5-7 years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in June 2010 and approved and acknowledged by US Department of Transportation and US Environmental Protection Agency on September 20, 2010; and

WHEREAS, the next update must be completed by July 2014 to allow time for review and approval prior to the plan's expiration on September 20, 2014, thereby providing continued compliance with federal planning regulations and ensuring continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, on September 12, 2013 the Metro Council and the Joint Policy Advisory Committee on Transportation approved the proposed 2014 RTP work program identified as Exhibit A; and

WHEREAS, subsequent to adoption of the work program Metro solicited projects pursuant to the criteria included in the work program; and

WHEREAS, public comment has been received on the draft RTP project list submitted by local jurisdictions; and

WHEREAS, JPACT has recommended the acceptance and MPAC has recommended the tentative approval of the 2014 RTP project list for purpose of air quality conformity determination; now therefore

BE IT RESOLVED that the Metro Council accepts the 2014 Regional Transportation Plan project list for purpose of air quality conformity determination.

ADOPTED by the Metro Council this 8th day of May 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4527, FOR THE PURPOSE OF ACCEPTING THE 2014 REGIONAL TRANSPORTATION PLAN PROJECT LIST FOR PURPOSE OF AIR QUALITY CONFORMITY DETERMINATION

Date: May 8, 2014

Prepared by: John Mermin, 503-797-1747

BACKGROUND

Purpose of action

The request for action at the May 8 Metro Council meeting is to receive acceptance of the 2014 Regional Transportation Plan (RTP) for purpose of air quality conformity determination. As part of the 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list have been able for review at Metro's website: www.oregonmetro.gov/rtp. Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. All comments received will be included in the 2014 RTP Final Public Comment Report.

The action is necessary so that Metro can run the air quality model on a 2014 RTP project list for conformity with the federal Clean Air Act, and hold a required 30-day comment period on the results (May 16 - June 15). Final action will be requested from regional committees and the Metro Council at meetings from June 18-July 17. The current RTP expires September 20, 2014. The final RTP must be submitted in late July for federal and state review prior to its expiration date.

Discussions of 2014 RTP leading up to acceptance

Metro Council and JPACT approved a 2014 RTP work program on September 12, 2014. Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the Fall, local jurisdictions and partner agencies worked to update their RTP project lists culminating in submissions to Metro in December, 2013. These updates were limited by JPACT and the Metro Council to projects coming from a local public process such as a transportation system plan or corridor plan. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council.

Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from late February to late March. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction*.

Recommendations from regional advisory committees

Recommendations for tentative approval of the 2014 RTP for purposes of air quality conformity analysis were received from MTAC (April 16), MPAC (April 23), and TPAC (April 25). A recommendation from JPACT to accept the RTP project list for purpose of air quality conformity determination is expected on May 8. These prior actions are consistent with Resolution No. 14-4527, For the Purpose of Accepting the 2014 RTP project list for purpose of air quality conformity determination.

Summary of Public Comments on 2014 Public Review Draft RTP

Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies. The public comments on the RTP generally fall into two categories (a) those requesting specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Staff has organized responses to the comments accordingly, with individual recommendations on all comments requesting a specific change. Attachment 1 displays a summary of comments received from March 21 – May 5. Attachment 2 displays recommended *changes to the project list* based on public comments from March 21 – May 5. The 2014 RTP Final Public Comment Report will be available for the Metro Council at its final action meeting on the RTP on July 17.

ANALYSIS/INFORMATION

1. Known Opposition None

2. Legal Antecedents

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Ordinance No. 10-1241B
- Resolution No. 10-4150A
- Resolution No.13-4456

Anticipated Effects

With approval:

- Staff will complete air quality conformity analysis and hold 30-day comment period on the results.

3. Budget Impacts There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 14-4527

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|---|------------------|-------------|---|-----------------------------|
| 1 | More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding. | Karen Buehrig | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 2 | Stop wasting our money on roads and car traffic infrastructure. It's a dead end. | Glen Ropella | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 3 | the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland | Ronald Weinman | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 4 | Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support. | Brittain Brewer | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 5 | Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit. | Sam Jones | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 6 | Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours. | K H | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 7 | As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity. | Keith Liden | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|---|--------------------|-------------|---|--|
| 8 | Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW. | Jim M Alder | 3/23/2014 | No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT. | 10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements; |
| 9 | Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased. | Carl VanderZanden | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 10 | Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options. | Nicholas Tahran | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 11 | More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road. | Liz Jones | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 12 | I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns. | Levi Manselle | 3/24/2014 | No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT. | 11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River |
| 13 | The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs. | Michael Harrington | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|--|-------------------|-------------|---|-----------------------------|
| 14 | Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding. | Angelene Falconer | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 15 | Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service. | Gerri Lent | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 16 | Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow. | Saly Quimby | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 17 | Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service. | Peggy Powell | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 18 | Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way. | Robert Lee | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 19 | Less transit more on roads and bridges | Jerad Hampton | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 20 | I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process. | Marilyn Veomett | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-------------------|-----------|---|--|
| 21 | All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason. | Ed Rae | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 22 | 2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings. | David Morelli | 3/26/2014 | No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT. | 10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west) |
| 23 | because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max. | John Kleev | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 24 | Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos. | Richard Whitehead | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|--------------------|-----------|---|----------------------|
| 25 | Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers. | Thomas Riese | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 26 | It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here). | Dona Hertel | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 27 | Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used. | Stuart Long | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 28 | We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain. | Greg Wilhelm | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 29 | I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way. | Mary Jean Williams | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 30 | It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland. | Paige Dickson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 31 | Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are. | Rick Scrivns | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 32 | Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence | Kelly Sweeney | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 33 | Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines. | Susan O'Neill | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 34 | Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting. | Gerald Good | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 35 | Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources. | Nancy Gibson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 36 | I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either. | Rick Michaelson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 37 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Metcalf | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT. | 10558; Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 38 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Atherton | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, ODOT. | 10558: Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 39 | To much money is being spent on bike lanes and not enough to support the road repairs and maintenance | Paul Edgar | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 40 | <p>All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic foot-print and our current and planned road infrastructure does not support, economic expansion. That has to change.</p> | Larry Conrad | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 41 | <p>Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.</p> | Seth Alford | 3/26/2014 | No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet. | <p>BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;</p> |

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| 42 | Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought. | Soren Impey | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 43 | Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries. | J Chris Anderson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 44 | Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe. | Darlene Bensin | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 45 | You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use. | Michael Halloran | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 46 | I would like to see public transit receive higher priority | Barbara Walden | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 47 | Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed. | Robert Bachelder | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 48 | I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City. | Helen Hays | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 49 | Improved ... Frequency and speed in Sw | Don Darby | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 50 | Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads. | P McKnight | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 51 | Increase Freight decrease Transit. | D H | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 52 | Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here? | Randall Murray | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 53 | I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments. | Daniel Hauser | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 54 | agree with percent of funding, It is hard to judge bang for the buck with the number of projects | Dennis Hodge | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 55 | The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :->) | Mary Lou Bonham | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 56 | More Transit funding. | Mark Rogers | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 57 | I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets. | Kathleen Sharp | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 58 | So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up. | Michelle Poyourow | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 59 | More emphasis on Transit and Active Transportation is always welcome. | Kathleen Anson | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 60 | I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free. | Natalie Leavenworth | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 61 | I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles." | Lisa Caballero | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 62 | More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways. | Timur Ender | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 63 | ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings. | Clinton Doxsee | 3/27/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS |
| 64 | the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects. | Allan Rudwick | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 65 | Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools. | Kari Schlosshauer | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 66 | Investments should be made where most needed, regardless of what category they fall into | Mare Stern | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 67 | I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go. | Carolyn Scrutton | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 68 | I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region | Joe Hardman | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 69 | I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of Transportation. | Sandra Doubleday | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 70 | I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast). | Jim Diamond | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 71 | Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland. | Cheryl McDowell | 3/28/2014 | No change recommended. This comment has been forwarded to Portland and ODOT | SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW |
| 72 | quit wasting our money. total waste | David Goliath | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 73 | Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly. | Kristi Beyer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 74 | I would at least triple the investment in transit - not into rail-base modes but into bus routes. | Cliff Lehman | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 75 | light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our throats | Richard Smith | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 76 | More money for public transit | Jennifer Cobb | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 77 | Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency. | Jim Gardner | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar |
| 78 | Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too un-informed. | Kurt Kristensen | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 79 | Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use. | Travis Camp | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 80 | I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal. | Nolan Plese | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 81 | Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. Too much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads. | K D | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 82 | Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening. | Vicki McNamara | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 83 | I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future will require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system. | Craig Loftin | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 84 | It seems evenly decided among all transportation areas. Keep progressing. | Janet Arndorfer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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|----------|---|------------------|-------------|---|--|
| 85 | It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project. | Chase Ballew | 3/30/2014 | No change recommended. This comment has been forwarded to the City of Portland and ODOT. | 11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS |
| 86 | Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety. | Evelyn Whitlock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 87 | Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability | Marlene Byrne | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 88 | Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect". | Brian Knapp | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 89 | I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation | Fred Dobson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 90 | I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created. | Sue Nelson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 91 | I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters. | Brandy Steffen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 92 | Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel. | Joseph Edge | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|--|-----------------------------|-------------|---|---|
| 93 | Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above. | Sarah Larsen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 94 | Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation. | Christopher Achterman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 95 | Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland. | Mike Warwick | 3/31/2014 | No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet. | 10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening |
| 96 | Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later. | Phil Richman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 97 | a greater percentage of the regional investments should be made in active transportation and transit | Tara Brock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 98 | I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower. | Lois Moss | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 99 | We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise. | Jonathan Poisner | 4/1/2014 | No change recommended. This comment has been forwarded to ODOT. | 10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension |
| 100 | I would invest more in Transit | Prisciliano Peralta-Ramirez | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 101 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Patricia Gardner | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 102 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Stephanie Whitchurch | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|--|---------------------|-------------|---|---|
| 103 | Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail. | Georgeann Courts | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 104 | It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process. | Michael Schoenholtz | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 105 | I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration. | Matt Menely | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 106 | I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank you. | Alicia Hamilton | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 107 | Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion. | Eldon Lampson | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 108 | Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route. | Tom Lancaster | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|--|------------------|-------------|---|---|
| 109 | Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River. | Videan Polone | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 110 | Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect. | Linn Davis | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 111 | Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland. | Jeff Monaghan | 4/4/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10282: Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; |
| 112 | We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often. | David O'Dell | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 113 | One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego. | Chris Carter | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 114 | I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas. | Jonathan Leto | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 115 | We could greatly reduce the % for resurfacing freeways if we could BAN STUDDERED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat. | Mary Vogel | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 116 | More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now. | John Frewing | 4/7/2014 | No change recommended. This comment has been forwarded to Portland. | 11323: Sullivan's Gulch; |

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| 117 | Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects. | Edward Miller | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 118 | active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE. | Gretchin Lair | 4/8/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP |
| 119 | The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets. | Mike Stevens | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 120 | Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better. | Leslie Doering | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 121 | more money sent on sidewalks and crosswalks | Pamela Rodgers | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 122 | Better bus service, especially on the west side. MAX would be an improvement. | John Baldrige | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements |
| 123 | I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland. | Darik Dvorshak | 4/9/2014 | No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT. | 10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements; |
| 124 | I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car. | Karen Smith | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 125 | I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance. | Mark Nunnenkamp | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 126 | We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these. | Don Wolsborn | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 127 | I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern. | Gayleen Guyton | 4/9/2014 | No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT. | 10553: 209th Improvements; 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South |
| 128 | I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation. | Leah Witte | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 129 | More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points. | Matthew Nelson | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1 |
| 130 | Increasing public transportation and adding Max rails. | Becca Dike | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 131 | Transit to 33% Minimum. 10% or more on union accountability legal fees. | Gary Stanfield | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 132 | Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community. | Sean Carey | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 133 | More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. | _ Werneken | 4/10/2014 | No change recommended. This comment has been forwarded to ODOT and TriMet. | 10893: 'Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; |
| 134 | As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me. | Christopher Anderson | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 135 | I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise. | Jonathan Nagar | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 136 | Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited. | Candise Coffman | 4/10/2014 | No change recommended. This comment has been forwarded to Gresham and TriMet. | 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max |
| 137 | Always more for mass transit and less for highways and parking lots. | S. Theo Burke | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 138 | Greater investment in public transportation infrastructure, maintenance and expansion. | Jeanne Quan | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 139 | lower fares, more service | Rob Powell | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 140 | Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling. | Trey Cundall | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 141 | I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner. | Chadwick Ferguson | 4/10/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 142 | I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges. | Steve Boughton | 4/11/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 143 | I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop. | Cathy Smith | 4/2/2014 | No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT | Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn; |
| 144 | the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. | Jacob Baez | 4/11/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project; |
| 145 | In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT". | Metro Staff | 4/9/2014 | Change as requested | |
| 146 | Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000 | Trimet Staff | 4/9/2014 | Change as requested | 11332 (High Capacity Transit Capital Construction: I-205) |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|---|-----------|---|---|
| 147 | Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19. | Metro Councilor Harrington | 3/25/2014 | Change as requested | |
| 148 | Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only. | Steve Svigethy | 4/15/2014 | Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out. | |
| 149 | Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed. | City of Wilsonville Staff | 4/15/2014 | Change as requested. | 10156 (Boeckman Rd at Boekman Creek) |
| 150 | The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements). The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening) | Northeast Coalition of Neighborhoods (NECN) | 4/16/2014 | This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton , Washington County and ODOT | 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings), 10257 (NE-SE Grand/MLK Streetscape Improvements). 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening) |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---------------------------|-----------|---|---|
| 151 | Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park). Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). | City of Lake Oswego staff | 4/18/2014 | Changes as requested. | 11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). |
| 152 | Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections. Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union). Split Hall Blvd project into the following segments/phases: Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd. \$85,401,000 \$2,401,000. Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks. Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks. | Washington County Staff | 4/22/2014 | Change as requested. | 20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks) |
| 153 | ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update | ODOT Director | 4/18/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | 10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension |
| 154 | Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action. | Oregon Walks | 4/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---|-----------|---|----------------------|
| 155 | <p>The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010."</p> <p>Is the "Access to Daily Needs" performance measure in the RTP and ATP .about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included.</p> | Carol Chesarek | 4/22/2014 | No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update. | |
| 156 | Transit and Active Transportation should be top two priorities, then roads and bridges. | Kara Boden | 4/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 157 | Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language. | ODOT staff | 4/28/2014 | Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB. | |
| 158 | The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list. | North Tabor Neighborhood Association (NTNA) | 4/28/2014 | No change recommended. This comment has been forwarded to the City of Portland. | |
| 159 | Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road. | Linda Bauer | 4/30/2014 | No change recommended. Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|--|------------------------|----------|---|----------------------|
| 160a | <p>I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan:</p> <p>1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best.</p> <p>2. Address I-5 congestion piecemeal:</p> <p>a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B.</p> <p>b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the Northbound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C.</p> | Steven Tubbs | 5/2/2014 | JPACT will consider the Columbia River Crossing at its May 8th meeting. | |
| 160b | <p>c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way.</p> <p>d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on I-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decried any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area.</p> | Steven Tubbs continued | | JPACT will consider the Columbia River Crossing at its May 8th meeting. | |
| 161 | I love that active transportation doesn't take up much \$, but it nearly a third of the projects... we need more of this! | Barb Damon | 5/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|---|-----------------------|-------------|--|---|
| 162 | More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only \$44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the \$500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP transportation projects. | David Hampsten | 5/1/2014 | Comment forwarded to City of Portland. | |
| 163 | The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSIA's. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends. | Wendie Kellington | 5/1/2014 | This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map. | 10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail |
| 164 | I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a 2040 Plan Priority. | Jim Labbe | 5/1/2014 | Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d. | 11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing |
| 165 | Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alignment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be show in this Powell-Division corridor but the exact mode and alignment should remain undefined | City of Gresham staff | 5/1/2014 | Change as requested. See response to Comment # 145. | |
| 166 | High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 167 | Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 168 | Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps | City of Gresham staff | 5/1/2014 | Change as requested. | |

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|-----|--|-----------------------|----------|--|--|
| 169 | Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 170 | Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map? | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 171 | Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alignment. I provided a shapefile with the alignment via email to you 04/29/2014 and it is already refelected in the Bicycle and Pedestrian network maps. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 172 | TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extedning Burnside to Palmquist; Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block. | City of Gresham staff | 5/1/2014 | No change recommended. This map is an existing conditions map, not a map of future proejcts. | |
| 173 | Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results. | City of Gresham staff | 5/1/2014 | No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment forwarded to Portland. Comment has been forwarded to City of Portland for their consideration during their current TSP update. | 10349 174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements |
| 174 | Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throught the document | City of Gresham staff | 5/1/2014 | Change "indicators" to "measures" within chapter 2. | |
| 175 | Page 3-14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example. | City of Gresham staff | 5/1/2014 | The list of cities is not intended to be exhaustive. Change as follows: " The e Cities such as of Tualatin, Lake Oswego, Wilsonville, Hillsboro, and Milwaukie and Wood Village have adopted street maintenance fees..." | |
| 176 | Page 3-32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement. | City of Gresham staff | 5/1/2014 | Change as follows: the section and figure displaying future operations and maintenance funding will be projected out from 2035 to 2040 using as straight line projection. | |
| 177 | Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal? | City of Gresham staff | 5/1/2014 | There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update. | |
| 178 | Mobility corridors: In 2003 a Phase 1 Foster-Powell Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section. | City of Gresham staff | 5/1/2014 | Phase 2 of the Powell/Foster Corridor plan was never initiated. Instead revised work on the Powell/Division HCT corridor has advanced and is currently underway. | |

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|------|---|------------------------|-----------|----------------------|----------------------|
| 179 | Page 5-25: Edit the "Edgefield/Halsey main street implementation" project title to "Halsey Main Street Implementation" as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 180 | CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Columbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. B2 Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 181a | CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets)"; 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements); | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|---|------------------------|-----------|----------------------|----------------------|
| 181b | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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| 181c | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 181d | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2);</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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| 182 | CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd) | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 183 | CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 184 | CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Breaded Ramps; 10376: Columbia Blvd Widening | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 185 | PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658 | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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| 186 | <ul style="list-style-type: none"> • Section 5.3.1.4 / Project 11305 Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP. • Section 2.5.5.1 / Figure 2.18 Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times. • Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a "bikeway". • Project 10291 Street improvements to 82nd Avenue must include completed sidewalks. | Lents Neighborhood Association | 5/4/2014 | Forwarded to City of Portland and ODOT for their consideration in project development and design. Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)" | 11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements |
| 187 | <p>Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (6.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section.</p> <p>Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.</p> <p>As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.</p> <p>It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.</p> | Mayors of Tualatin & Wilsonville | 5/5/2014 | Change as requested. | |

