

# A G E N D A

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**METRO**

MEETING: METRO COUNCIL REGULAR MEETING  
DATE: May 23, 1996  
DAY: Thursday  
TIME: 6:00 PM  
PLACE: Council Chamber

Approx.  
Time\*

Presenter

- |                     |     |  |            |
|---------------------|-----|--|------------|
| 6:00 PM             |     | <b>CALL TO ORDER AND ROLL CALL</b>   |            |
| (5 min.)            | 1.  | <b>INTRODUCTIONS</b>   |            |
| (5 min.)            | 2.  | <b>CITIZEN COMMUNICATIONS</b>  |            |
| (5 min.)            | 3.  | <b>EXECUTIVE OFFICER COMMUNICATIONS</b>  |            |
|                     | 4.  | <b>CONSENT AGENDA</b>  |            |
| 6:15 PM<br>(5 min)  | 4.1 | Consideration of Minutes for the May 16, 1996 Metro Council Meeting.   |            |
|                     | 5.  | <b>INFORMATIONAL PRESENTATION</b>  |            |
| 6:20 PM<br>(10 min) | 5.1 | Presentation on Phase 1 of the Regional Transportation Plan (RTP).   | Cotugno    |
| 6:30 PM<br>(1 hour) | 5.2 | <u>Public Hearing</u> on Phase 1 of the RTP  |            |
|                     | 6.  | <b>RESOLUTIONS</b>   |            |
| 7:30 PM<br>(10 min) | 6.1 | <b>Resolution No. 2332</b> , For the Purpose of Approving a Refinement Plan for the Clear Creek Canyon Target Area as Outlined in the Open Space Implementation Work Plan. | Washington |

7:40 PM 6.1a Public Hearing on the Clear Creek Canyon Target Area  
(1 hour)

8:40 PM 7. **COUNCILOR COMMUNICATIONS**  
(10 min)

8:50 PM **ADJOURN**

*Agenda Item Number 4.1*

**Consideration of the May 16, 1996 Metro Council  
Minutes**

**Metro Council meeting  
Thursday, May 23, 1996**

## MINUTES OF THE METRO COUNCIL MEETING

May 16, 1996

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Susan McLain (Deputy Presiding Officer), Patricia McCaig, Ruth McFarland, Rod Monroe, Ed Washington

Councilors Excused: Don Morissette

Presiding Officer Jon Kvistad called the meeting to order at 2:00 p.m.

### 1. INTRODUCTIONS

None.

### 2. CITIZEN COMMUNICATIONS

None.

### 3. MEMORIAL

Presiding Officer Jon Kvistad noted the passing of former Metro Councilor and Presiding Officer Judy Wyers. The Presiding Officer asked that all those in the Council Chamber stand and observe a moment of silence in remembrance of Ms. Wyers.

### 4. EXECUTIVE OFFICER COMMUNICATIONS

Executive Officer Mike Burton spoke to the Council regarding an amendment to the budget for MERC and other Regional Facilities - MERC Resolution No. 96-12. Mr. Burton noted that at the time Resolution No. 96-12 was passed, he did not recommend adoption of this measure by Metro Council and that he is still uncomfortable with its provisions. He requested that when Metro Council considers this measure, it be kept in mind that there is a loan that should have been structured through Metro offices since this would have saved taxpayer money. The Executive Officer asked that this loan be restructured and in the event that Metro Council passes this measure, the MERC staff needs be instructed to work immediately with Metro staff to restructure that loan.

### 5. CONSENT AGENDA

#### 5.1 Consideration of the Minutes for the May 16, 1996 Metro Council Meeting.

Councilor McFarland made a motion for the acceptance of the Minutes of the May 9, 1996 Metro Council Meeting. Deputy Presiding Officer Susan McLain seconded the motion.



**Vote:** The vote was 6/0 in favor of accepting the minutes for the May , 1996 Metro Council Meeting. Councilor Don Morissette was excused from today's meeting. Presiding Officer Jon Kvistad declared the minutes unanimously approved.

## 6. ORDINANCES

6.1 **Ordinance No. 96-641**, Amending the FY 1995-96 Budget and Appropriations Schedule by Transferring \$97,601 from the Spectator Facilities Fund Contingency and \$64,199 from Capital Outlay to Civic Stadium Materials and Services; and \$276,000 from the Regional Parks and Expo Fund Contingency to Expo Center Materials and Services and Capital Outlay to Meet Unforeseen Increased Expenditures; and Declaring an Emergency.