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| 188 | <p>One of the proposed routes already existing on Metro planning maps is to develop a "Burlington and Northern Rail to Trail." This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the "Forest Park to North Plains" trail linkage concept in the graphic.</p> <p>This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative</p> | National Coast Trail Association | 5/5/2014 | Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are identified in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdictions (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps. | |
| 189 | <p>Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small, affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including the south end of the new regional recreation destination, Gateway Green, to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center; a 2040 Plan Priority.</p> | Ted Gilbert | 5/1/2014 | Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d). | 11647: I-205 Undercrossing |
| 190 | <p>1000 Friends supports the Active Transportation Plan (ATP) and Regional Transportation Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. Adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change.</p> | 1000 Friends of Oregon | 5/5/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 191 | These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps). | Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute | 5/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 192 | Add a placeholder project for to the for \$20M for the Troutdale Airport Master Plan Transportation Improvements | East Multnomah County Transportation Committee | 5/2/2014 | Change as requested. | |
| 193 | Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project. | Multnomah County staff | 5/5/2014 | No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements; | 11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691. |
| 194 | Project #10408 - 40 Mile Loop Trail is missing from the RTP project list. | Multnomah County staff | 5/5/2014 | No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction" | |

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| 195 | <p>Fix the following errors for the following projects for the Chapter 3 maps of RTP projects:</p> <ul style="list-style-type: none"> • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. • Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive). • Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr). • Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north). • Project #11375 – Stark Street Bridge - Project doesn't show up on map at all • Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map. • Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map. • Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map. • Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map. • Project # 11686 – Sandy to Springwater Path design and construction – Project missing from map. | Multnomah County staff | 5/5/2014 | Change as requested | |
| 196 | Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), "Safety", shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes? | Multnomah County staff | 5/5/2014 | No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the reason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50% | |
| 197 | Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to "2-4 Lanes". Where did this change come from? ("Creating Livable Streets Handbook" states Community boulevards "generally consist of two vehicle travel lanes" p.58). | Multnomah County staff | 5/5/2014 | This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes. | |
| 198 | Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: "Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan <u>as design guidance.</u> " | Multnomah County staff | 5/5/2014 | Change as requested. | |

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| 199 | <p>Several comments relating to clarifying language in chapter 2 of the RTP:</p> <ul style="list-style-type: none"> Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes "should" statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed? Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it's confusing to the reader why the bike and ped policies are nearly identical. Page 2-77 under "Bicycle Policy 1", provide a little more clarifying context for the opening statistic of "Nearly 45 percent of all trips made by car in the region are less than three miles...". Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities? Page 2-78, "Bicycle Policy 3", Can "green ribbon" be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise "green" is too much of a buzz word and makes the policy statement confusing. Page 2-96, "Ped Policy 3", narrow this policy statement. The newly added language ("...that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.") can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and would be too repetitive with Policies 1 & 4. General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all be needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the "Active Transportation Network Vision". | Multnomah County staff | 5/5/2014 | Staff reviewing language for potential clarification | |
| 200 | Can the ATP recommended policy <i>implementing actions</i> be included in the RTP? | Multnomah County staff | 5/5/2014 | No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them. | |
| 201 | Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012. | Multnomah County staff | 5/5/2014 | Change as follows: <u>The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.</u> | |
| 202 | Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff may <u>will</u> initiate an update to the Best Design Practices in Transportation..." | Multnomah County staff | 5/5/2014 | Change as requested. | |

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| 203 | Section 1.6, Page 1-39 Revise 2nd to last sentence to read: Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways. <u>Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.</u> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 204 | Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way. | Oregon Department of Transportation staff | 5/5/2014 | No change recommended. | |
| 205 | Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: “... Metro, in collaboration with local partners, and ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan. | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 206 | Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: “...As directed by the FLAG’s recommendations, planning forged ahead—proceeded on the I-84/I-5 section of the Loop under the monikers of the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning processes. “Key recommendations from the adopted 2012 N/NE Quadrant Plan include: • Adding auxiliary lanes and full-width shoulders (within existing right-of-way) to reduce dangerous improve traffic weaves and allow disabled vehicles to move out of traffic lanes;” | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 207 | Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5. | Oregon Department of Transportation staff | 5/5/2014 | No change recommended. This corridor still has an outstanding section to be studied so should remain in the section of corridors needing refinement planning. | |
| 208 | Page 5-15, Recommended RTP Design and Functional Classifications. Second sentence: change recommendation to <u>decision</u> . Next sentence, change “...will be amended...” to “...are amended” ... | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 209 | There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 . | Oregon Department of Transportation staff | 5/5/2014 | Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222 | |

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| 210 | <p>Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project..."</p> <p>Please change the third paragraph as follows: "...The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections to the <u>Lawnfield Industrial District</u>. The Oregon Legislature approved \$100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative. Please</p> <p>revise the list of elements for the JTAC phase of the Sunrise Project as follows:</p> <ul style="list-style-type: none"> • A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. • A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue. • Bicycle and pedestrian improvements in the area, <u>including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue.</u> • Intersection improvements at 122nd Avenue and OR 212/224. • Intersection improvements at 162nd Avenue and OR 212. - <u>Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive</u> - <u>Reconstruction of Lawnfield Road from 97th to 98th to reduce grades</u> - <u>Extension of Minuteman Way from Mather Road to Lawnfield Road</u> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 211 | <p>Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering <u>development plan amendment</u> proposals for compact development in regional and town centers that exceed current height or density limits are often <u>sometimes</u> constrained by traditional volume-to-capacity standards...."</p> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 212 | <p>Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed-Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume-to-capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "...unless an alternative is adopted <u>developed</u> by a local jurisdiction <u>and adopted by the OTC</u>".</p> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |

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| 213 | <p>RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.</p> <p>RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood.</p> | Oregon Department of Transportation staff | 5/5/2014 | Forwarded to Lake Oswego, Portland and Clackamas County. | |
| 214 | <p>RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps.</p> <p>RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval.</p> <p>RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate.</p> <p>RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.</p> | Oregon Department of Transportation staff | 5/5/2014 | Forwarded to City of Portland | |
| 215 | <p>Page 2-80 – The 2014 RTP includes a broad statement about crosswalk spacing on arterials. "Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate." This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p> | Washington County Staff | 5/5/2014 | <p>Change as follows: "Regional policy calls for <u>safe crossings of streets and controlled pedestrian crossings on major arterials</u>crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate.</p> | |
| 216 | <p>Page 5-53: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops," This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p> | Washington County Staff | 5/5/2014 | <p>This section describes future work recommended by the Regional Safety Plan. Language will be clarified to reflect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum <u>street</u> spacing standard of 530 feet and at all transit stops"</p> | |

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| 217 | Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, <u>where possible</u> , with appropriate median openings for turning movements and turn lanes." | Washington County Staff | 5/5/2014 | Change as requested. | |
| 218 | Page 2-33 - The median policy needs to reflect the need to accommodate over-dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on-going operating and maintenance costs associated with medians. | Washington County Staff | 5/5/2014 | No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure include operating and maintenance costs, not just medians. | |
| 219 | Page 2-37 – The text says "Safety is a primary concern on the regional arterial system... Efforts should include:" and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change "should" to "may" in order to provide more flexibility for jurisdictions to respond to unique situations that may occur within their jurisdictions. | Washington County Staff | 5/5/2014 | Change as requested. | |
| 220 | Page 2-37 – The text states, "Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority." We request that you change "highest" to "high" to allow more flexibility in project selection and funding by local jurisdictions. | Washington County Staff | 5/5/2014 | Change as requested. | |
| 221 | Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section. | Washington County staff | 5/5/2014 | Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville. | |
| 222 | Page 5-13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) - Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section. | Washington County staff | 5/5/2014 | Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209 | |
| 223 | The County caught a number of typos and small technical fixes. | Washington County staff | 5/5/2014 | Change as requested. | |
| 224 | SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term. | Washington County staff | 5/5/2014 | Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel. | |
| 225 | NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road. | Washington County staff | 5/5/2014 | Change as requested. | |
| 226 | NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future. | Washington County staff | 5/5/2014 | Change as requested. | |
| 227 | Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility focus. | Washington County staff | 5/5/2014 | Change as requested. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|---|-------------------------|-------------|--|-----------------------------|
| 228 | SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map. | Washington County staff | 5/5/2014 | Change as requested. | |
| 229 | SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning. | Washington County staff | 5/5/2014 | Change as requested on Regional Pedestrian and Bicycle Maps. | |
| 230 | NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps. | Washington County staff | 5/5/2014 | Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network. | |
| 231 | NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub. | Washington County staff | 5/5/2014 | Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network. | |
| 232 | NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose. | Washington County staff | 5/5/2014 | Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network). | |
| 233 | NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity. | Washington County staff | 5/5/2014 | Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network). | |
| 234 | NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area. | Washington County staff | 5/5/2014 | Change as requested. This is a mapping error and will be removed. | |

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| 235 | W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive. | Washington County staff | 5/5/2014 | No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 236 | SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive. | Washington County staff | 5/5/2014 | No change recommended. This segment of SW Canyon Road is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 237 | SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term. | Washington County staff | 5/5/2014 | No change recommended. This segment of SW Walker Road is identified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 238 | SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor. | Washington County staff | 5/5/2014 | Change as requested. This is part of an old alignment of the Westside Trail. | |
| 239 | Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail. | Washington County staff | 5/5/2014 | Change as requested. | |
| 240 | 198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded \$14 million sidewalk and bike lane project in 2018. | Washington County staff | 5/5/2014 | Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Design Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|------------------------|-----------|--|----------------------|
| 241 | Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately) | Clackamas County staff | 3/20/2014 | 1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): No change recommended. Include in analysis and consideration for the 2018 RTP update. Policy discussion is needed to add, since addition of the routes would not be consistent with the basic methodology used in developing the ATP pedestrian network. In the ATP, new Regional Pedestrian Corridors were identified by adding all regional arterial roadways identified on the 2035 RTP "Arterial and Throughway Map". The roadways listed above are not included on the "Arterial and Throughway Map" however, they should be considered in the next update of the RTP for inclusion as Regional Pedestrian Corridors, when more analysis and policy discussion can take place. | |
| 242 | Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility. | Clackamas County staff | 3/20/2014 | No change recommended. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not identified along the corridor. Pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework. | |
| 243 | Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road | Clackamas County staff | 3/20/2014 | Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway. | |
| 244 | Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street | Clackamas County staff | 3/20/2014 | Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Community Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps. | |
| 245 | Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east. | Clackamas County staff | 3/20/2014 | Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed additions are also part of the Regional Bicycle Network. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|--|------------------------|-------------|--|-----------------------------|
| 246 | 132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street | Clackamas County staff | 3/20/2014 | No change recommended. Include in analysis and consideration for including in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP pedestrian network. In the ATP new Regional Pedestrian Corridors were identified by adding all regional arterial roadways identified on the 2035 RTP "Arterial and Throughway Map". The roadways listed above are not included on the "Arterial and Throughway Map" however, they should be considered in the next update of the RTP for inclusion as Regional Pedestrian Corridors, when more analysis and policy discussion can take place. | |
| 247 | Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area) | Clackamas County staff | 3/20/2014 | Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB. | |
| 248 | The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor. | Clackamas County staff | 3/20/2014 | The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion. | |
| 249 | Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street | Clackamas County staff | 3/20/2014 | No change recommended. Include in analysis and policy discussion for the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle network. | |
| 250 | Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway. | Clackamas County staff | 3/20/2014 | Change as requested. | |
| 251 | Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes. | Clackamas County staff | 3/20/2014 | Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network. | |
| 252 | Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street. | Clackamas County staff | 3/20/2014 | No change recommended. Include analysis and policy discussion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle network. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----------|---|---|-------------|--|-----------------------------|
| 253 | Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail. | Clackamas County staff | 3/20/2014 | Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassified as a Regional Bikeway. | |
| 254 | Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road | Clackamas County staff | 3/20/2014 | Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway. | |
| 255 | Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway. | Clackamas County staff | 3/20/2014 | No change recommended. Include in analysis and policy discussion for the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle network. | |
| 256 | Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway. | Clackamas County staff | 3/20/2014 | Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identified as a Regional Street on the 2035 RTP "Design Classifications Map." | |
| 257 | The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why? | Clackamas County staff | 3/20/2014 | The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected. | |
| 258 | Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway | Clackamas County staff | 3/20/2014 | Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identified as a Community Street on the 2035 RTP "Design Classifications Map." | |
| 259 | Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass). | Clackamas County staff | 4/15/2014 | Change as requested. | |
| 260 | Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd. | Lori Mastrantonio-Meuseur (citizen comment) | 3/25/2014 | No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan. | |

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|-----|--|---|-----------|---|----------------------|
| 261 | Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area. | Lori Mastrantonio-Meuseur (citizen comment) | 3/25/2014 | No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regional Bikeway at this time; but do include in analysis and policy discussion for consideration for inclusion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicycle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan. | |

Attachment 2. 2014 Regional Transportation Plan (RTP) recommended changes to public review draft project list based on comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---------------------------|-----------|-----------------------|---|
| 146 | Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000 | Trimet Staff | 4/9/2014 | Change as requested | 11332 (High Capacity Transit Capital Construction: I-205) |
| 149 | Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed. | City of Wilsonville Staff | 4/15/2014 | Change as requested. | 10156 (Boeckman Rd at Boekman Creek) |
| 151 | Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park). Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). | City of Lake Oswego staff | 4/18/2014 | Changes as requested. | 11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). |
| 152 | Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections. Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union). Split Hall Blvd project into the following segments/phases: Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd. \$85,401,000 \$2,401,000. Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks. Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks. | Washington County Staff | 4/22/2014 | Change as requested. | 20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks) |
| 180 | CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Columbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. B2 Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|--|------------------------|-----------|----------------------|----------------------|
| 181a | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets)"; 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division PI): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements);</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

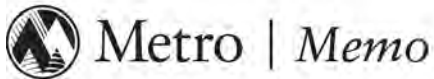
| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|---|------------------------|-----------|----------------------|----------------------|
| 181b | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

Attachment 2. 2014 Regional Transportation Plan (RTP) recommended changes to public review draft project list based on comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|---|------------------------|-----------|----------------------|----------------------|
| 181c | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 181d | <p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2);</p> | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

Attachment 2. 2014 Regional Transportation Plan (RTP) recommended changes to public review draft project list based on comments received March 21 - May 5

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|--|-----------|----------------------|----------------------|
| 182 | CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd) | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 183 | CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 184 | CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Breaded Ramps; 10376: Columbia Blvd Widening | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 185 | PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658 | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 192 | Add a placeholder project for to the RTP (state list) for \$20M for the Troutdale Airport Master Plan Transportation Improvements | East Multnomah County Transportation Committee | 5/2/2014 | Change as requested. | |



Date: Tuesday, May 6, 2014
To: John Mermin, 2014 Regional Transportation Plan project manager
From: Clifford Higgins, communications supervisor
Subject: Regional Transportation Plan public engagement and comment period brief

State regulations require that a Regional Transportation Plan update have a public comment period of a minimum of 45 days before adoption. The comment period for the 2014 RTP ran from March 21 through May 5, 2014. This memo summarizes public engagement efforts for the comment period; a formal 2014 RTP public comment report will be provided for regional advisory committees and the Metro Council at their final action meetings in June and July.

Based on the technical work for the update, coordination with other jurisdictions and the public comments received in this comment period, it is expected that the Metro Council will accept the 2014 RTP project list on May 8. The acceptance allows Metro to begin the air quality conformity analysis, which is expected to be released May 16. A federally-required public comment period on the air quality conformity analysis and the benefits, burdens and disparate impact assessment for Title VI and environmental justice communities is scheduled for May 16 through June 15 (30 days), in advance of final action by MPAC, JPACT and the Metro Council in late June and early July.

Unified comment period

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Climate Smart Communities Scenarios project and the 2015-18 Metropolitan Transportation Improvement Program, which requires a minimum 30-day comment period. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information.

Outreach elements and responses

General public focus questionnaire

The comment period from March 21 through May 5 included an online tool and integrated general public focus questionnaire, asking participants:

- if the region is on the right track with decisions related to the 2040 Growth Concept, the urban growth boundary and associated investment decisions
- what they want the region to look like in 20 years to help shape current investment decisions.

During the comment period, Metro received 1,225 responses to this questionnaire. See the draft summary of these comments prepared by JLA Public Involvement, Inc.

Detailed, program specific feedback

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by the 2014 RTP and ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs, comments were received by mail, email and through more detailed and specific online questionnaires.

- **2014 Regional Transportation Plan and Active Transportation Plan received 176 responses through the online questionnaire.** Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to by project staff.
- **2015-18 Metropolitan Transportation Improvement Program received 83 responses through the online questionnaire.**
- **Climate Smart Communities Scenarios Project received 1762 responses through the OptIn poll.**

Community forums

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- **Fourteen people attended the Multnomah County event,** with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- **Fourteen people attended the event and participated in the discussion in Clackamas County** with Councilors Collette and Craddick.
- **Four people attended the event in Washington County,** with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

Title VI and environmental justice advocates discussion

In order to gather more information for and reaction to the RTP and MTIP potential benefits, burdens and disparate impacts assessment for Title VI/environmental justice communities, a discussion with Title VI and environmental justice advocates was held in early April. **Five participants offered suggestions on how to move forward with the assessment and garner public feedback.** Public engagement information for this assessment and for the air quality conformity analysis will be included in those reports for consideration by regional advisory committees and the Metro Council at their final action meetings in June and July.

cc: Tom Kloster, regional transportation manager
Patty Unfred, communications manager

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Online public comment tool report

March 21 to May 5, 2014

*Prepared for Metro by
JLA Public Involvement, Inc.
May 7, 2014*

**MAKING A
GREAT
PLACE**

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

Visit the project website for more information about the climate Smart Communities Scenarios Project at www.oregonmetro.gov/climatescenarios

The preparation of this report was partially financed by the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

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EXECUTIVE SUMMARY

Introduction

Metro hosted an online public comment tool – Investing in Great Communities – to get feedback from the public about the kinds of investments people would like to see made in their communities and the transportation system. The results and responses will be used to help shape the:

- Climate Smart Communities Scenarios Project preferred approach for reducing greenhouse gas emissions and creating great communities
- 2014 Regional Transportation Plan and Regional Active Transportation Plan
- 2015-2018 Metropolitan Transportation Improvement Program

Between March 21 and May 6, 2014, there were 2,321 unique visitors to the online survey and 1,217 comments were submitted. The majority of visits were from the Portland area (68%). Other significant participation from within the Portland metropolitan region included Beaverton (7%), Hillsboro (4%), and Tigard (3%).

This executive summary outlines the main themes provided by the public through the online survey. It is organized around the seven policy areas being considered by the region's policymakers. The full report provides a summary of responses to each question in the online survey.

Summary of responses by policy area

1. Make transit more convenient, frequent, accessible and affordable

Increased and improved transit service is the most desired investment by respondents. People want to see **more frequent service, faster options** like express bus and trains; **expanded route options** that extend to suburban and smaller communities; and **cross-town connectivity** that does not feed into downtown Portland. Many people said they lack access to a transit stop within walking distance of their home or job. An **increase in light rail** was requested by many respondents, although a minority preferred more bus service or Bus Rapid Transit due to lower costs and greater flexibility. There is support for investing in the Southwest Corridor light rail, Powell-Division High Capacity Transit project, and light rail to Vancouver, Wash.

Some respondents said that transit fares are **too expensive** and want reduced prices. Investments including more bus shelters and park-and-ride options, and better security and fare enforcement are also desired by a few.

2. Use technology to actively manage the transportation system

Few people made specific comments about transportation technology. Nevertheless, when asked about the importance of investing in technology to reduce traffic congestion and improve the reliability of transit, respondents chose it as the third most important investment (after expanding transit and biking and walking improvements). Some drivers did note that poorly synchronized traffic signals are a major challenge to getting around. Some suggested smart traffic lights, blinking

yellow lights, and right-turn-on-red signals to improve traffic flow. Some noted that it is important to ensure investments that improve traffic flow be designed and implemented in ways that make it safer for walking and biking, particularly at intersections.

3. Provide information and incentives to expand the use of travel options

Very few people made comments about information and incentives. A small number of people said they would like to see more incentives for those who carpool, use transit, walk or bike; employers that allow employees to telecommute; businesses that locate near transit lines; and more public information to encourage walking, biking, carpooling and use of transit.

4. Make biking and walking more safe and convenient

Improved bicycle and pedestrian facilities are highly desired by many respondents. They want more **sidewalks and bike lanes**, and a more **comprehensive network of infrastructure**. Many said that **safety** is their biggest concern when they choose to walk or bike, and that sidewalks and bike lanes separate from auto traffic are needed. **Crosswalks** and efforts to improve safety at intersections are a priority.

5. Make streets and highways more safe, reliable and connected

Respondents cited **traffic and congestion** as the biggest challenge to getting around. Another main concern is the **lack of street connectivity in some parts of the region**. There are many routes to access Portland and the eastside of the region has a well-connected grid pattern, but there are insufficient connections between growing suburban communities, particularly in Clackamas and Washington counties. **Maintaining current roads** and bridges is a higher priority than creating new infrastructure, although there is a healthy amount of support for **widening roads** experiencing major congestion and adding new bridges and roads.

Many people supported specific road projects, including the Columbia River Crossing or some alternative river crossing; the widening of Highway 217; a Westside Bypass or other connectivity in the southwest part of the region; I-5 improvements, particularly in the Rose Quarter area; the widening of Highway 26; and capacity improvements on I-205 and Highway 99W.

6. Manage parking to make efficient use of parking resources

Few people made comments about parking. Those that did said that parking in downtown Portland is **too expensive**, and it is **difficult to find parking** in urban areas and, increasingly, in neighborhoods with denser residential development. People suggested a range of parking management strategies including providing more free parking to encourage retail shopping, removing parking, timing parking or creating more paid parking to better manage parking resources so spaces are frequently occupied.

7. Identify potential ways to pay for our investment choices

Few people made specific comments about funding mechanisms. Some said jurisdictions should engage citizens in decision-making and employ fiscal responsibility, and that investments should be made equitably across the entire region. There was a split among people who want to see efforts to make driving more expensive versus investing more in roads and easing congestion.

Many respondents support increased and stable funding for walking, biking and transit. A few respondents mentioned more paid parking, tolling on roads or bridges, congestion pricing, an increase in the gas tax, instituting a vehicle miles driven fee, and instituting a bicycling tax or fee.

INTRODUCTION AND BACKGROUND

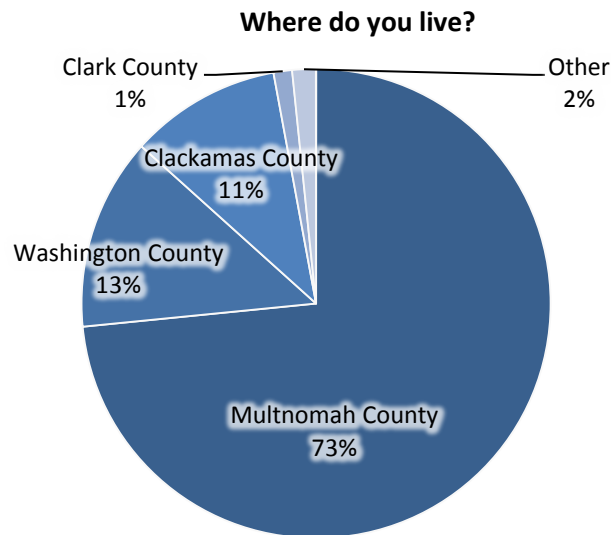
Investing in Great Communities online comment period

Metro hosted the online public comment tool to invite area residents to share their vision for the future of their communities and the region in order to help shape the investments and actions to make that vision a reality. The online survey asked general questions about the kinds of investments people would like to see made in their communities – where they live and work – and in the transportation system.

A non-functional version of the online comment tool can be viewed at <http://www.makeagreatplace.org/start>.

Level of participation

From March 21 to May 5, 2014, there were 2,321 unique visitors to the online tool and 1,217 comments were submitted. The majority of people who submitted a comment said that they live in Multnomah County (73%). Thirteen percent said they live in Washington County, and 11 percent said they live in Clackamas County.



WHERE WE LIVE AND WORK

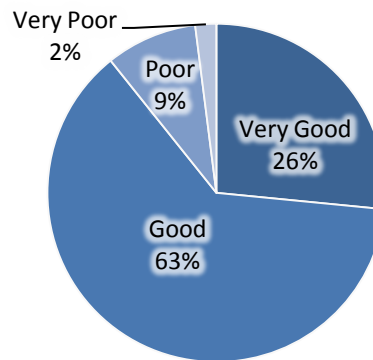
The online public comment included a series of questions to get feedback about community and land use investment in the Portland metropolitan region. These questions began by asking respondents how they define “quality of life” and how they feel about the quality of life in the region; and then asked participants to list the investments they would most like to see made in their communities over the next ten years.

The following portion of this report summarizes responses to these questions.

Question 1. Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor?

Generally, people feel that the quality of life in the region is good (63%) or very good (26%). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?



Quality of life means... having a good balance between urban amenities, rural recreation, and sufficient transportation options throughout.

Question 2. What does "quality of life" mean to you?

Most people didn't respond to this question with one phrase or word, but indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes *access* to a variety of goods and services, *opportunity* for personal and economic gain, and a variety of *options* in how they live their life. Most commonly, people said that quality of life means **healthy environment and people**, including healthy air and water and access to natural areas. Secondly, they said that having a **strong economy and good jobs** as well as an **affordable cost of living** were important to quality of life. Next, quality of life exists when it is **easy to get around** by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by **personal happiness** including enjoyment of cultural and recreational opportunities and family life.

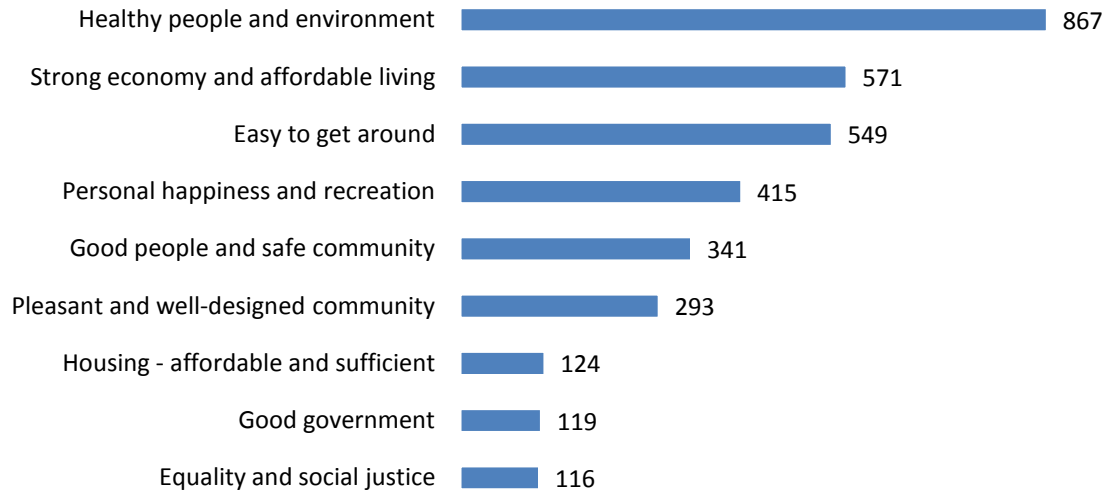
For some, a **well-designed community** is important, which can mean more walkable communities or less density. **Safety**, including low crime, a **sense of community** and good neighbors are also important to quality of life. Some define quality of life as including **government** that allows both freedom of choice and provides important services, as well as ensuring **equality and social justice**

so that everybody in the community has opportunity and access. **A variety of housing choices**, including affordable housing, are also important to quality of life.

Quality of life means... living in a great place to work, raise a family, and play.

The bar graph below shows the general themes that people referred to in their definition of quality of life. The chart below provides further detail on the kinds of elements that are included in each of the general themes.

What does “quality of life” mean to you?



Definitions of quality of life

| Definition | Count |
|---|------------|
| Healthy people and environment | 867 |
| Natural areas and green spaces are accessible, located nearby and protected | 171 |
| Healthy air/low air pollution | 143 |
| Parks are plentiful, accessible and of good quality | 112 |
| Food choices and farmers markets are available; all residents have access to fresh, healthy foods | 100 |
| Clean water (including drinking water and rivers and streams) | 100 |
| Natural environment is clean and healthy | 94 |
| Health and medical care is accessible, affordable, and of excellent quality | 48 |
| Health - people are physically healthy | 47 |
| Trees - lots of street trees and tree canopy | 20 |
| Farmland is protected | 19 |
| Low carbon footprint and reduction of greenhouse gas emissions | 13 |
| Strong economy and affordable living | 571 |
| Jobs – there are plenty of good, family-wage jobs in the region | 170 |
| Education – excellent schools are available and accessible to all | 159 |
| Cost of living is low/reasonable | 70 |

| | |
|---|----|
| Strong, viable economy in the region | 54 |
| Economic prosperity for individuals – people are able to accumulate wealth, pursue dreams, and be financially comfortable | 51 |
| Basic needs – people are able to meet their basic needs | 38 |
| More small, locally owned businesses exists (fewer large businesses and big box stores) | 29 |

| | |
|---|------------|
| Easy to get around | 549 |
| Transit is accessible, efficient, reliable, and affordable | 138 |
| Travel – it is easy to get around because of the excellent transportation system | 117 |
| Multi-modal transportation options are extensive and accessible | 95 |
| Low traffic/congestion | 67 |
| Biking and walking – it is easy and safe to bike or walk to work and services | 67 |
| Roads are in good shape and provide sufficient capacity | 34 |
| Infrastructure is well maintained (includes mostly roads and bridges, but also sidewalks) | 31 |

| | |
|--|------------|
| Personal happiness, entertainment and recreation | 415 |
| Cultural resources – there is wide and easy access to a variety of entertainment, arts and cultural events and resources | 171 |
| Personal enjoyment, happiness, well-being – including good work/life balance, a low-stress lifestyle, the ability to pursue whatever makes one happy, and time spent with family | 121 |
| Recreational and outdoor opportunities are plentiful and accessible | 110 |
| Livability | 13 |

| | |
|---|------------|
| Good people and safe community | 341 |
| Safety – it feels safe to walk around the community | 182 |
| Sense of community, including a high level of community service/volunteering | 78 |
| Crime - low crime | 40 |
| Nice people and neighbors | 25 |
| Citizens are engaged and participate actively in government and the community | 16 |

| Pleasant and well-designed community | 293 |
|--|------------|
| Walkable communities | 89 |
| Neighborhoods are nice, clean and safe | 83 |
| Space – the region has less density and feels less crowded | 29 |
| UGB is maintained and sprawl is limited | 27 |
| Jobs are located close to home | 28 |
| Sustainability | 19 |
| Good land use and transportation planning | 18 |

| Housing - affordable and sufficient | 124 |
|--|------------|
| Housing is affordable to all residents | 85 |
| Sufficient and diverse housing options are available | 39 |

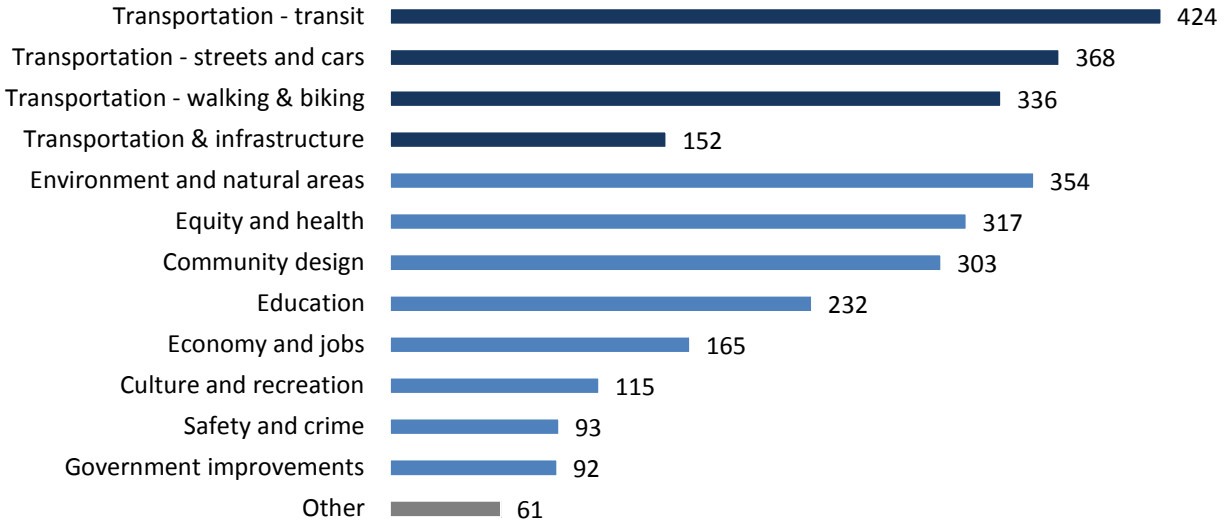
| Good government | 119 |
|---|------------|
| Freedom from undue government interference or regulation | 39 |
| Government is responsive to citizens' needs | 30 |
| Low taxes | 21 |
| Government spending is kept in check, and costs are kept in mind as community improvements are made | 16 |
| Emergency services are of good quality (and police are accountable for their actions) | 13 |

| Equality and social justice | 116 |
|---|------------|
| Equitable access to opportunities and services for all, particularly the poor and displaced | 57 |
| Diversity – the community includes a range of ethnicities, ages, and income levels | 29 |
| Social services, particularly homeless and mental health services, are available | 30 |

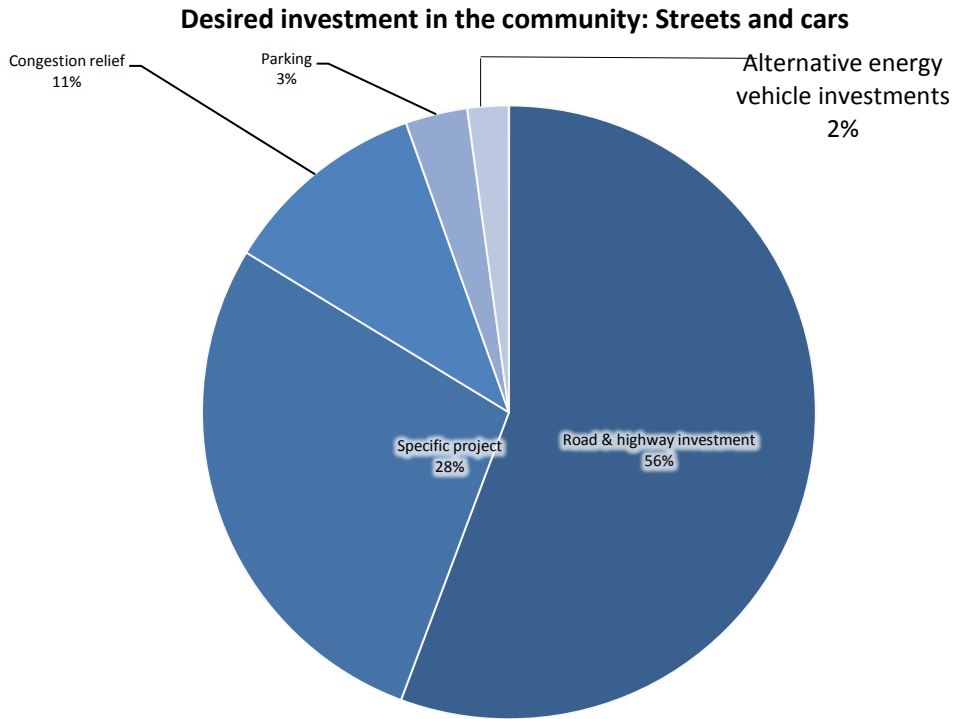
Question 3. What three investments would you most like to see made in your community (where you live and work) in the next 10 years?

By a large majority, people want investment in the **transportation** system – road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the **environment and natural areas**, and in **community design** (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more **equity** in the region and for improving **education, health and social services**. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government.

What three investments would you most like to see made in your community in the next 10 years?



Transportation – Streets and cars



Many people want to see general improvements to roads, particularly to reduce traffic congestion. While some want to add **new roads or lanes** to improve traffic flow, most want more investment in **maintaining and repairing** existing roads, highways and bridges (including fixing potholes and paving or repaving where needed). Several people suggested **smart road or technology** improvements, including better traffic signal synchronization. Several also suggested investing in

electric vehicles and charging stations, as well as subsidies to make them more affordable. Some said that **more funding** should go toward roads rather than other modes of transportation.

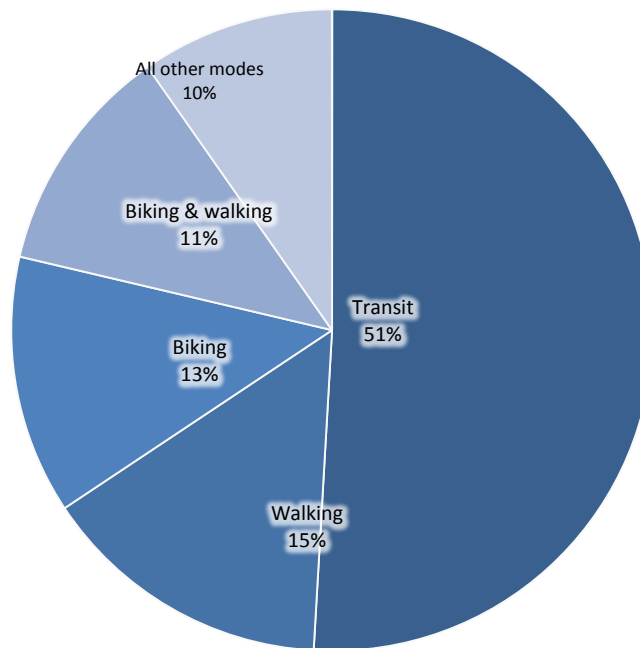
Many want to see specific **road projects** built, including:

- Columbia River Crossing or some alternative bridge across the Columbia River
- Westside bypass or some other freeway to improve regional connectivity on the west side
- Widening Highway 217
- Widening Highway 26 and improving the Sunset Tunnel
- I-5 improvements to reduce traffic, particularly in the Rose Quarter/I-84 area and near Highway 217
- Burying I-5/I-405 around downtown to bring back access to the Willamette River
- Road paving and improvements in East Portland

Some also want more **parking**, particularly parking required for new development and infill.