**Motion:** Councilor Ruth McFarland moved adoption of adoption of Ordinance No. 96-641.

**Second:** Councilor Patricia McCaig seconded the motion.

**Discussion:** Councilor McFarland stated that this internal transfer funds is necessary to replace gates at the Expo Center that have been run over by automobiles and, in the case of the Civic Stadium, refurbish the concession stands in order to be able to deal with the increased business.

Councilor Susan McLain asked if there was a need for Council to review the need, at some future date, the procedures that caused this type of interaction between Metro's two financial departments in an effort to be certain that Metro is looking the best possible expenditure of moneys.

Councilor McFarland answered that the staffs are doing exactly the procedure that has been recommended by Executive Officer Mike Burton and others.

**Public Hearing:** No members of the public wished to testify.

**Presentation by Alexis Dow, Metro Auditor:** Auditor Alexis Dow addressed the Council members with her concerns regarding this ordinance. Ms Dow stated that she was troubled regarding the issues Executive Officer Mike Burton raised in his April 18, 1996 letter. She stated that she found it very unusual that Metro is turning around to reimburse Fine Host for expenses they incurred. She pointed out that Fine Host had entered into a contract to provide concession services. Fine Host made the decision to increase staffing and do other things in order to create good relations. That is, according to Ms Dow, part of a contractor's decision on their own style of business operations. Fine Host then requested that Metro absorb those additional costs. It is not, in her opinion, prudent business practice for Metro to honor that request.

Councilor McFarland stated that a portion of the reimbursement to Fine Host is the additional facilities they are buying and at the end of this contract, those facilities will belong to Metro. She also pointed out that the contract was written in a manner such that Fine Host was given room to try

some other things. Councilor McFarland stated that if this measure is not passed, Metro will not be in compliance with state law.

Auditor Dow asked if the moneys had already been expended even though they were not approved by the budget? Is Metro fixing a mistake after the fact?

Heather Teed, Director of Fiscal Operations at MERC, testified that this was not the case. In fact, this process was begun to NOT spend something that was not yet budgeted.

Auditor Dow asked if there was indeed no commitment to make the payments. Presiding Officer Jon Kvistad stated that Metro had made the commitment to put this in place by passing the ordinance. The money has not been expended and those dollars will be tracked as the contract progresses.

Ms. Teed stated that this contract is a management contract whereby all expenditures of the concessions operations run through Metro. All appropriate expenditures are reimbursed through the contract.

Ms Dow asked if this contract was a 'cost-plus' contract. Councilor Monroe stated that this situation has happened before and it is not unusual or illegal or immoral or fattening. Metro budgets on a certain level based upon when is expected in terms of economic activity. If the economic activity greatly exceeds that budget level, expenditures will exceed that budgeted level if they are projected out to June 30. Prior to that actual over-expenditure occurring, the budget amendment is necessary to catch up with the increased level of economic activity. Councilor Monroe stated that this is appropriate means of dealing with a situation such as this. In response to questioning by Councilor Washington, Councilor Monroe stated that if Metro Council does not pass this ordinance or something like it, Metro will be in violation of state budget law.

Auditor Dow stated that her concern revolved around the increased labor costs are due to a change in contractor. The contractor, according to Ms. Dow's understanding, did not understand the business. If the shortfall was due to increased revenues, then the Ordinance makes sense. If, however, the money to be expended is the result of poor business practices on the part of the contractor, that is a different agenda completely.

Presiding Officer Jon Kvistad stated that Metro's job is to be certain that ascertain that state budget law is being followed. Councilor Monroe stated that business practices and management are the concern of MERC.

Ms. Teed testified that this happens quite often. Budgets are prepared using certain basic assumptions. In this case, assumptions were made as to what the actual contract would look like. Ms. Teed suggested that at the time some of the expenditures were noted as well as increased labor costs, conversations were begun with Fine Host. Expo management staff issued a directive, one result of which was increased labor costs for Fine Host.

Jeffrey Blosser, Managing Director, Oregon Convention Center, stated that this kind of contract is very similar across facilities throughout the country. This gives management a larger hand in facilitating such transitions as opposed to a gross receipts contract wherein the facility receives a percentage is granted and management has very little control over the contractor.

Councilor Ed Washington asked if there was not some means by which situations such as the present one might be avoided in the future and suggested that parties involved meet regarding this issue and its avoidance in the future.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared the motion passed unanimously. Councilor Don Morissette was excused from today's meeting.

## 7. RESOLUTIONS

### 7.1 Resolution No. 96-2325A, For the Purpose of Accepting the Report of the City of Portland / Metro Facilities Consolidation Advisory Committee.

**Motion:** Councilor Washington moved the adoption of Resolution No. 96-2325A.

**Second:** Councilor McFarland seconded the motion.

**Discussion:** Councilor Washington stated that this Resolution was discussed in Finance Committee last week. He urged the Council's adoption.

**Public Hearing:** Mr. Larry Harvey, representing Tri-County Lodging Association testified:

- *"I wanted to just again encourage you to proceed with this. The Tri-County Lodging Board spent several hours discussing all the issues relating to this particular resolution. We are now prepared to give to the Council a complete recommendations with how we will be able to work with you in implementing the transition. They only wanted me to mention today that they would like to be participatory in making the recommendation to the Council as to who should represent the lodging industry on that transition team. Beyond that, I think the record is abundant with comments from me on this issue so I have nothing else to say."*

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

### 7.2 Resolution No. 96-2319, For the Purpose of Authorizing an Exemption from Competitive Bidding and Awarding Multi-Year Public Contracts Solicited through a Request for Proposal Process for Recycling Business Development Grants.

**Motion:** Deputy Presiding Officer Susan McLain moved the adoption of Resolution No. 96-2319.

**Second:** Councilor Washington seconded the motion.

**Discussion:** Deputy Presiding Officer Susan McLain pointed out that for the last years, Metro has put forward a program for providing recycling

business grants. This is done in an effort help with the goal moving toward to commercial recycling. \$75,000 has been allotted for this program. This year, three people who have qualified, based on the criteria. Funding for them is recommended from the Regional Environmental Management Committee. The grants include RE-UZ-IT for \$37,500; Northwest EEEEEZZZZ Lay Drain Pipe Company for \$24,000; RB Rubber Products Inc. for \$13,500. 6000 tons of recycling capacity are to be added to the region through the benefits of this resolution. The grantees will be contributing \$180,000 of their own funds to these projects. Deputy Presiding Officer Susan McLain urged passage of this resolution.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**7.3 Resolution No. 96-2322, For the Purpose of Authorizing an Intergovernmental Agreement with Multnomah County to Provide Landscape Maintenance Services.**

**Motion:** Councilor Patricia McCaig moved the adoption of Resolution No. 96-2322.

**Second:** Councilor Washington seconded the motion.

**Discussion:** Metro South has an Intergovernmental Agreement (IGA) with Multnomah County to provide landscaping services through their Inmate Work Program. This program has proven to be very cost-effective and people have been much more satisfied with the work that has been done at South. The public is happier as is the staff. Councilor McCaig asked Metro Council for approval of this resolution which will carry the contract for another year.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**7.4 Resolution No. 96-2314, For the Purpose of Authorizing Change of Order No. 18 to Contract for Operating Metro Central Station.**

**Motion:** Deputy Presiding Officer Susan McLain moved the adoption of Resolution No. 96-2314.

**Second:** Councilor Washington seconded the motion.

**Discussion:** Deputy Presiding Officer Susan McLain stated that at the May 8, 1996 meeting of the Regional Environmental Management group, this issue was passed by a 2:1 majority. At the central transfer station, approximately 300, 000 tons of dry waste are processed annually. About 50, 000 tons would be capable of being disposed at a

limited-purpose facility. Metro would pick up \$20,000 worth of remodeling at Metro Central to facilitate the processing of dry waste as per the equipment contract. The belief of Metro Staff is that a savings of approximately \$4000 per week during the pilot project. Deputy Presiding Officer McLain pointed out that project has had a thorough review by staff as well as by the Regional Environmental Management Committee. Deputy Presiding Officer McLain urged passage of this resolution.

Councilor McFarland stated that she was voting 'no' on this resolution. The following prepared statement was offered:

*"I am voting no on this resolution for two reasons: Loss of good will of Oregonians who are our immediate neighbors but do not vote for us and bad environmental policy. I believe this resolution adds one more item to a list of several bad decisions by Metro pertaining to the way we dispose of solid waste. First, we have the matter of Metro trucking its solid waste through the scenic Columbia River Gorge. None of you were here when this decision was made and, in fact, I had just started serving as Councilor when Metro made this decision.*

*The selection of trucks for the transportation of garbage was through a high bid process, not through a proposal process. Metro did receive several bids from companies representing various modes of transportation: train, barge and truck. Metro went with the lowest bidder rather than following a process that could have led to a better environmental decision for transportation. Since January 1, 1991, Metro has been responsible for several hundred truck trips a day, six days a week, up and down our scenic Columbia Gorge.*

*I still get upset when I think about the damage and cost to the environment in expended fuel for trucks and air pollution and exhaust fumes. When I try to go around them or when I try to drive with them going around me as I drive the gorge quite a bit.*