Transportation – Transit, walking and biking

Desired investment in the community: Transit, walking and biking



Among transportation investments, most people want more investment in transportation options, including increased and improved transit and better and expanded bicycle and pedestrian facilities. Some want less investment in roads that favor single occupancy vehicles.

Transit In terms of transit investments, people want **improved transit** that is more frequent, convenient and reliable. **Frequency, speed and affordability** of transit seem to be most important.

Several also stated the need for more focus outside the urban core and for **suburban connectivity**, as well as better service to East Portland. Many want to see **more light rail** with a focus on moving commuters, although some feel that more bus service or Bus Rapid Transit would be cheaper and more flexible. A few people would like **improved security** and fare enforcement on trains and buses, as well as more investment in park and rides.

Walking and biking Among pedestrian investments, the main desire is to create **more and improved sidewalks** throughout the region, and particularly in East and Southwest Portland. There is also some support for improved **crosswalks** to improve safety, as well as **traffic calming** measures to reduce vehicle speeds.

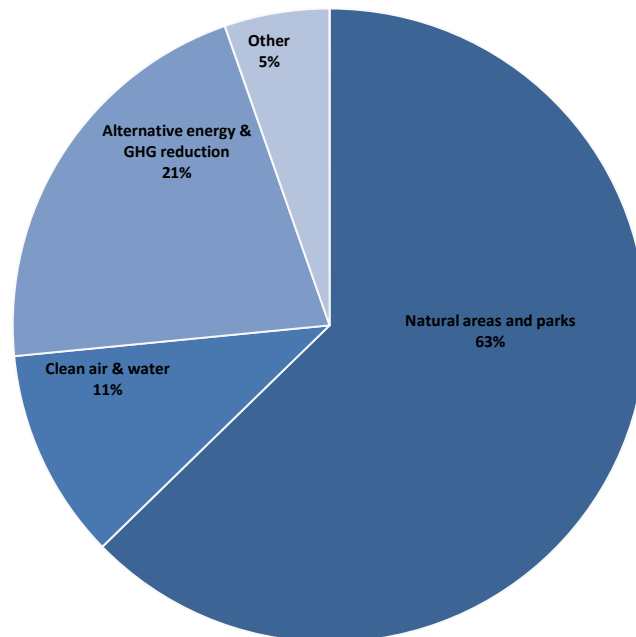
Among bike investments, there is great support for **more bike paths and lanes**, with a particular focus on improving **safety** and providing better **connectivity** to reduce gaps in the bicycle network. Several want more bike lanes and walking paths **separate from traffic** as well as **complete streets and greenways**. A few people commented that bicycles should be taken off of major streets and rerouted to lower traffic routes.

General transportation and infrastructure improvements

Many people commented that they want more investment in the **transportation system in general**, without regard to mode. They want improvements to reduce traffic and provide more public transportation options and better bike/walk options, as well as transportation affordability. Many also want to see **general infrastructure improvements** in all sectors of government – including roads and bridges, bike lanes and sidewalks, sewer and water, and public buildings. Some commented that the focus should be on infrastructure that improves sustainability and smart growth. Several people said that more transportation and infrastructure is needed to keep up with new population growth.

Environment and Natural Areas

Desired investment in the community: Environment and natural areas

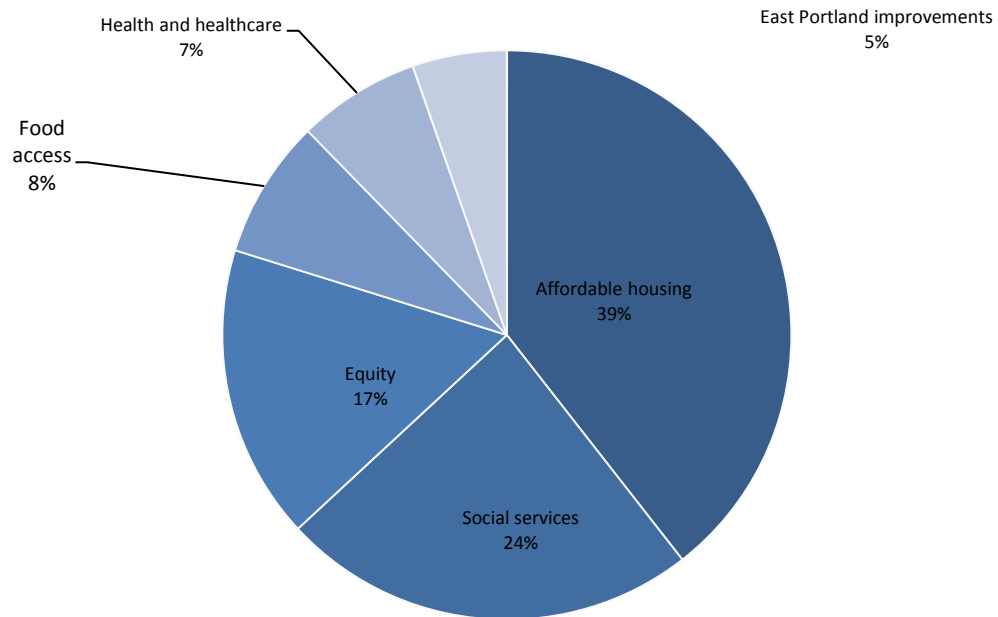


Among environmental investments, people want investment in **natural areas and parks**; they want to see more green space and open space for **recreational** purposes, as well as for **habitat and wildlife protection**. There is support for both larger natural areas and smaller greenspaces woven into the urban environment. People would particularly like more parks that are **easily accessible** in and near neighborhoods. Several respondents want more **trails** in parks, as well as connectivity between trails. Some people want to improve the urban **tree canopy** and protect trees.

Several people want greater investment to improve **air and water quality**, including reduced pollution from transportation, diesel trucks, and industry. Several support more efforts in river clean up. There is also support for **natural stormwater systems**, and green streets in particular. Several also support investment in the **alternative energy** infrastructure to provide more sustainable local energy sources and to reduce reliance on fossil fuels; and in particular solar power investment in new construction and public buildings, and incentives or subsidies for installments.

Equity and public health

Desired investment in the community: Equity and public health

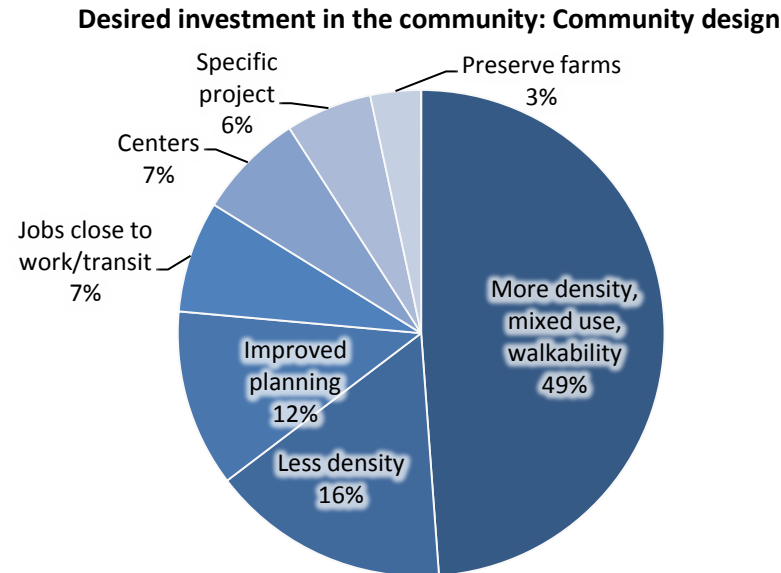


Many people want investment in more reasonably-priced and **affordable housing**, particularly closer into the central urban areas. Some also want more support for low-income and subsidized housing, as well as a **variety of housing options** for all income levels.

Many people support increased investment in **social services**, and in particular better services for the homeless and mental health. Some also want more investment in underserved areas to make the **region more equitable**, avoid displacement and ensure equitable access to transportation, schools, housing and employment. Several noted the particular need for investment in **East Portland**.

There is support for greater healthy **food access** to reduce the number of food deserts in the area; as well as for better **health care access and affordability**, including free or low-cost health insurance and care.

Community design



The key improvements that most respondents want to see in community design are **increased density** and making communities more **walkable** with **mixed uses**. Some people are interested in **more infill** development, both commercial and residential, with good design, to discourage sprawl. Development should include a mix of housing, business and retail, and **complement the neighborhood** character. Several said they want more **shopping, retail and restaurants** located near their homes, creating more neighborhood hubs to improve walkability. Several noted the need to place **jobs close to home** to reduce commute times, or to have more convenient transit access to jobs.

Many respondents want to ensure **protection of the urban growth boundary** and focus on redeveloping/developing underutilized and vacant lots within the UGB before expanding outwards. Several added that increased density should include **maintaining natural areas and parks** within urban areas as well as protection of farms and natural areas outside of the UGB.

Some also want more investment in **downtowns, centers and main streets** to make them vibrant and walkable, and attract more quality restaurants, retail and other amenities. There is support to invest in both suburban centers and downtown Portland.

Among those that want **less density** are preferences for **less infill** and fewer high density housing developments that lead to **overcrowding**. They'd like to keep larger single family lots and stop lot splitting and placing home close together. They are mainly concerned about population growth in the region and an overemphasis on growth.

Some want a focus on **improved planning** within the region, and offered diverse views on how to achieve this. Suggestions include zoning and laws to ensure that new developments fit into neighborhoods and the natural environment, regulations that require developers to provide infrastructure and community benefits, and better traffic planning coordination.

Some want **investment in a specific project**, including a public access project at Willamette Falls in Oregon City and improving the Memorial Coliseum/Rose Quarter area in the city of Portland.

Education

Many people want investment in education, particularly in **K-12 education** and Portland Public Schools. This includes more funding and innovative programs to foster true learning, as well as more investment in music and arts. Some supported education reform or an overhaul of the system to improve graduation rates. Several also support increased funding for **higher education** and making college more affordable, as well as increased funding for early childhood education.

Economy and jobs

Many people want more investment in employment and creating **good-paying, family-wage jobs**. This includes greater investment in jobs infrastructure, and creating more manufacturing and green jobs in particular. Several also want to ensure that jobs are close to home, or more jobs-housing match so that people can afford to live near their jobs.

Many also want investments to make the region more **business-friendly** and increased efforts to **encourage, support and attract new businesses**. There was a split among respondents who want more focus on attracting large businesses to the area versus those that want more support for small, family-owned local businesses.

Culture and recreation

Some people want more investment in **civic spaces and gathering places**, including community centers, low-cost community-oriented and neighborhood activities and events, and more public markets. Several also want to see more **community gardens** and **recreation opportunities**, including access to riverfront areas and more sports stadiums. Several support more investment in **public arts and culture** in the region.

Safety and crime

Some people want more safety investment in their communities. This includes efforts to **reduce crime** by investing in the police force or by doing more community policing. Many also want more **traffic enforcement** to ensure safe streets and travel, as well as greater **disaster response** in case of earthquake.

Government improvements

Some people commented that they want changes in the government, including **lower taxes** in general and **reduced scope of government**, including less government spending and less regulation on citizens. Many also want to see a government that is **responsive to citizen needs** and provides for more citizen involvement and greater oversight and transparency.

Question 4. What else do we need to know as we continue to plan for the future of how we live and work?

Many people discussed **high-density development**. The majority of people who discussed density favored denser development, but want to make sure it is done right – large “mega-homes” on small lots is a concern to many. Others support high-density but want it balanced with low-density and open space. Many noted the need to protect farmland and maintain the urban growth boundary.

Affordable housing is another key theme, many noting their inability to live close to their jobs, making commute times long, and contributing to more traffic. As people move further from jobs, the need for improved **public transit** increases.

Locating **goods, services and jobs near peoples'** homes in order to reduce the need to travel was suggested by many respondents. People indicated that this would result in walking, biking and transit options being more convenient. Enabling more **telecommuting** opportunities is also desired.

Neighborhood livability is important to people. Respondents indicated the importance of retaining neighborhood character, and improving connectivity, walkability and safety, including crime reduction, in neighborhoods. People indicated the need to be equitable geographically with public investments; East Portland and rural areas were identified as communities that need more investment and planning to improve livability.

Many respondents are concerned with **infrastructure** – roads, transit, utilities, and services. With growth and development comes the need to **add appropriate infrastructure** and to **maintain and upgrade** what is already in place.

Congestion in the region is a concern. Suggestions to improve congestion range from making **transit** more flexible, affordable and convenient across the **entire region**, making more investment in **roads** for cars, freight and bikes, and making communities more accessible for pedestrians (safer, sidewalks, better connectivity). The need for investment in **transportation options** is important to many.

Finally, respondents commented that whatever is done, **spending funds efficiently** is important. **Equitable investment** across the entire region is also desired. Some respondents stressed the need to continue to **engage citizens** before making decisions, and to balance the influence of a loud minority. Many stressed the need to do **long-range planning** and to make difficult choices now.

HOW WE GET AROUND

The online public comment survey asked a series of questions to get feedback about transportation investment in the Portland metropolitan region. These questions began by asking respondents what challenges they experience getting around the region, and then asked about which strategies should be invested in to help ease traffic congestion. Participants were then asked to list the top three investments they would most like to see made in the transportation system over the next ten years.

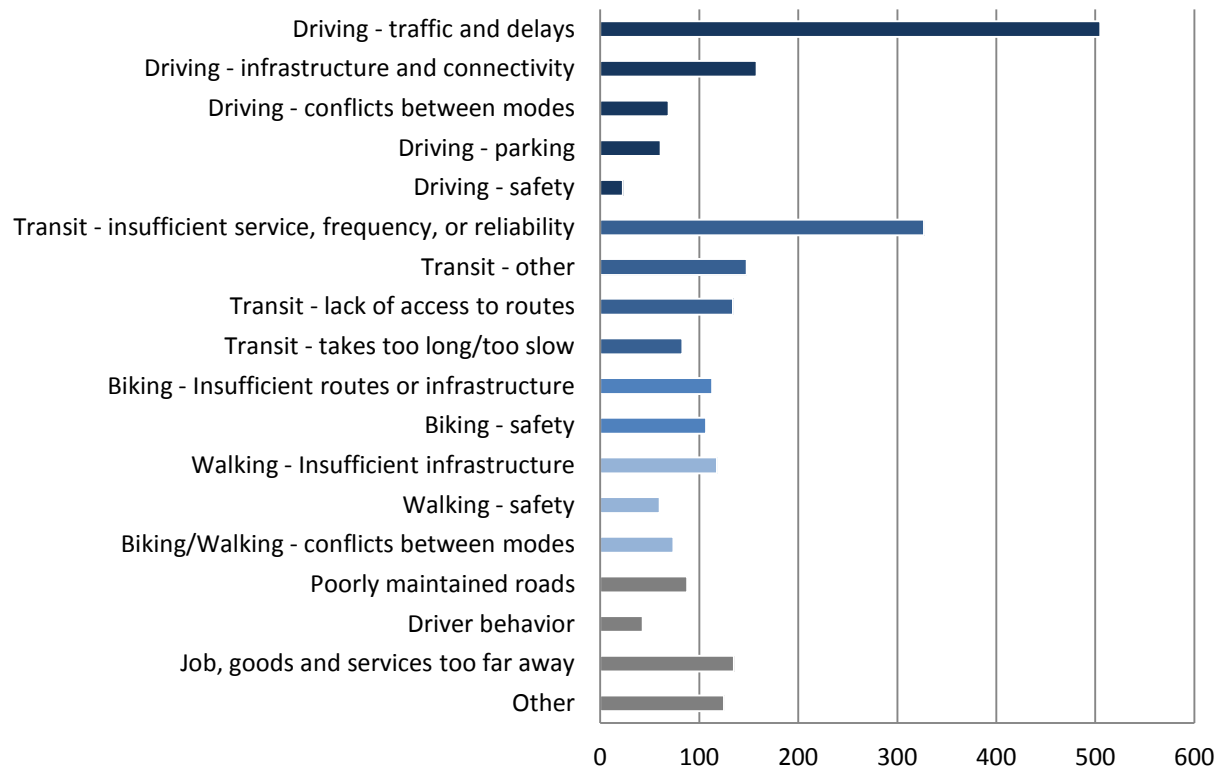
The following portion of this report summarizes responses to these questions.

Question 1. What are the three main challenges you have getting to work, school or to complete errands?

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

What are the three main challenges you have getting to work, school or to complete errands?



Driving challenges

By far the biggest challenge for drivers is **traffic and congestion**, particularly during rush hour. Many noted traffic in specific areas or roads, including: Interstate 5 around the Rose Quarter area and the Columbia River Bridge; southwest highways including Highway 99W, Highway 217, Highway 26; the Ross Island Bridge and the Sunset Tunnel through downtown; and I-84 and I-205. Some said that traffic overflows into **neighborhood streets**, causing local congestion and safety issues. A number of people also find **construction delays** to be a major challenge, as well as **downtown driving** in general due to too much traffic, expensive parking, and conflicts with cyclists and transit.

Infrastructure and connectivity is another main challenge for drivers and includes poor quality or not enough **bridges and freeways**, and **not enough lanes** on existing roads to carry the volume of traffic. Some cited issues with road lanes being removed to accommodate green streets and bike lanes. Many said there is a **lack of regional connectivity**, particularly a lack of direct routes connecting suburbs and outer communities that don't require travel through downtown Portland. Many also noted that roads lack good **traffic technology**; poorly synchronized traffic signals and traffic timing makes driving less efficient. Some suggested smart traffic lights and blinking yellow lights, and right-turn-on-red improvements to improve traffic flow.

Some drivers said that **conflict with other modes** is a challenge. In particular, they feel that some bicyclists do not obey traffic laws or seem to ride in a dangerous way, which impedes the flow of auto traffic and the safety of pedestrians and drivers. Similarly, some said that buses and MAX trains impede the smooth flow of traffic. Some said that projects seem too oriented toward improving transportation options as opposed to improving roads.

A number of people said they have trouble finding **parking**, particularly in urban areas, or that parking is too expensive. Some said that parking is becoming scarcer due to more dense residential development.