*In addition, I am bothered by the wear and tear on I-84, exposing Oregonians and people visiting our great state to serious injury from truck traffic and the potential for serious harm to the gorge from spillage of waste during transport. The anger and ill will toward Metro by members of the Columbia River Gorge Commission and other Oregonians living in the communities along the gorge continues today. This situation continues today.*

*This situation would be much worse were it not for the substantial efforts of the Jack Gray Trucking Company. The driving safety record of this company is impeccable. Representatives of the company constantly work with the people in the gorge to solve problems as they occur and satisfy, as much as possible, any concerns they may have about trucking. The better environmental choice would have been transportation by train or barge.*

*Metro, however, only wanted to obtain the lowest price for transportation.*

*Second, we have the matter of Metro disposing of part of its solid waste in the landfill in Yamhill County. This landfill borders residences, farms and the Yamhill River. We have been told this landfill is located on a flood plain. Most of you remember Ramsey McPhillips' comments. I believe Metro had been disposing of part of our solid waste in this landfill before I ever started serving on this Council.*

*There are a number of reasons for Metro to continue using the landfill in Yamhill County. The rainfall west of the crest of the Cascade mountains is about four times the volume that falls east of these mountains. I know. I used to live in Eastern Oregon and Washington when I started teaching. The water naturally collected with the solid waste plus the heavy rainfall produces what is called leachate or, in our good friend George Wood's words, 'oozate.' This garbage wastewater must be collected and disposed of carefully. Any run-off, leach or other problems resulting from handling the leachate can cause serious environmental problems. Since Metro delivers approximately one-third or more of the volume handled at this landfill, we are contributing significantly to the volume of leachate at this landfill site. As a consequence, we are needlessly exposing Oregonians who live near this landfill to serious environmental problems.*

*The citizens of Yamhill County have come to our public hearings on this subject to tell us about the problems we are creating. They have asked us several times to stop sending our solid waste to the landfill in Yamhill County. In addition to the leachate concern, the citizens want the littering of their community to stop. Have we listened? Well, maybe but we don't show them the proper level of interest and concern although we haven't done anything else.*

*Now, we are going to dump more of our solid waste in a landfill located in Hillsboro, also outside the Metro boundaries. This landfill sits in a wetland. All I can say is, 'Here we go again, needlessly disposing of solid waste west of the Cascades. The Hillsboro landfill is located in an environmentally sensitive location. We will start this disposal process, a pilot project sending 200 to 300 tons per day to the landfill. I understand that tonnage projections, if the pilot program is successful, call for an annual disposal of 150,000 to 190,000 tons. I can find no justification for doing this when measured against the environmental concerns I have regarding disposal west of the Cascade crest.*

*The stated purpose is to save money. I don't believe we will reduce our tip fee as a result of this effort. Frankly, we could reduce our tip fee right now without this project. Councilor Morissette's proposal a few weeks ago was right in line with a proposal our Rate Review Committee made two years ago. Remember also that the rate review committee this year has withheld making a rate reduction recommendation until fall. The committee does feel as significant rate reduction at the this is warranted.*

*I believe I will not be on the prevailing side of this issue. This was made very clear to me at the one hearing our committee had on this resolution. As a result, I tried to reduce some of the environmental risk by making certain that all of the solid waste Metro send to the Hillsboro landfill is disposed of over a liner. I am told the appropriate language is in the resolution to require this level of disposal and I believe it is.*

*We should not allow for disposal of any of Metro's solid waste in a landfill that does not have a liner and a leachate collection system. This is the best we can do under these circumstances. There is nothing I can see to do about all truck traffic that will be going in and out of the Hillsboro community.*

*In summary, I am not going to be voting for this proposal. We should know not to do this based on our experience with the landfill we use located east of the Cascade crest. Based on my professional credentials, I believe there are significant environmental risks from the disposal of solid waste in landfills west of the Cascade crest. Any perceived savings for rate payers that might result will not balance out the damage we will be doing to the environment now and for future Oregonians who will live in Washington County.*

*I am going to continue to support the Solid Waste Disposal System we started in 1988. It is a model of success that is the envy of many areas throughout the United States. I, like former governor Vic Atiyeh, believe that if it ain't broke, don't fix it."*

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 5 aye / 1 nay. Presiding Officer Jon Kvistad declared that the motion. Councilor Ruth McFarland voted nay. Councilor Don Morissette was excused from this afternoon's meeting.

7.5 **Resolution No. 96-2328**, For the Purpose of Authorizing An Intergovernmental Agreement Between Metro, the Port of Portland, and Multnomah County Sheriff's Office for Boat Moorage at the M. James Gleason Boat Ramp.

**Motion:** Councilor McFarland moved the adoption of Resolution No. 96-2328

**Second:** Councilor Washington seconded the motion.

**Discussion:** Councilor McFarland stated this intergovernmental agreement will allow the Port of Portland to moor their river patrol boat at the M. James Gleason Boat Ramp in the event of necessity for law enforcement situations on the Columbia River. The Port of Portland has already paid a share of the dredging that has taken place to make this possible at the boat moorage. If the Sheriff's Office decides to relocate their boat houses at another location at the James Gleason boat ramp, the Port of Portland has agreed to pay for the cost of relocation of its boathouse or removal at their own expense. Councilor McFarland urged passage of this resolution.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

7.6 **Resolution No. 96-2324**, For Authority to Release A Request For Proposals for The Music by Blue Lake Food Services Contractor and to Execute a Contract.

**Motion:** Councilor Washington moved the adoption of Resolution No. 96-2324

**Second:** Councilor McCaig seconded the motion.

**Discussion:** Councilor Washington addressed the Music By Blue Lake series which has been hosted by Metro and Multnomah County Parks for past 11 years. This contract is a multi-year contract giving authority to release an RFP to secure a vendor to provide food and beverage service at these events. Councilor Washington asserted that a multi-year contract is more efficient in servicing these concerts.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**7.7 Resolution No. 96-2269, Amending the Intergovernmental Agreement of the Regional Emergency Management Group in Order to Add Clark County, Washington to the Group.**

**Motion:** Councilor Washington moved the adoption of Resolution No. 96-2269

**Second:** Councilor Monroe seconded the motion.

**Discussion:** Councilor Washington stated that although Clark County is not part of Portland but both areas share some of the same emergencies. This resolution will give the ability to add Clark County to the Emergency Management Plan. Councilor Washington urged adoption of this resolution.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**7.8 Resolution No. 96-2279, For the Purpose of Authorizing an Intergovernmental Agreement with Tri-Met to Assist in Establishing a Transit-Oriented Development and Implementation Program at Metro.**

**Motion:** Councilor Monroe moved the adoption of Resolution No. 96-2279

**Second:** Councilor McLain seconded the motion.

**Discussion:** Councilor Monroe informed the Council members that this resolution does three things with the intergovernmental agreement between Tri-Met and Metro: First, it provides that Tri-Met will authorize the use of some of their staff to assist Metro in securing a \$3 million federal grant for a Transit-Oriented Development (TOD) revolving fund; secondly, it transfers one FTE from Tri-Met to Metro for the purpose of establishing the TOD revolving fund once the grant is obtained; third, there will be coordination between Metro and Tri-Met in studying the effect of the TOD projects on Tri-Met's facilities and services on implementation of the 2040 plan. Councilor urged the other members of the Council to support this measure.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.



7.9 **Resolution No. 96-2335.** For the Purpose of Modifying the Submission to the Voters of a General Obligation Bond Indebtedness in the Amount of \$28.8 Million for Capital Improvements at the Metro Washington Park Zoo.

**Motion:** Councilor Washington moved the adoption of Resolution No. 96-2335

**Second:** Councilor McLain seconded the motion.

**Discussion:** Councilor Washington summarized resolution 96-2335 as providing the voter's pamphlet information which will go out to voters. A focus group suggested that certain aspects of the language contained therein be altered.

Councilor McCaig then acquainted the members of the Council with the differences between the rhetoric of the first draft and the newly drawn up language.

**Public Hearing:** No members of the public came forward to offer testimony.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

## PUBLIC HEARING

- Lucille Beck, representing Friends of Tryon Creek State Park, 1430 SW Englewood Dr, Lake Oswego OR 97034: *"I am here to testify on the Tryon Creek linkages item. The Friends of Tryon Creek consider the number one priority to be Site No. 9 which is on your appendix. See page 8. It is a property that lies between Marshall Park and Tryon Creek State Park. There are about 7.8 acres. That really would be the proper addition to the park. It crosses the creek, intersects the creek and if it were purchased, it would provide an opportunity for a trail all the way from upper Marshall Park clear down to State street in Lake Oswego and maybe further if we ever get to the river. It is a very important piece of land. It is undeveloped totally. It has not been logged for at least fifty years. It is lovely. It has lots of nice features to it. We would strongly recommend that as our number one priority. I think the Foley property is also a very nice addition to the park. It does not connect with anything but it is a nice property. I think that it is probably important to pursue the ones that are adjacent to the School District as well. I don't know those properties. My real pitch is for number one."*
- Doug Weir, representing Friends of Terwilliger, 342 SW Hamilton Ct, Portland OR 97201 testified: *"This day has been in the making for 93 years. In 1903, the Olmsteads came to Portland and Portland passed the comprehensive park plan for Portland. This is what created Terwilliger Parkway. I have a copy of it here. It was opened in 1912. In 1928, the City of Portland restricted development along the boulevard. In 1939, there was a bond levy passed. Unfortunately Terwilliger was always on the wish list but it didn't quite make it. By 1959, when they realized that they didn't have enough money. They created the city's first design zone to protect Terwilliger. In the late 1970s, community involvement became very active. Many of the people who were involved in that are here today. That resulted in the Terwilliger Parkway corridor plan and design guidelines. In 1991, the Friends of Terwilliger also became active once*