A few people commented that **safety issues** are a challenge, including a lack of enforcement of traffic violations, difficulty crossing major intersections without signals, and poor signage and street markings.

Transit challenges

The main challenge for transit riders is insufficient service, frequency, or reliability. Respondents generally said that transit service is **not frequent enough**, which makes it inconvenient or makes driving the more efficient option. There is **not enough transit service or route options**, particularly to the suburbs and smaller communities. Many noted that the transit **schedule is not convenient**; and would like to see more service on the weekends and outside of peak hours, particularly late evening/night service. Some said that transit is **not reliable**. Many said that taking transit **takes too long** because routes are circuitous, wait times are long, or routes include too many transfers. Some said that it is faster to drive than to take the bus to their destinations.

Many transit riders noted that the transit system **lacks regional connectivity**. They said that it is easy to get to inner Portland from outer areas, but difficult to move between other parts of the

region. North-south connections seem to be a particular problem. Many also **lack access** to a bus or train stop within walking distance of their home or job.

Other problems include **overcrowding** on buses and trains, particularly during rush hour, as well as **unaffordable fares**. Some feel that transit is **not safe** and would like more security and fare enforcement on trains and buses. Several noted that **park and ride options** need improvement, and some want more **bus shelters** at transit stops.

Biking challenges

The main challenge to bicyclists is **insufficient routes or infrastructure** and problems with **safety**. Many said there is simply a lack of bike lanes or paths, or that routes are incomplete and lack **connectivity**. Many cyclists want a more connected, comprehensive bicycle **network**, as well as more bike lanes that are protected or **separate from auto traffic**. Some noted that there are not good North-South options on the eastside.

In terms of safety, people cited challenges with **safely crossing busy streets** by bike, and unsafe bike paths along **major streets** where cars move very quickly. Other safety issues occur when trying to cycle with children and biking on bridges. A few people noted that topography is a challenge.

Walking challenges

The main challenge to walking is a **lack of sidewalks** or incomplete sidewalks and poor pedestrian facilities, as well as a **lack of crosswalks** and safe crossings. This is a particular problem in outer East Portland and Southwest Portland. Many feel **unsafe** due to the lack of sidewalks and crosswalks.

For both bicyclists and pedestrians, **conflicts with drivers** are a major challenge. They said that automobile traffic moves too quickly in neighborhoods, or that drivers are not aware of or mindful of bicyclists and pedestrians on roads. Some also feel that transportation **planning is too car-oriented** and the presence of so many vehicles make biking and walking more difficult, less safe, and less pleasant. Some also cited car and truck emissions and pollution as a challenge to biking and walking.

Challenges for all modes

Some challenges seemed to cross multiple modes. These include:

Poorly maintained roads Many people said that more effort should be spent maintaining the roads we have. Deteriorated roads, unpaved streets, and potholes create hazards and delays, for drivers and for cyclists.

Driver inattentiveness Drivers, cyclists, and pedestrians alike said that distracted or aggressive drivers make getting around more difficult and dangerous.

Jobs, goods and services too far away Many people said that goods and services, particularly grocery stores, are too far away from their homes, which makes their chosen mode of travel more difficult. Some live in sprawled areas that make it too difficult or dangerous to get to destinations by

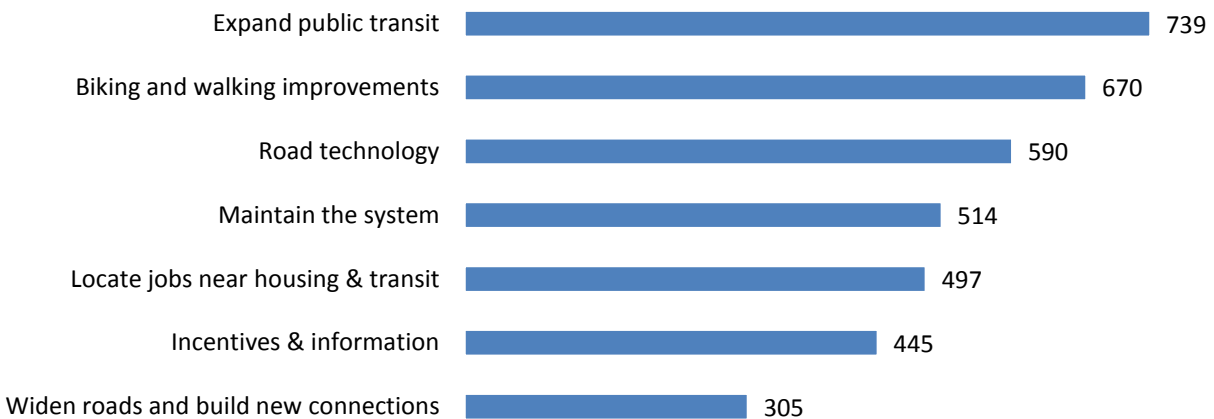
any mode other than a car. Many want more options within walking distance or a shorter drive. Some said that their **commute is too long**, which affects their choice of mode; many said they would take transit but it takes too long or there is a lack of access.

Question 2. Which strategies do you think the region should invest in to help ease traffic congestion?

Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include **expanding public transit** to make it more frequent, convenient, accessible, and affordable; connecting more places with **sidewalks, walking, and bicycle paths**; and investing in **technology to improve vehicle flow and safety on roads** including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

The next three most desired investments are **maintaining** and keeping our current transportation system in good condition; locating **jobs near housing and transit**; and providing **incentives and information** to encourage carpooling, walking, bicycling, and public transit. There is less support for **widening roads** and building new connections to improve vehicle flow and safety.

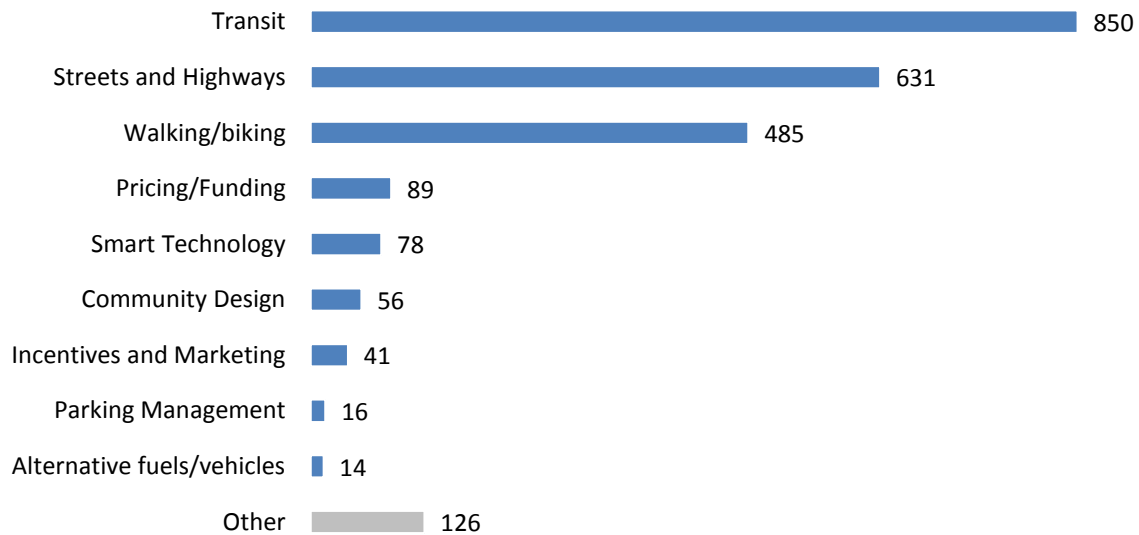
Which strategies do you think the region should invest in to help ease traffic congestion?



Question 3. What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years?

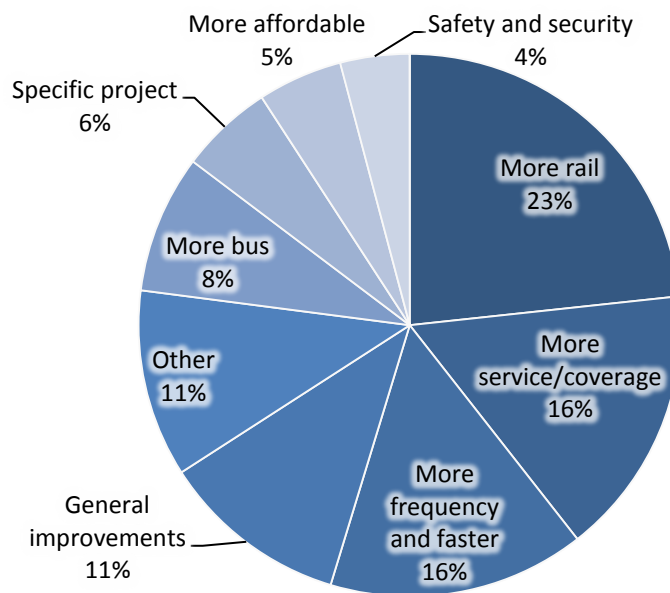
Generally, people want to see investment in transit (35%) and streets and highways (26%). Many also want investments to make walking and biking safer and more convenient (20%).

What three investments would you most like to see made in our transportation system in the next 10 years?



Transit

Desired investment in transportation: Transit



Many people simply want to see **better, affordable, faster and reliable** public transportation. Many people want investments to **expand service** to areas that are not currently served or that are

poorly served, particularly in suburban and outlying areas that do not have to go through downtown Portland. Many desire **increased frequency** of transit lines, including more express lines, and some desire for longer and later hours of operation. Some suggested more creative transit options like small shuttles and feeder buses to major lines and MAX stops.

In terms of types of transit investments, many support **more light rail** by either expanding current MAX lines or creating new ones. A minority supports **increased bus service** or Bus Rapid Transit instead of MAX because it is cheaper and more flexible. Those who support light rail particularly want it catering to commuters. There is some support for streetcar expansion. A minority want to see a halt to construction of any new MAX lines.

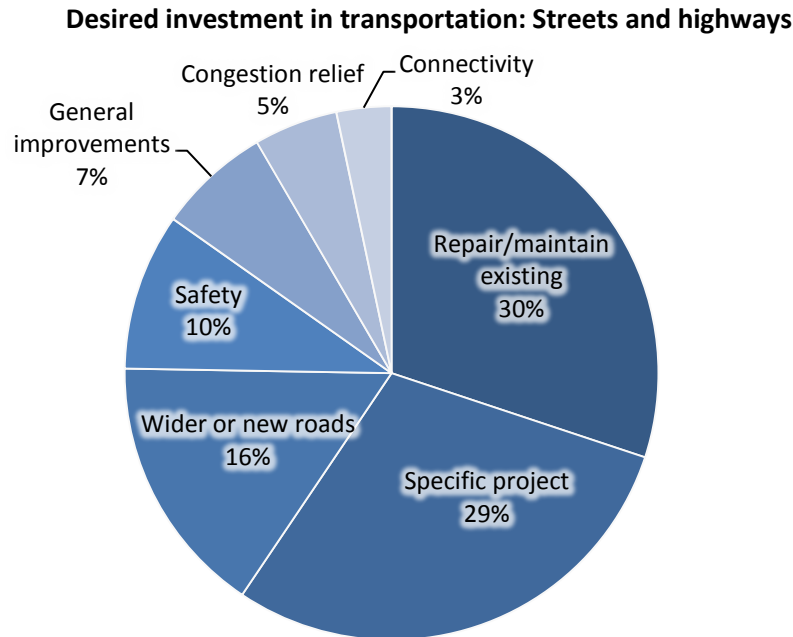
Some people want **safety and security** improvements, including greater fare enforcement, security on trains and buses, and better lighting and shelters at stations.

In terms of other improvements, some people commented that they want more **park and ride** options, **dedicated bus lanes** to improve speeds and reliability, increased **passenger rail**, and more **fuel efficient** or electric buses. A few also commented that transit must better serve **underserved populations**.

There is also support for particular **projects**, including:

- Southwest Corridor to serve Tigard, Tualatin and Sherwood; or some other MAX service in the south metro area
- More light rail in Southwest (to Lake Oswego, along Highways 26 and 217, or further into Washington County)
- Powell-Division High Capacity Transit
- Light rail to Vancouver, Wash.
- WES (Westside Express Service) commuter rail expansion

Streets and highways



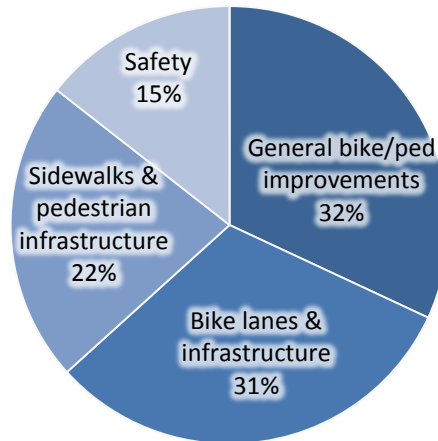
Participants who want to see improvements in roads are most interested in a specific **road project**, or want to see **repair or maintenance** of existing roads and bridges, mostly paving and repairing potholes or maintenance of bridges. Some people support **widening roads** and freeways to improve traffic flow, or for **building more roads** and better freeways to improve connectivity. Some want more improvements in **safety** on roads, including seismic upgrades on bridges and more enforcement of traffic law violations. A smaller number of people are interested in **more funding** to support road improvements, or any measures to provide **congestion relief**, particularly on highways and bottleneck areas. A few noted that **connectivity** to suburban areas and smaller communities needs improvement.

Some of the **projects** that have the most support include:

- Columbia River Crossing or an alternative bridge across the Columbia River. Alternatively, a number of people supported no longer pursuing the Columbia River Crossing project.
- Widening Highway 217
- I-5 improvements or expansion, especially north of downtown and in the Rose Quarter area.
- Building the Westside Bypass or some other major road to provide connectivity in the western/southwest part of the region (such as expanding I-205 to the west).
- Highway 26 improvements or widening.
- I-205 capacity improvements.
- Highway 99W capacity improvements.
- Improvements to Powell Blvd. and other eastside roads.

Walking and biking

Desired investment in transportation: Walking and biking



Of those who want more investment in walking and biking, there is support for more bike lanes and paths and more pedestrian amenities, mostly sidewalks. There is a desire for more **bike lanes and paths** in general, and some support for more bike trails or lanes separate from auto traffic. Many support investment in pedestrian infrastructure, particularly **sidewalks** and **crosswalks**. A few people want **traffic calming measures** and more walking trails. Several comments support bike lanes and sidewalks to connect to schools. Many are also concerned about biking and walking **safety**, and want investment in safer sidewalks, lighted crosswalks, better street lighting, safer bikeways and trails, and well-maintained bike lanes that are cleaned of debris. A few also want to prioritize pedestrian safety in underserved neighborhoods.

Some people commented that greater biking and walking **connectivity** is needed, including regional connectivity and **complete streets**. They want more seamless transitions between alternative modes – walking, biking and transit. Several support repurposing car lanes for active transportation use or limiting road widening. A few people support specific bicycle/pedestrian projects, including the Sullivan Gulch Trail, Barbur Boulevard bike lane, completing the gap in the 40-mile Loop trail network, and building a bicycle/pedestrian bridge over the Willamette River in Wilsonville.

Some also support less investment in roads and highways or projects that favor single occupancy vehicles, and more investment in providing transportation options.

Pricing/funding

Four percent of responses support some kind of pricing or funding mechanism. Some want to see generally improved funding for transportation, particularly **increased and stable funding for alternative transportation**, or more accountability for how funds are spent. The most commonly supported funding mechanism is **tolling** on roads or bridges, particularly during rush hours, and an increase in the **gas tax, vehicle miles driven fee** or other measure to make driving more expensive; as well as a **bicycling tax or fee**. There is some support for more private investment in transportation or a sales tax.

Smart technology

Three percent of responses want more investment technology to improve efficiency and smooth traffic flow. Most commonly, they want to see improved **traffic signal timing/synchronized traffic lights** and **Intelligent Transportation Systems**. A few support more use of flashing yellow turn signals and real time traffic updates.

Other

A smaller number of people support investment in the following:

- **Community design** including development that makes neighborhoods more walkable, brings services and jobs closer to neighborhoods, or transit oriented development.
- **Incentives and marketing** including incentives for those who carpool, use transit, walk or bike; incentives to employers who allow employees to telecommute; incentives for businesses that locate near transit lines; and more public information to encourage alternative transportation.
- **Parking management** including a wide range of strategies including providing more free parking to encourage retail shopping, and removing parking or creating more paid parking to encourage alternative transportation use.
- **Alternative fuels/vehicles** including incentives and investment in electric and fuel-efficient vehicles, Smart cars, and electric vehicle charging stations.
- **Carshare and carpooling** investments to increase carsharing and carpooling programs
- **Equity** considerations ensuring transportation investments are equitably distributed throughout the region and accessible to low-income communities.

Question 4. What else do we need to know as we continue to plan for the future of how we get around?

Overall, respondents want **improved transit service** – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur **throughout the region**, including suburban areas and smaller communities. The **reduction of bus lines** is a concern. Some fear the additional reductions that will occur when Portland to Milwaukie Light Rail begins operating in 2015. Others are concerned the system doesn't work well for those who are most dependent on it. In other portions of the online comment survey, respondents favored greater light rail expansion; but for this question many respondents said they support public bus service, including Bus Rapid Transit, but not light rail. The need to **educate the public** about transit and other available transportation options was noted many times. Finally, **improved safety** for public transportation is another key transit theme.

Many identified **peak hour congestion** as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to **locate housing close to jobs, goods and services**. Another theme is the **aging population** and their transportation needs.

There is a **healthy split** between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general **maintenance** of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, **funding** was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for **new revenue sources**; others noted the need for **fiscal responsibility** and do not want any additional tax burden placed on the public to fund improvements. The need for **equitable investments** among geography and demographics was noted by some.

DEMOGRAPHIC INFORMATION

Race/Ethnicity 89% of respondents identified as White/Caucasian. The remaining identified as African American/Black (1%), Asian or Pacific Islander (2%), American Indian/Native American (2%), Hispanic/Latino (2%), Slavic (2%), or some other race (2%).

Geography Most respondents said that they live in Multnomah County, 13% said they live in Washington County, and 11% said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38% over twenty years, and 24% between 11 and 20 years.

Education Respondents are highly educated, with 34% having completed a college degree and 48% a post-graduate degree.