again and one of our really long-term goals was to permanently protect these properties and to finish the work that was started in 1903. Transfer of public lands began by negotiating with property owners in 1991 before the failed bond measure in 1992. They kept the faith for several years, working with property owners. In 1995, through the diligent work of Metro and numerous volunteers. Then, in 1995, through the diligent work of Metro and numerous volunteers, especially Councilor McCaig, and I would also like to make mention of Councilor Wyers and her work in this regard, the voters overwhelmingly passed the open spaces bond measure. In the Terwilliger area, this bond measure passed by over 80% margin. This community really cares about this item. Since that time, the Trust For Public Lands has really worked tirelessly with the property owners and Metro staff to secure this property. I urge you to go ahead and acquire this property. In closing, I would just like to give you a little quote from that 1903 report. It refers to a south hillside parkway: "If it should prove possible to secure with the cooperation of landowners, the needed right of way and sufficient land below it to ensure command of the views, this parkway would have great value, both to the people using it and to the owners of residential properties which it would make agreeably accessible. This parkway would be a feature of which the city would just proud."

- Bowen Blair, representing Trust for Public Lands, 1211 SW 6th Ave, Portland OR 97204 testified: "This is a great day for us. As Doug said, we were involved with this project since September of 1991 so we have been negotiating for five long years. We were approached, as Doug also said, by Friends of Terwilliger to try to secure this property. We looked at it and saw the great park potential only five minutes from downtown Portland, the opportunity to protect a historic boulevard (Terwilliger Boulevard), and just as important, the ability to show the constituents in the Metro area the advantage of passing a bond measure. We could show them what sort of properties would be lost if the bond measure to secure open space was not passed so we went forward blindly in some cases and were able to secure this property, work with people to get the bond measure passed and here we are today. After five years, this Council, as Councilor Washington said, 'has a wonderful opportunity to protect historic Terwilliger Boulevard, to secure a tremendous park located minutes from downtown Portland, to fulfill the wishes and expectations of the voters in the metropolitan area and to prevent what likely would be further litigation in the future. Thank you for this opportunity to testify."
- Barbara Alberty, 307 SW Hamilton St, Portland OR 97209 testified: "As Doug said, he is the current President of Friends of Terwilliger Parkway. I was the first one. I see a number of friends that we have worked with for years here today. I think I got to be President because I missed a meeting. I wanted to impress upon you how important it was, not only to the people who lived up there, but the people who drove as well as biked and jogged across the bridge to the west side and looked at that beautiful green hillside with trees. We did several things. We made T-shirts and sold them, we had a street fair one year and I remember it was right after Mt. St. Helens exploded but we had it anyway. We had people who came by, stopped and gave us money. We were having bake sales. We did everything we could to support ourselves while we were convincing the public and the political process to help us save Terwilliger Parkway. It was a lot of fun and I enjoyed it immensely. It has been a wonderful experience. A lot of wonderful people have worked on it. I am so pleased that Metro is finally going to do something that will bring this area into public ownership. We can then all enjoy it whether we are driving across the bridge from the east side or whether we are running along there. Thank you."
- Barbara Walker, 14001 SE 38th ST, Vancouver WA 98683 testified: "I would like to add that it has been a long time over which many, many people have worked hard on this project because

*of the value they saw in protecting this. This area not only adds to the parkway, it also adds to the essence of what makes the parkway. It also provides a fabulous view and those views will one day be gone if we don't protect these places. I would like to commend Metro and the staff that has worked so long and hard on the open spaces and the trails plans. You have really come out with something that does indeed reflect the wishes of your constituents. We who have worked with you on this thank you for the many, many, many years of hard work that have gone into this and I just trust this will be a real gemstone in our crown to prove what we have all been about."*