BEFORE THE METRO COUNCIL

| | | |
|--|---|--|
| FOR THE PURPOSE OF AMENDING |) | ORDINANCE NO. 14-1329 ^A |
| TITLE 4 OF THE URBAN GROWTH |) | |
| MANAGEMENT FUNCTIONAL PLAN |) | Introduced by Martha J. Bennett, Chief |
| REGARDING THE ESTABLISHMENT OF |) | Operating Officer, with the concurrence of |
| TRAILS AND ASSOCIATED-ACCESSORY |) | Tom Hughes, Council President |
| FACILITIES IN REGIONALLY |) | |
| SIGNIFICANT INDUSTRIAL AREAS |) | |

WHEREAS, on December 16, 2010 the Metro Council adopted Ordinance No. 10-1244B, which included amendments to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (UGMFP); and

WHEREAS, those amendments included the addition of new protections for Regionally Significant Industrial Areas (RSIAs) under Metro Code Section 3.07.420.D that require cities and counties within the Metro region to adopt land use regulations for RSIAs that “prohibit the siting of parks intended to serve people other than those working or residing in the RSIA”; and

WHEREAS, on February 28, 2013 the Metro Council adopted Resolution No. 13-4415 approving Metro’s Ice Age Tonquin Trail Master Plan, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation; and

WHEREAS, on November 1, 2013 the Land Use Board of Appeals (LUBA) issued an opinion in *Terra Hydr v. City of Tualatin*, LUBA No. 2013-016, holding that the proposed regional trail described by Metro’s Ice Age Tonquin Trail Master Plan fell within the meaning of a “park” as that word is used in Metro Code 3.07.420.D and therefore would not be allowed within the RSIA; and

WHEREAS, under Metro’s 2006 Natural Areas bond measure and Metro Resolution No. 06-3672B, Metro was provided funds to purchase property, including easements for regional trails, from willing sellers only; and

WHEREAS, on April 23, 2014, the Metro Policy Advisory Committee voted to recommend that the Metro Council approve the proposed amendment to Title 4 in order to ensure that the Metro Code does not prohibit trails and ~~associated-accessory~~ facilities from being located within industrial areas in the Metro region; and

WHEREAS, the Metro Council has determined that the protections created in Metro Code 3.07.420.D should not be construed to prohibit trails and ~~associated-accessory~~ facilities that provide active transportation options and pedestrian and bicycle connectivity from crossing through an RSIA; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Section 3.07.420.D of the Metro Code is hereby amended as follows:

“D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, places of assembly larger than 20,000 square feet or parks intended to serve people other than those working or residing in the RSIA. Nothing in this subsection is intended to prohibit trails and ~~associated~~ facilities accessory to and in support of trails from being located within an area designated RSIA on Metro’s Title 4 Map, including but not limited to trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas and educational facilities.”

ADOPTED by the Metro Council this _____ day of May 2014.

Tom Hughes, Council President

Attest:

Approved as to Form:

Troy Rayburn, Recording Secretary

Alison R. Kean, Metro Attorney



May 7, 2014

The Hon. Tom Hughes, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: Ordinance 14-1329 – Amendments to Title 4 Regionally Significant Industrial Areas

Dear President Hughes and Councilors:

The Commercial Association of Brokers of Oregon and SW Washington (“CAB”) represents commercial real estate brokers and by extension, numerous associated real estate professionals and service industries investing and doing business in the Portland metropolitan region.

Perhaps more than anyone else, our members are painfully aware of the very limited existing supply of available industrial land—they spend a significant portion of their time looking for suitable sites in response to inquiries from companies looking to grow or relocate to the Portland metropolitan area. The Regionally Significant Industrial Areas have received this designation after careful analysis showed that they are the most uniquely suited to industrial development as a result of a wide range of factors, including topography, location, specialized utilities, and proximity to transportation corridors.

The RSIA were created by Metro for the same reason that heightened protections have been adopted for other areas with regionally significant attributes—to protect against uses and activities that would erode the qualities and features that make them precious elements in the broad, interlocking landscape that makes our region such a desirable place to live and work. Regionally Significant Industrial Areas are the key to maintaining a healthy economic environment in the same way that regionally significant wildlife habitats and scenic areas are key to maintaining a healthy natural environment. There should be no distinction between Title 3 and Title 4 protections.

In addition to the potential adverse impacts on the highest quality industrial lands in the region, we are also very concerned by the distinct possibility that such a broad grant of authority would create situations of conflict and risk between industrial operations—operations where there is heavy machinery and truck traffic, high voltage electrical lines, industrial gases, along with numerous other potentially dangerous activities and products—and recreational trail using individuals and families.

We believe that the current language of the draft amendments to Title 4 is unnecessarily broad for the intended purpose and support the amendments that NAIOP Oregon has recommended to you:

- Require that land for trails and associated facilities must be acquired from a willing seller.
- Clarify that associated facilities must relate to and be subordinate to the trails. Otherwise, arguably one could locate a large scale recreational use (such as a ball park), include a trail in the design, and be covered under the new exemption.
- Ensure that the mapped demarcation of a trail or associated facility shall not impose any additional regulatory requirements on an existing or future development in an RSIA. Additional setback requirements, for example, could have the effect of severely constraining industrial uses and access to them.
- Ensure that the scale of the trail and associated facilities shall be the minimum size necessary and shall not interfere with current or future industrial uses.

Thank you for your consideration of our recommendations—we look forward to continuing to be involved in Metro's planning processes to promote both our regional economy and environment. Please let us know if we can provide any additional information or assistance.

Sincerely,



Alex MacLean, 2014 President

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

OREGON CHAPTER

May 5, 2014

The Hon. Tom Hughes, President
Metro Council
600 NE Grand Avenue
Portland, OR

RE: Ordinance 14-1329 – Amendments to Title 4 Regionally Significant Industrial Areas

Dear President Hughes and Councilors:

The Oregon Chapter of NAIOP represents commercial real estate developers, owners, managers, brokers, and numerous associated service industries investing and doing business in the Portland metropolitan region. We are deeply committed to maintaining an adequate supply of industrial land within this region and agree strongly with the following statements that appear on Metro's own website:

One of the most important parts of Metro's mission is to promote and sustain a strong and competitive regional economy. One of Metro's responsibilities is the protection of a diverse group of industrial and employment lands throughout the region to provide for good jobs and enable the efficient movement of goods and freight. The value of large public and private investments in these lands – such as ports and other freight facilities, for example – can be lost if they are converted to other uses.

Regionally significant industrial areas are those industrial areas near the region's most significant transportation facilities that enable the efficient movement of freight. RSIA's also include other areas most suitable for the movement and storage of goods. Because of the significance of these areas to the region's overall economy, they are regulated to ensure their continued use and availability as industrial lands.

Ordinance 14-1329 would make significant changes to the protections afforded to Regionally Significant Industrial Areas. Just like any other regionally significant land resource with unique characteristics—whether environmental, scenic, historic, or any other—any change that might impair the use of our best industrial lands should be subject to the highest level of scrutiny.

Officers

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Pacific Realty Associates LP

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Trammell Crow

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CBRE, Inc.

Dietrich Wieland
Mackenzie

Ann Young
US Bank

Executive Director

Kelly Ross

While we certainly appreciate the value of active transportation amenities such as trails and associated facilities, we believe that the current language of the draft amendments to Title 4 is unnecessarily broad for the intended purpose. We would urge the Council to amend the ordinance to:

- Require that land for trails and associated facilities must be acquired from a willing seller.
- Clarify that associated facilities must relate to and be subordinate to the trails. Otherwise, arguably one could locate a large scale recreational use (such as a ball park), include a trail in the design, and be covered under the new exemption.
- Ensure that the mapped demarcation of a trail or associated facility shall not impose any additional regulatory requirements on an existing or future development in an RSIA. Additional setback requirements, for example, could have the effect of severely constraining industrial uses and access to them.
- Ensure that the scale of the trail and associated facilities shall be the minimum size necessary and shall not interfere with current or future industrial uses.

We believe that our concerns would be addressed with the following changes to the proposed amendments to Title 4 (Underlined text is included in Metro's May 1, 2014 draft. Double underlined text and ~~double strikethrough~~ is proposed by NAIOP).

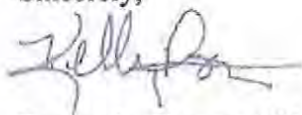
THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Section 3.07.420.D of the Metro Code is hereby amended as follows:

"D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, places of assembly larger than 20,000 square feet or parks intended to serve people other than those working or residing in the RSIA. Nothing in this subsection is intended to prohibit trails and associated facilities accessory to and in support of trails from being located within an area designated RSIA on Metro's Title 4 Map, including but not limited to trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas and educational facilities. Such trails and accessory facilities shall be located on land that was acquired from a willing seller, shall not interfere with current or future industrial uses within the RSIA, and shall not impose any additional regulatory requirements on existing or future industrial development within the RSIA."

Thank you for your consideration of our recommendations; we very much appreciate the close working relationship that NAIOP and Metro have forged during the last decade and look forward to continued efforts together to promote a strong and competitive regional economy. Please let us know if we can provide any additional information or assistance.

Sincerely,

 for

Benjamin Chessar, 2014 President

May 6, 2014

Via Electronic Delivery
Chair Brian
Members of the Metro Council
600 NE Grand Ave
Portland Or 97232-2736

RE: Metro Ordinance No. 14-1329 Amending Title 4 of the UGMFP Removing RSIA Protections and Allowing Regional Trails, Parking Lots, Picnic Areas, Interpretive Centers and the Like in RSIA's

Dear Chair Brian and Members of the Metro Council:

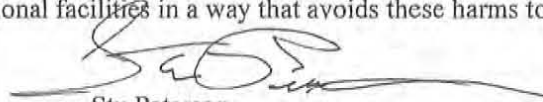
This letter is written in opposition to the proposed amendments. Please include this letter in the record of the above referenced proceeding. The Metro Council should retain the existing protections for Regionally Significant Industrial Areas (RSIAs). The region lacks enough industrial land to begin with and the RSIA protections were designed to protect what little industrial land that we have. Taking those protections away jeopardizes our valuable industrial land resource and the family wage jobs that go with it. Without adequate and strong protections for industrial lands, industry won't be incented to locate in the Portland area and it will be hard for existing industry to justify staying.

I have been a realtor specializing in industrial and commercial real estate in the Portland Metro area for more than 30 years. I have seen many times where public recreation areas are put in proximity to industrial areas causing serious consequences to industry. Trail users complain about industrial noise, odors and aesthetics interfering with their recreational experience. In turn, elected officials are incented to impose, or direct their staffs to impose, development restrictions on industry to make recreational users trail, picnic, interpretive, (etc.) experience more pleasant. In such an environment, industry finds it difficult and extremely expensive to locate, expand or change to address the needs of the marketplace. Industry is eventually driven away to a friendlier regulatory climate and jobs are lost.

Moreover, I understand that it is Metro's position that its regional trail and associated park type facilities must be open 24 hours a day 7 days a week. This is an untenable situation for industry. Large scale regional facilities should not be industrial areas in the first place for the reasons listed above. In addition, if people have a right to be in an industrial area from dusk to dawn, industry can expect vandalism and theft. The cost of doing business will then dramatically increase because night watchmen will have to be hired to monitor the activities of the usership at 2 am and expensive lighting, alarms and fencing will have to be installed. Sheriff's won't be able to exclude people if they are on such facilities open 24 x 7.

It has been my experience these arguments are ignored by public officials as they pledge to uphold the industrial users rights to continue to operate in a lawful manner. But what happens over time is new officials are elected and appointed and they do not feel obligated to uphold these pledges. They pander to special interest groups who are composed of their electorate. Industry suffers and ultimately so do the goals of our region's planning. Companies move to industrial sanctuaries in more remote areas creating longer commutes and job dislocation.

In short, Metro should maintain its commitment to industrial areas and the RSIA program it established years ago. It should not rob the region of RSIA's that we need to deliver jobs. Instead regional leaders should have the vision to find a way to establish important regional facilities in a way that avoids these harms to our RSIA's. Thank you.



Stu Peterson
Broker, Macadam Forbes

CC: Wendie Kellington

Andy Shaw

From: Glancy, Lise [Lise.Glancy@portofportland.com]
Sent: Thursday, May 08, 2014 10:35 AM
To: Andy Cotugno; Andy Shaw; Bob Stacey; Carlotta Collette; Craig Dirksen; Elissa Gertler; John Williams; Kathryn Harrington; Martha Bennett; Randy Tucker; Sam Chase; Shirley Craddick; Steve Owen - Fairview City Council; Ted Reid; Tom Hughes
Cc: Roger Alfred; Elissa Gertler; John Williams
Subject: Metro Ordinance 14-1329 - Title 4 RSIA's - Council Action

Metro Council President Tom Hughes and Councilors

The Port of Portland owns a number of industrial lands designated as Title 4 Regionally Significant Industrial Areas (RSIAs). This includes Portland International Airport, Portland International Center, Rivergate, Swan Island and West Hayden Island. We also own Title 4 industrial sites that are not designated as RSIA's but serve a similar function (Gresham Vista Industrial Park and Troutdale Reynolds Industrial Park). Our industrial developments typically include trails and some accessory trail uses as these are important amenities in most industrial areas.

Recognizing that the Title 4 RSIA language inadvertently precluded trails and related facilities within such industrial areas, the Port supports the technical fix proposed by Metro in Ordinance 14-1329. Our understanding is that NAIOP recently raised some issues on the proposed amendments being overly broad and provided suggested edits to this ordinance in a letter dated May 5. We appreciate the issues identified by NAIOP and encourage Council to consider their proposed amendments to the ordinance to address the technical fix needed as well as the concerns related to preserving these industrial areas for industrial uses.

Lise B. Glancy
Regional Government Relations Manager
Port of Portland
503/415-6519 work
503/961-5123 cell
lise.glancy@portofportland.com

Comments Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas

Eric Fruits, Ph.D.
President & Chief Economist

May 8, 2014

Executive Summary

I have been retained by counsel for a group of property owners in a Regionally Significant Industrial Area collectively known as the Tonquin Industrial Group. I have been asked to provide an economic evaluation of Ordinance No. 14-1329, amending Title 4 of the Urban Growth Management Functional Plan.

Metro has adopted the Ice Age Tonquin Trail Master Plan which describes a regional trail, large parking lot, interpretive facilities, coffee kiosks, and other amenities in the Tonquin Industrial Group RSIA. The Master Plan states that Metro regional facilities like the proposed trail facilities must be open to the public 24 hours a day, 7 days a week.

In Tonquin Industrial Group's appeal of the Trail Master Plan to the Land Use Board of Appeals, LUBA held that the proposed facilities within the RSIA are a "Park" and are prohibited under Metro's Title 4 protections for RSIA's. Instead of aligning the trail and facilities to avoid this important industrial area, Metro's proposed Regional Transportation Plan would simply remove the Title 4 protections.

Removing the Title 4 protections from RSIA's would be a mistake.

Removal of the protections would eliminate the promised safeguards that an RSIA designation was designed to provide to industrial land users. With the protections removed, the value of land within an RSIA for industrial uses would be severely diminished.

- **Zoning laws are designed to separate land uses**, with the goal of limiting the impact of negative externalities.
- **The introduction of recreational uses to a RSIA introduces negative externalities on both industrial users and recreational users.** Research finds that the collocation of industry and recreation creates conflicts between workers and tourists. Additional recent research finds that the largest negative impacts on adjacent land users are associated with "active facilities," such as children's play areas. The negative externalities flow both ways: Recreational uses negatively impact industrial users and industrial uses negatively impact recreational users.
- **Metro has recognized that recreational uses are incompatible with RSIA's.** The Title 4 protections were put in place after careful consideration precisely to avoid projects like the proposed Ice Age Tonquin Trail from negatively impacting industrial uses.

- **Recent fatal accidents at the intersection of industrial and recreational uses demonstrate the two land uses are incompatible.** In the past month alone there have been three such fatal accidents. One of the fatal accidents occurred in the Tonquin Industrial Group RSIA near a proposed Ice Age Tonquin Trail trailhead and interpretive center. In each of the incidents, the fatality occurred at night or early morning in an area in which an industrial use is in close proximity to open space and/or recreational areas
- **Experience with the Springwater Corridor demonstrates that 24/7 access to a trail is associated with crime and other socially disruptive behavior.** Portland police have described the Springwater Corridor as a “highway” of crime. Clackamas County officials described the trail as a “human chain of transients.” The trail has fostered the growth of a homeless camp known as “The Swamp,” a place that reeks of human waste and whose inhabitants are known to have weapons and drug paraphernalia.
- **There is no way to mitigate the conflicting uses without imposing substantial costs on the industrial users that RSIA’s were designed to protect and encourage.** For example, any setbacks designed to separate the incompatible uses would impose substantial costs that would be borne entirely by the industrial users that the RSIA was designed to protect and encourage.

Exhibits

- 1 Proposed Ice Age Tonquin Trail: Tonquin Road/Morgan Road and vicinity
- 2 Proposed Ice Age Tonquin Trail: SW Tualatin Concept Plan Area
- 3 Springwater Corridor and Title 4 industrial areas
- 4 Springwater Corridor and Title 4 industrial areas, detail
- 5 Tonquin Loop rail fatality in RSIA and proposed Ice Age Tonquin Trail, April 7, 2014
- 6 North Portland pedestrian fatality at intersection of RSIA and open space/bike path, May 4, 2014
- 7 Salem rail fatality near open space, May 2, 2014
- 8 Crimes within 100 feet of Springwater Corridor, City of Portland, 2013

Comments Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas

Eric Fruits, Ph.D.
Economics International Corp.

May 8, 2014

I have been retained by counsel for Terra Hydr, Inc., McGuire Bros. LLC, Albertson Trucking, Inc., Brown Transfer, Inc., and ENJ Properties (hereafter, collectively, "Tonquin Industrial Group" or "TIG") to provide comments on Ordinance No. 14-1329, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas.

Tonquin Industrial Group are owners of individual industrial parcels collectively composed of about 50 acres of contiguous flat industrial land served by rail and strong road transportation connections via Tonquin Road to Interstate 5. Parcels owned by TIG are in the Urban Growth Boundary ("UGB") in an area Metro has designated as a Regionally Significant Industrial Area ("RSIA") when it was brought into the UGB. I have been asked to evaluate Metro's proposed Regional Transportation Plan ("RTP") which includes adoption of the regional Ice Age Tonquin Trail in the Tonquin Industrial Group Regionally Significant Industrial Area.

I am president and chief economist at Economics International Corp., an Oregon consulting firm that specializes in providing economics services to private and public sector clients. I earned both my master's and Ph.D. in economics from Claremont University, and a B.S. with distinction in business economics and public policy from Indiana University. In addition to my Pacific Northwest economics consulting practice, I am an adjunct economics professor at Portland State University, where I am editor of the Center for Real Estate *Quarterly Report* and have taught courses in urban economics, real estate finance, and state and local public finance. I am a peer reviewer for the academic journal *Land Economics*. I have contributed to the 14th edition of Brueggeman and Fisher's *Real Estate Finance and Investments* textbook and have served as a peer reviewer for the forthcoming 9th edition of O'Sullivan's *Urban Economics* textbook. My evaluation is based on my general expertise and knowledge regarding economics, finance, and statistics, as well as publicly available information.