- *Judy Henderson representing Tryon Creek Corridor Committee, 9845 SW 25th Ave, Portland OR 97219 testified: "I represent a group of citizens who call themselves the Tryon Creek Corridor Committee. We are especially interested in linkages between Tryon Creek State Park and the Marshall Park area. I would like to reiterate what Ms. Beck said. There is a lot of interest in this area and we want it all. We are particularly partial to Site No. 4 which is in the Marshall Park neighborhood. Not only is it a potentially good habitat area right along Tryon Creek and several tributaries, we think it also has the advantages of having an owner willing to sell and very negotiable. It also provides a lot opportunity for people in the neighborhood to restore an area that has been an open space historically. It has been used for many years as a horse back riding facility. Part of the area is pretty well degraded and I would like to see some of the neighborhood children, especially, get to work on cleaning this out. I would also like to commend the Metro staff and Council for the job they have done in the refinement process. I am fairly new in this process but I have been really impressed with the way they have taken a lot of information from a lot of people and put it together. I think they have done a really good job of listening to us."*
- *Tom Gurney, 4240 SW Dogwood Lane, Portland OR 97225 testified: "I'd like to offer my support to the Fanno Creek Refinement Plan and commend the staff on its development. It has a pretty innovative piece in its challenge grant approach. It encourages partnerships and encourages leveraging for additional funds and I think it looks at the watershed as a whole. It takes into consideration the tributaries as an important part of the watershed. Thank you."*
- *Liz Callison testified: "I wanted to thank you all and Metro staff for doing a great job on this. I would also like to recognize the campaign work of Councilor Patricia McCaig. I would also like to remember a former Presiding Officer, Judy Wyers. If not for her, we wouldn't be talking about Tryon Creek purchases. I represent Friends of West Hills Streams and we have been involved in promoting purchases in Fanno, Terwilliger and in the Tryon Creek areas. I would just like to make on remark about the use of parklands. I would like the Council to ensure that there will be no utilities use of the open space parks and stream lands purchased with Metro bond measure money. These lands were intended to be protected refuges for fish and wildlife as well as for limited types of recreational uses. Such lands should not be traded to or be used by public or private utilities to create water or sewer pipelines or similar uses. Besides destroying natural resource values, such uses may even result in nuisances or hazards for humans and wildlife. I do hope you will give this some consideration. Thank you."*
- *Jay Mower representing Friends of Terwilliger, 777 SW Chestnut St, Portland OR 97219 testified: "I will add my praise to this great achievement of getting this piece of beautiful forested corridor on Terwilliger purchased. A few weeks ago, I met a woman on Terwilliger whose grandmother grow upon Hamilton Street. She said there was a big photograph in the aunt's house which was some sort of grand opening of Terwilliger. She brought it down last week and*

*it a 55 inch long picture, about eight inches tall. It was a large group of people, the BPOE, the Elks, dated 1912. It is a panoramic shot about where the Chart House is now, looking to the north. You can see all the property that has been recently acquired like the Olmstead Ridge and now the Marquam Woods. You can see the other things like the Eagle Point Hilltop and other things. There was a marching band in white clothing and fancy hats and on the edges were little kids with their caps on. So it was sort of exciting to find that thing and it just goes to show me and I think to us how long many people have worked on making Terwilliger such a tremendous thing for our city and this event today is just another addition to this long history we have in this legacy. I am very proud to have participated in the bond measure and appreciate the vote. Thank you."*

**8. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (1)(E). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.**

**9. RESOLUTIONS — CONTINUED**

**9.1 Resolution No. 96-2334, For the Purpose of Authorizing the Executive Officer to Purchase Property in Terwilliger-Marquam Natural Area in Southwest Portland.**

**Motion:** Councilor McCaig moved the adoption of Resolution No. 96-2334.

**Second:** Councilor Washington seconded the motion.

**Discussion:** Councilor McCaig asked for unanimous approval from Metro Council for purchasing 18 acres in Terwilliger.

**Public Hearing:** No members of the public came forward to offer testimony at this time.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting. Tumultuous applause from the audience followed the Presiding Officer's declaration of the unanimous approval from the Metro Councilors.

**8.2 Resolution No. 96-2230, For the Purpose of Approving a Refinement Plan for the Tryon Creek Linkages Target Area as Outlined in the Open Space Implementation Work Plan.**

**Motion:** Councilor McCaig moved the adoption of Resolution No. 96-2230.

**Second:** Councilor McFarland seconded the motion.

**Discussion:** Councilor McCaig stated, "Good things should pass."

**Public Hearing:** No members of the public came forward to offer testimony at this time.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**8.3 Resolution No. 96-2231, For the Purpose of Approving a Refinement Plan for the Fanno Creek Greenway Target Area as Outlined in the Open Space Implementation Work Plan.**

Presiding Officer Jon Kvistad turned the gavel over to Deputy Presiding Officer Susan McLain in order that he might make this motion.