1 Introduction and Background

Tonquin Industrial Group are owners of individual industrial parcels collectively composed of about 50 acres of contiguous flat industrial land served by rail and strong road transportation connections via Tonquin Road to Interstate 5. Parcels owned by TIG are in the UGB in an area Metro has designated as a Regionally Significant Industrial Area when it was brought into the UGB.

All but the parcels owned by McGuire Bros. LLC are developed with industrial uses. McGuire holds its property with the objective of developing it with industrial uses, such as a distribution facility for their bearing business, McGuire Bearing Company. EMJ Properties has a concrete barrier business and has been working toward developing a rail spur to support development of a cold storage or other type of warehouse on its property.

Metro has adopted the Ice Age Tonquin Trail Master Plan which describes a regional trail, large parking lot, interpretive facilities, coffee kiosks, and other amenities in the TIG Regionally Significant Industrial Area. Two maps showing the Metro trail alignment and "TH" symbol which means a major trailhead with all these amenities are shown in Exhibits 1 and 2. The Master Plan states that Metro regional facilities like the Ice Age Tonquin Trail facilities must be open to the public 24 hours a day, 7 days a week.

In Tonquin Industrial Group's appeal of the Ice Age Tonquin Trail Master Plan to the Land Use Board of Appeals, LUBA held that the proposed facilities within the Regionally Significant Industrial Area are a "Park" and are prohibited under the Metro Title 4 protections for RSIA's. Instead of aligning the trail and facilities around this important industrial area, Metro's proposed Regional Transportation Plan would simply remove the Title 4 protections.

Tonquin Industrial Group is concerned about the safety conflicts between movement of heavy freight and rail with the pedestrian, bicycle, and other uses of the proposed recreational trail. TIG projects that ultimately, these conflicts would likely so threaten industry as to make it impossible for industry to exist in the Regionally Significant Industrial Area.

2 Zoning laws are designed to separate land uses and to limit the impact of negative spillovers from one use to another

Zoning laws in the U.S. were an answer to growing industrialization and urbanization. In the early 20th century, employment opportunities in industry generated migration to urban areas. In many cases, housing abutted industry.

Emissions, noise, traffic, and rail transportation from industrial uses spill over to households. These spillovers are associated with diminished health and welfare of residents living near industrial activity. Similarly, as urban development spread into agricultural areas, the spillovers associated with agricultural activity have been recognized to be incompatible with residential development.¹ In response many state and local governments have adopted zoning laws to separate lands with incompatible uses.

The use of zoning to separate incompatible uses has carried through to the present. For example, a well known and widely used textbook on urban economics notes:²

Externality zoning separates land uses to deal with the fact that land used for some purposes creates negative externalities for other uses.

Another well known and widely used urban economics textbook notes:³

Zoning laws are designed to separate land uses, with the goal of limiting the impact of negative externalities. Factories, which generate noise and perhaps pollution, are prohibited from locating amid residences or in shopping areas, and gas stations are prevented from location in residential neighborhoods.

Research finds that the co-location of industry and recreation creates conflicts between workers and tourists.⁴ Additional recent research finds that the largest negative impacts

¹ See, for example, *Piggeries nuisance must be abated* (1916). *Municipal Journal*, 40, pp. 590–591. “The contention of the city is that the piggeries and adjacent soil, as well as the food of the hogs and the manner in which the plaintiff’s business is conducted, is a nuisance ... the known danger of such conditions being a breeding and distributing place for dangerous causes of disease, was a continuing menace, not only to the family of the plaintiff and neighbors, but to large areas of a thickly populated section of the city.”

² Bluestone, B., Stevenson, M. H., & Williams, R. (2008). *The Urban Experience: Economics, Society,*

³ Brueckner, J. K. (2011). *Lectures on Urban Economics*. Cambridge, MA: MIT Press, p. 86.

⁴ McKercher, B. (1992). Tourism as a conflicting land use. *Annals of Tourism Research*, 19(3), 467–481.

on adjacent land users are associated with “active facilities,” such as children’s play areas, skateparks, baseball diamonds, and basketball courts.⁵ The research also suggests that gardens in a park (a “passive facility”) have a negative impact on adjacent land users.

3 RSIA's are designated to separate industrial uses from incompatible non-industrial uses

Title 4 (Metro Code Sections 3.07.410 through 3.07.450) seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas. RSIA's are areas near the region’s most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods.

Title 4 limits the size and location of new buildings for retail and commercial uses within RSIA's. Such limitations mitigate the negative externalities that retail and commercial uses impose on industrial users, such as automobile traffic, parking conflicts, and pedestrian activities. At the same time, such limitations also protect industrial users from potential nuisance allegations levied by those who are disturbed by industrial activity.

The separation of incompatible uses is a key component of Metro’s Regional Framework Plan Policy 1.4.4, which requires “that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.” Indeed, to improve implementation of RFP Policy 1.4.4, the Metro Council revised Title 4 to prohibit schools, parks, and places of assembly from designated Regionally Significant Industrial Areas.⁶

Thus, the designation of Regionally Significant Industrial Areas that limit recreational, retail, and commercial activities in the RSIA serves two purposes:

1. To protect non-industrial users and the public at-large from potential negative externalities associated with industrial activities; and
2. To protect industrial users from the negative externalities associated with recreational, retail, and commercial activities.

⁵ Lin, I., Wu, C., & Sousa, C. D. (2013). Examining the economic impact of park facilities on neighboring residential property values. *Applied Geography*, 45, 322-331.

⁶ Ordinance 10-1244B, Exhibit P, p. 12.

4 Metro is incorrect to assume that the portion of the Springwater Corridor running through an RSIA is in any way comparable to the proposed Ice Age Tonquin Trail

I understand that Metro identifies the Springwater Corridor as an example of a trail and associated facilities that currently coexist in Regionally Significant Industrial Areas. Exhibits 3 and 4 demonstrate that only 0.8 miles of the trail runs through an RSIA. In this section, the Springwater Corridor does not cut through any traffic intersections, driveways, or railway lines. In addition, the section does not appear to have any parking lots, interpretive facilities, coffee kiosks, and other notable amenities.

5 RSIA's would be adversely affected by the introduction of trails and associated facilities

I understand that it is Metro's position that its regional trail and associated park type facilities must be open 24 hours a day, 7 days a week. Large scale recreational facilities are incompatible with industrial activities. In addition, if people believe that they have a right to be in an industrial area at all times—including in the middle of the night—industries located in the area can expect increased accidents and crime, such as vandalism and theft.

The negative spillovers associated with open space are well known. Research finds that negative externalities associated with open space is "especially true" for a particular type of open space:⁷

[A]most invisible from the street; it therefore is an excellent gathering-place for people who wish to be undisturbed, whether for legal or illegal purposes.

The portion of the proposed Ice Age Tonquin Trail cutting through the Tonquin Industrial Group RSIA would be virtually invisible from the street—especially between dusk and dawn—thus making the trail an "excellent gathering-place for people who wish to be undisturbed."

Policy research concludes that the introduction of tourism and recreation uses introduces "socially disruptive" activities, including drinking.⁸ For more than 40 years, re-

⁷ Weigher, J. C., & Zerbst, R. H. (1973). The externalities of neighborhood parks: An empirical investigation. *Land Economics*, 49(1), 99-105.

search has identified “drinking and other disturbing activities” associated with recreation uses as having a negative impact on nearby land users.⁹ Indeed, some of all of the accidents described below are suspected of having involved drug or alcohol abuse.

5.1 Accidents

If people believe that they have a right to unimpeded access to an industrial area 24/7, accidents, including fatal accidents, can be expected to increase. Several recent events highlight the incompatibility of recreational areas and open space with industrial land uses.

- **April 7, 2014:** On or about 8:00 pm, a man was struck and killed near Tonquin Road on Tonquin Loop by a Portland and Western Railroad engine traveling about 30 miles per hour.¹⁰ Exhibit 5 shows that the location of the incident was in or adjacent to the Tonquin Industrial Group RSIA. Exhibits 1 and 5 show that the incident occurred close to an Ice Age Tonquin Trail proposed trailhead and a proposed “Art, Education, or Interpretive Opportunity” associated with the trail.
- **May 4, 2014:** On or about 4:00 am, Portland Police were called to a report of a man running naked in traffic and doing push-ups in the street near North Columbia Boulevard and Portsmouth Avenue in Portland. Responding officers and emergency medical workers found the man deceased after having been struck by a vehicle traveling westbound on Columbia Boulevard.¹¹ Exhibit 6 shows that the incident occurred at the intersection of a Title 4 Employment Area and the terminus of a multi-use path in an area that is zoned “Open Space” by the City of Portland. The incident occurred less than 600 feet from a Title 4 RSIA.
- **May 2, 2014:** A Salem man was struck and killed by a train at approximately 2:18 am. According to police, the man was standing at the train tracks in the 1300 block of Hines Street SE, when an oncoming train hit him.¹² Exhibit 7 shows

⁸ Williams, A. M., & Shaw, G. (2009). Future play: Tourism, recreation and land use. *Land Use Policy*, 26(S1), S326-S335.

⁹ Weigher, J. C., & Zerbst, R. H. (1973). The externalities of neighborhood parks: An empirical investigation. *Land Economics*, 49(1), 99-105.

¹⁰ Pitz, R. (2014). Update: Man killed by train on Tonquin Loop identified. *Portland Tribune*. April 8.

¹¹ Owen, W. (2014). Naked man doing push-ups in road hit by car and killed, Portland police investigating. *Oregonian*. May 4.

¹² Fosmire, L. (2014). Man hit and killed by train near downtown Salem. *Statesman Journal*. May 5.

that the man was struck less than 1,000 feet away from an area zoned as "Public Amusement."

In each of the incidents, the fatality occurred at night or early morning in an area in which an industrial use is in close proximity to open space and/or recreational areas.

5.2 Crime

If people believe that they have a right to be in an industrial area at all times—including in the middle of the night—industries located in the area can expect increased crime. Exhibit 8 shows crimes that occurred in the City of Portland within 100 feet of the Springwater Corridor in 2013.

Portland's bicycling community has complained of crime and fears of crime along the Springwater Corridor:¹³

Heidi Swift, who writes the Grit & Glimmer bike blog and writes a column in *The Oregonian* told us she was bicycling on the Springwater and almost ran into someone who came "stumbling out of the bushes." "I never take it when it's dark," she added, "It's really dicey back there and I definitely don't feel safe."

Portland police have described the Springwater Corridor as a "highway" of crime:¹⁴

Most of the Springwater trail is unlit. Homeless people camp along it. Emergency call boxes don't exist. When dark descends, the trail becomes a "highway" for moving stolen property, Portland policewoman Jordan Zaitz said.

"That's a big one. They carry TVs, lawnmowers, bikes from backyards near the trail," Zaitz said.

¹³ Maus, J. (2011). Security concerns, drug-use along Springwater Corridor give some riders pause. BikePortland.org. November 13. Retrieved May 7, 2014, from <http://bikeportland.org/2011/10/13/security-concerns-drug-use-along-springwater-corridor-give-some-riders-pause-60502>.

¹⁴ Stabler, D. (2012). Springwater Corridor creates tension over its use: Recreation or transportation? *Oregonian*. October 13.

See also, Maus, J. (2011). Security concerns, drug-use along Springwater Corridor give some riders pause. BikePortland.org. November 13. Retrieved May 7, 2014, from <http://bikeportland.org/2011/10/13/security-concerns-drug-use-along-springwater-corridor-give-some-riders-pause-60502>.

The Oregonian reports that in 2011, Portland park rangers found 106 homeless camps near the trail and that rangers wrote 46 exclusions for camping and 25 exclusions for alcohol consumption.

In reporting on an investigation of a murder victim found along the Springwater Corridor, Clackamas County officials described the trail as a “human chain of transients”:¹⁵

The Springwater Corridor is a very active pedestrian/bicycle path that meanders through S.E. Clackamas and Multnomah County. Many homeless and transient type people flow throughout this corridor, and have an established method of communicating with one another.

These nomadic types of people are able to relay information to a specific point (person) along this corridor with no cell phones, and with a great deal of success. This method of communication is accomplished by relaying a verbal message along a human chain of transients that is in a constant motion as these people navigate in and around this corridor.

Along the Springwater Corridor in Gresham is a homeless camp, known as “The Swamp,” as reported in the Oregonian:¹⁶

“The Swamp” is a swath of land along Springwater Corridor in Gresham that’s frequented by homeless campers. It reeks of human waste. People there sometimes have knives and drug paraphernalia.

Elsewhere in the state, the intersection of bike paths and industrial uses have been associated with crime. For example, in 2008, in Springfield, Oregon, a prolific metal and wire thief was found guilty of a series of metal thefts, including the removal of more than \$10,000 worth of wire from streetlights that illuminated a bike path and a nearby industrial park.¹⁷

¹⁵ U.S. States News (2006). Clackamas County sheriff’s investigators identify Springwater Corridor murder victim. October 21.

¹⁶ Schmidt, B. (2008). Jury sides with woman hit by officer. *Oregonian*. May 1.

¹⁷ Wire thief sentenced to 5 years in prison (2008). *Register-Guard*. December 17.

6 Efforts to mitigate the conflicting uses between industrial and recreational users will impose substantial costs on the industrial users that RSIA's were designed to protect and encourage

I understand that Metro has indicated it would uphold industrial users rights to continue to operate in the Regionally Significant Industrial Area in a lawful manner.

Nearly every policy tool to mitigate potential conflicts tends to benefit recreational users at substantial expense to industrial users. For example, Washington County mandates a setback of 200 feet from a park boundary for any day use areas.¹⁸ It would be reasonable to assume that the county would apply the same or similar regulations to facilities associated with the Ice Age Tonquin Trail, if not the trail itself. The cost of the setback mandate would be borne entirely by the industrial landowners. The uncompensated taking of industrial land for recreational purposes seems to run opposite to the stated purpose of establishing Regionally Significant Industrial Areas. It reduces the amount of available industrial land and does not compensate landowners for their loss.

This issue is not new or unique. In recognizing the substantial downsides to the reliance on set backs/buffers to mitigate incompatible uses, the American Society of Planning Officials noted more than 50 years ago: "But if it is to carry out its function with honor, a planning staff does have the responsibility of presenting the facts and not relying on a pretty label."¹⁹

7 Conclusion: Removing the Title 4 protections from RSIA's would be a mistake

The separation of incompatible uses is a key component of Metro's Regional Framework Plan Policy 1.4.4, which requires "that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses." Indeed, to improve implementation of RFP Policy 1.4.4, the Metro Council revised Title 4 to prohibit schools, parks, and places of assembly from designated Regionally Significant Industrial Areas

Removal of the Title 4 protections would eliminate the promised safeguards that an RSIA designation was designed to provide to industrial land users. With the protections

¹⁸ Washington County Comprehensive Plan, Section 383-6.

¹⁹ McLean, M. (1960). Zoning buffers: Solution or panacea? Information Report No. 133, American Society of Planning Officials.

removed, the value of land within an RSIA for industrial uses would be severely diminished.

The introduction of recreational uses to a RSIA introduces negative externalities on both industrial users and recreational users. Research finds that the co-location of industry and recreation creates conflicts between workers and tourists. The negative externalities flow both ways: Recreational uses negatively impact industrial users and industrial uses negatively impact recreational users.

Recent fatal accidents at the intersection of industrial and recreational uses demonstrate the two land uses are incompatible. In the past month alone there have been three such fatal accidents. One of the fatal accidents occurred in the Tonquin Industrial Group RSIA near a proposed Ice Age Tonquin Trail trailhead and interpretive center. In each of the incidents, the fatality occurred at night or early morning in an area in which an industrial use is in close proximity to open space and/or recreational areas

Experience with the Springwater Corridor demonstrates that 24/7 access to a trail is associated with crime and other socially disruptive behavior. Portland police have described the Springwater Corridor as a "highway" of crime. Clackamas County officials described the trail as a "human chain of transients." The trail has fostered the growth of a homeless camp known as "The Swamp," a place that reeks of human waste and whose inhabitants are known to have weapons and drug paraphernalia.

There is no way to mitigate the conflicting uses without imposing substantial costs on the industrial users that RSIA's were designed to protect and encourage. For example, any setbacks designed to separate the incompatible uses would impose substantial costs that would be borne entirely by the industrial users that the RSIA was designed to protect and encourage.



See Tile 5

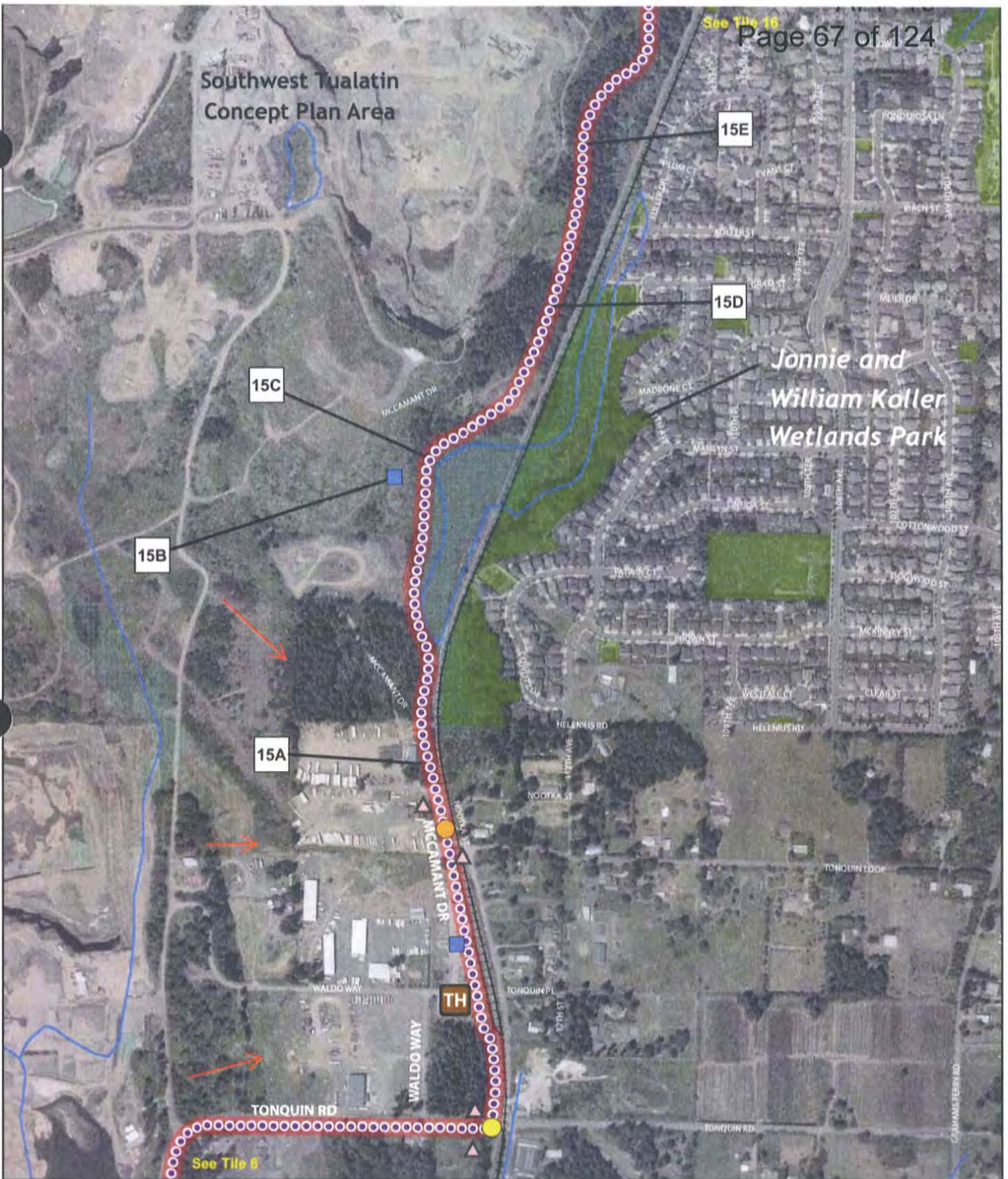
See Tile 15

Map 12: Tile 6 - Tonquin Road/Morgan Road and Vicinity

Ice Age Tonquin Trail Master Plan
Preferred Alignment
 Source: Metro Data Resource Center



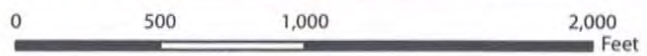
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|---|--|---|--|
| <ul style="list-style-type: none"> Existing Trail Proposed Bike Lanes/Sidewalks Proposed Boardwalk Proposed Shared Roadway Proposed Shared Use Path | <ul style="list-style-type: none"> Alignment Undetermined Potential Easement or Acquisition Needed Existing Neighborhood Connection Potential Future Connection Wetland Park or Natural Area River/Stream/Drainage Ditch | <ul style="list-style-type: none"> Proposed Grade-Separated Crossing Proposed At-Grade Crossing (Signalized) Proposed At-Grade Crossing (Unsignalized) Potential Wayfinding Sign Location | <ul style="list-style-type: none"> Art, Educational or Interpretive Opportunity Proposed Trailhead Existing Parking or Trailhead |
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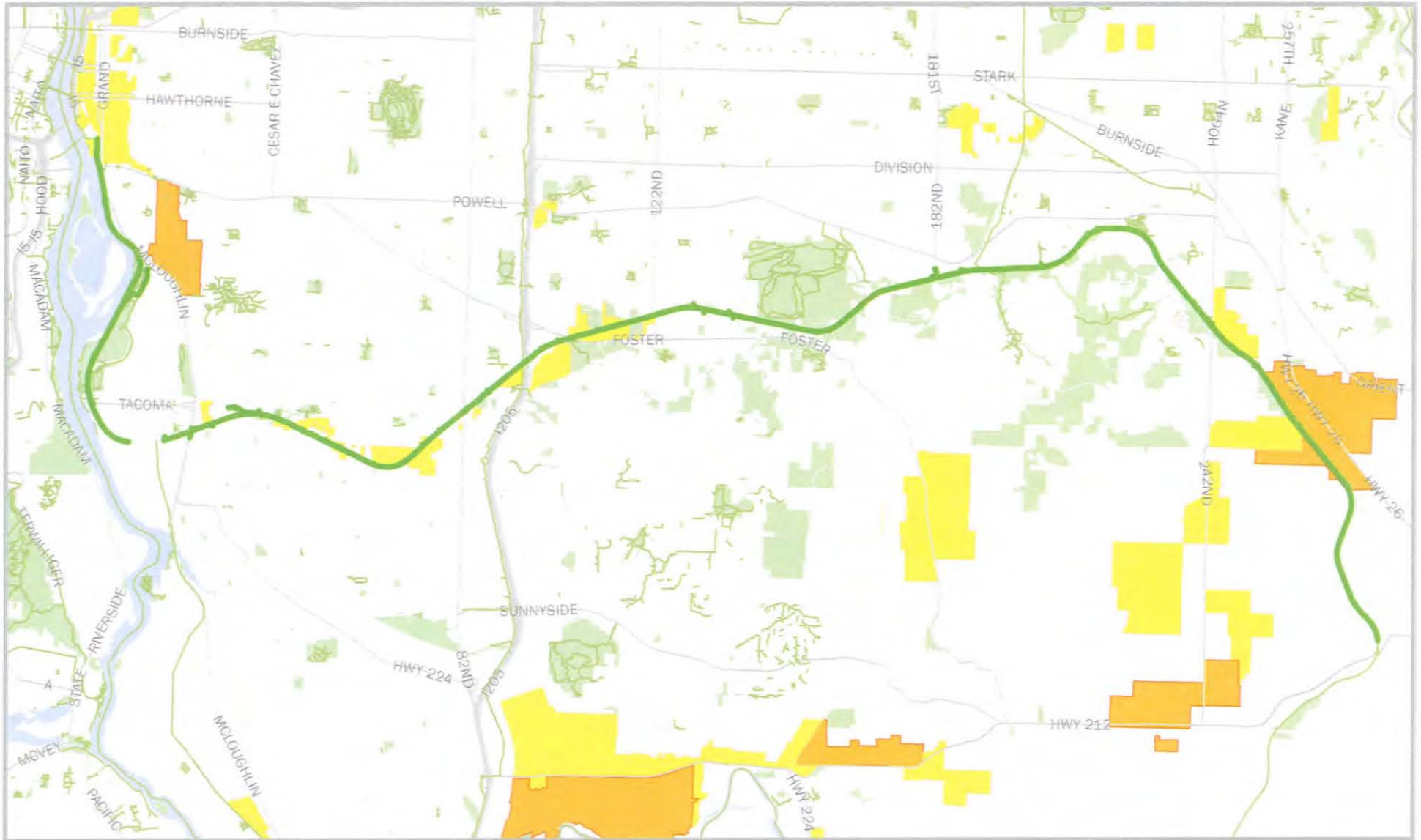
Map 21: Tile 15 - SW Tualatin Concept Plan Area (Southern Portion)

Ice Age Tonquin Trail Master Plan Preferred Alignment




Source: Metro Data Resource Center



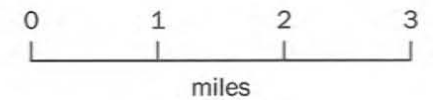
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| <ul style="list-style-type: none"> Existing Trail Proposed Bike Lane/Sidewalks Proposed Boardwalk Proposed Shared Roadway Proposed Shared Use Path | <ul style="list-style-type: none"> Alignment Undetermined Potential Easement or Acquisition Needed Existing Neighborhood Connection Potential Future Connection Wetland Park or Natural Area River/Stream/Drainage Ditch | <ul style="list-style-type: none"> Proposed Grade-Separated Crossing Proposed At-Grade Crossing (Signalized) Proposed At-Grade Crossing (Unsignalized) Potential Wayfinding Sign Location | <ul style="list-style-type: none"> Art, Educational or Interpretive Opportunity Proposed Trailhead Existing Parking or Trailhead |
|--|--|---|--|



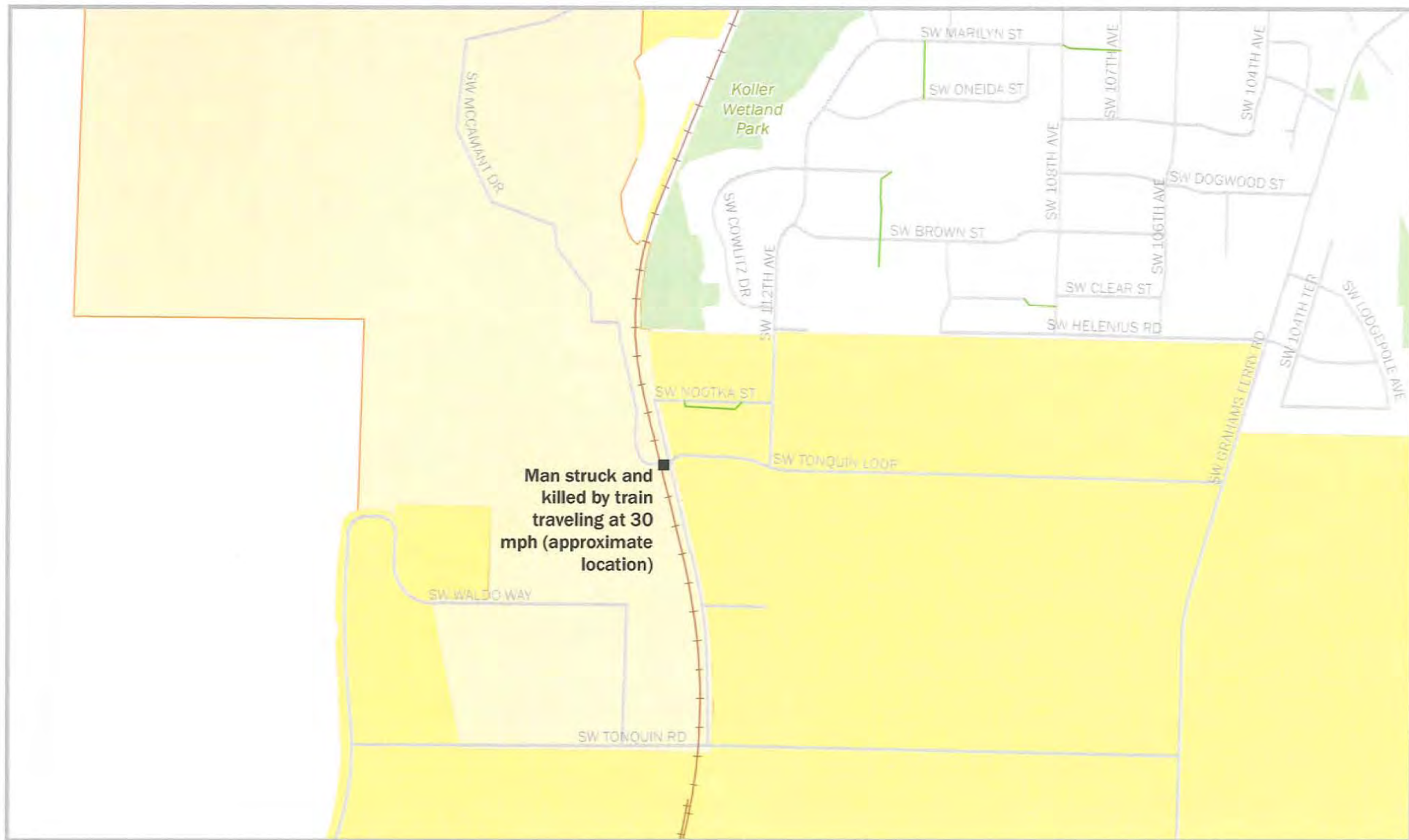
Springwater Trail and Title 4 Industrial Areas

-  Springwater Trail
-  Other trails (existing or under construction)
-  Parks and Natural Areas

- Title 4 Industrial Areas**
-  Regionally significant industrial areas
 -  Other industrial areas

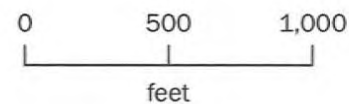


Source: Metro RLIS, May 2014 release



Fatality near SW Tonquin Loop

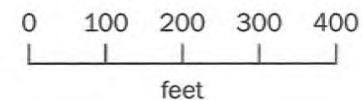
- Regionally significant industrial area
- Industrial land
- Railroads
- Parks and Natural Areas
- Trails



Source: Metro RLIS, May 2014 release. Hallman, T. "Man killed after struck by a train in Sherwood." The Oregonian. 4/8/2014

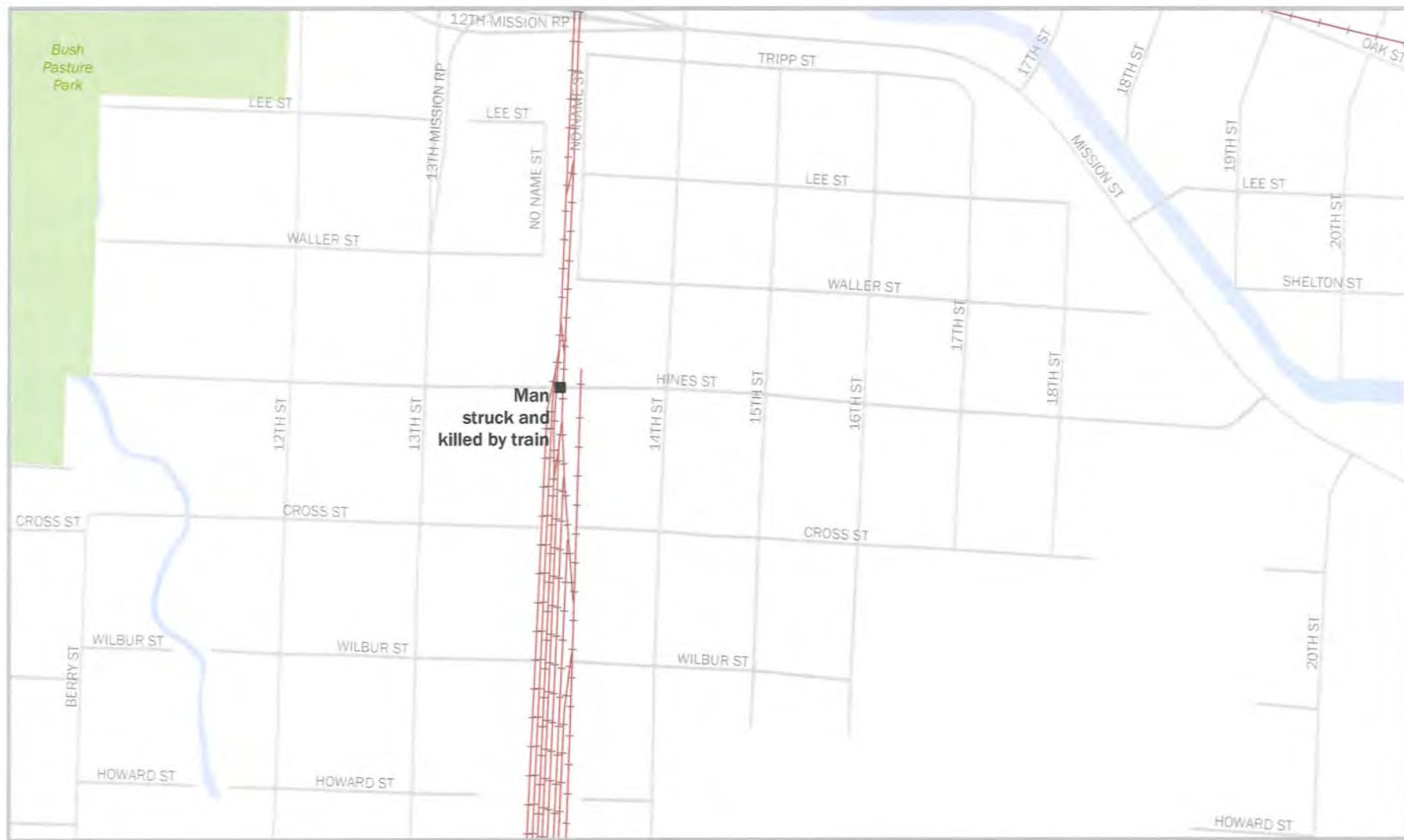


Fatality at N Columbia Blvd and Portsmouth Ave





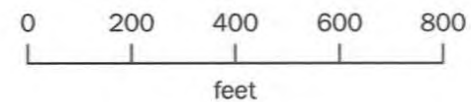
- Regionally significant industrial area
- Parks and Natural Areas
- Railroads
- Trails

Source: Metro RLIS, May 2014 release.
Owen, W. "Naked man doing push-ups in road hit by car and killed." The Oregonian. 5/4/2014



Fatality near downtown Salem




-  Railroad
-  Parks




Source: Marion County GIS
Fosmire, L. "Man hit and killed by train near downtown Salem." Statesman Journal. 5/5/2014

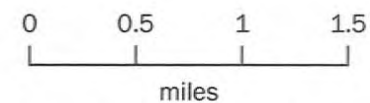


Springwater Trail and Crime

-  Springwater Trail in Portland
-  Springwater Trail
-  Parks and Natural Areas

-  Portland crime incidents within 100 ft of Springwater trail, 2013
City of Portland

- Title 4 Industrial Areas**
-  Regionally significant industrial areas
 -  Other industrial areas



Source: Metro RLIS, May 2014 release; City of Portland Crime Incidents, 2011, 2012, 2013 via civiccaps.org

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May 8, 2014

The Hon. Tom Hughes, President
Metro Council
600 NE Grand Avenue
Portland, Oregon

Re: RESOLUTION NO. 14-4527, FOR THE PURPOSE OF ACCEPTING THE 2014
REGIONAL TRANSPORTATION PLAN PROJECT LIST FOR PURPOSE OF
AIR QUALITY CONFORMITY DETERMINATION

Dear Council President Hughes and Councilors:

Please include this letter and its twelve (12) exhibits in the record of the above referenced proceeding. Please also provide this firm with notice of the decision(s) resulting from the above referenced matter.

This firm represents McGuire Bros. LLC and Steve McGuire (undeveloped industrial land at Tax Lot 100 T2S, R1W Sec 34AC); Terra Hydr Inc., Tonquin Industrial LLC and Hank Stukey (11670 SW Waldo Wy., Sherwood); Bob and Donna Albertson and Albertson Trucking Inc. (23100 McCammant Dr. and 2 S134B000500); EMJ Properties LLC and Nick Storie (11611 SW Waldo Wy., Sherwood); Mark Brown, McCammant Properties Inc. and Brown Transfer Inc. (23105 SW McCammant Dr., Sherwood). Their properties are indicated at the red arrows on Exhibits 5A pages 1 and 2. Their properties are all in the UGB. These clients are collectively referred to in this submission as the Tonquin Industrial Group (TIG).

The TIG owns industrial land or operates industrial businesses in the RSIA, which is shown on Exhibit 7 known as the "TIG RSIA." RSIA stands for Regionally Significant Industrial Area. The TIG properties are collectively more than 50 acres in size. The existing TIG businesses employ more than 50 people in family wage jobs. The TIG work together so that their properties are available for existing industrial purposes as well as able to be marketed as a single aggregated parcel in excess of 50 acres that may be acquired by a large industrial employer.

Project List Includes Prohibited Conflicting Use in TIG RSIA

The Ice Age Tonquin Trail (IATT) is apparently one of the listed projects on the proposed project list to be approved in this proceeding. See Exhibit 9 and proposed Project List items 1093; 1101; 1103. The project list should be amended to remove the IATT and related facilities from the TIG RSIA. In the absence of an amendment, Metro plans to establish a major regional park featuring the IATT in the TIG RSIA. Exhibit 5 page 49 and 67; and Exhibit 5A. LUBA has held this facility to be unlawful. Exhibit 10. It is unlawful because it introduces