**Motion:** Presiding Officer Jon Kvistad moved the adoption of Resolution No. 96-2231

**Second:** Councilor Washington seconded the motion.

**Discussion:** Presiding Officer Jon Kvistad asked for approval for this refinement plan from the fellow Metro Councilors.

**Public Hearing:** No members of the public came forward to offer testimony at this time.

**Vote:** The vote was 6 aye / 0 nay. Presiding Officer Jon Kvistad declared that the motion passed unanimously. Councilor Don Morissette was excused from this afternoon's meeting.

**9. COUNCILOR COMMUNICATIONS**

Presiding Officer Jon Kvistad announced that Green City Data Project met here at Metro over the weekend. Councilor Washington introduced the project and was here to greet them when they came. Presiding Officer Jon Kvistad was here to hand out gifts at the end of the project. The young people who were here want to make a presentation to Metro Council of Douglas Fir tree planting kits and these kits were distributed to members of Metro Council.

Presiding Officer Jon Kvistad stated that the memorial service for Councilor Judy Wyers will be held on Monday, May 20, 1996 at 4 pm. The location will be at First United Methodist Church, 18th at Jefferson, Portland.

**10. ADJOURN**

With no further business to come before Metro Council on this date, the meeting was adjourned by Presiding Officer Jon Kvistad at 4:05 PM.

Prepared by



David Aeschliman  
Acting as Clerk of the Council

*Agenda Item Number 5.1*

**Presentation on Phase I of the Regional Transportation Plan (RTP)**

*Materials relating to the Regional Transportation Plan were not available at time this agenda was submitted to the printers.*

**Metro Council meeting  
Thursday, May 23, 1996**

**Agenda Item Number 6.1**

**Consideration of Resolution No. 96-2332**

**Materials Attached**

**Metro Council Meeting  
Thursday, May 23, 1996**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A ) RESOLUTION NO. 96-2332  
REFINEMENT PLAN FOR CLEAR CREEK )  
CANYON TARGET AREA AS ) Introduced by Mike Burton  
OUTLINED IN THE OPEN SPACE ) Executive Officer  
IMPLEMENTATION WORK PLAN )

WHEREAS, In July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the electors of Metro approved Ballot Measure 26-26 which authorizes Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and capital improvements pursuant to Metro's Open Spaces Program; and

WHEREAS, the Clear Creek Canyon was designated as a Greenspace of regional significance in the Greenspaces Master Plan and identified as a regional target area in the Open Space, Parks and Streams Bond Measure; and

WHEREAS, in November 1995, the Metro Council adopted the Open Space Implementation Work Plan, which calls for a public "refinement" process whereby Metro adopts a Refinement Plan including objectives and a confidential tax lot specific map identifying priority properties for acquisition; and

WHEREAS, Resolution No. 95-2228 authorizes the Executive Officer to purchase property with accepted acquisition guidelines as outlined in the Open Space Implementation Work Plan, now therefore,

BE IT RESOLVED,

That the Metro Council adopts Clear Creek Canyon Refinement Plan, consisting of objectives and a confidential tax lot specific map identifying priority properties for acquisition, authorizing the Executive Officer to begin the acquisition of property and property rights as detailed in the Open Space Implementation Work Plan adopted in November, 1995 and in Resolution No. 95-2228.

ADOPTED by Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1996.

\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel



## Staff Report

### **CONSIDERATION OF RESOLUTION NO. 96-2332, FOR THE PURPOSE OF APPROVING A REFINEMENT PLAN FOR THE CLEAR CREEK CANYON TARGET AREA AS OUTLINED IN THE OPEN SPACE IMPLEMENTATION WORK PLAN**

---

**Date: April 26, 1996**

**Presented by:**

**Charles Ciecko  
Jim Desmond**

#### **PROPOSED ACTION**

**Resolution No. 96-2332 requests approval of a refinement plan and adoption of Target Area boundaries and objectives for the Clear Creek Canyon Target Area. These boundaries and objectives will be used to guide Metro in the implementation of the Open Space Bond Measure.**

#### **BACKGROUND AND ANALYSIS**

The Target Area description in the Bond Measure Fact Sheet (authorized by Council Resolutions 95-2113, 94-2050 and 94-2029B) is as follows:

"Clear Creek Canyon. Acquire 346 acres of Riparian Corridor and Uplands."

In the 1992 Greenspaces Master Plan, the Clear Creek Canyon area is described as follows:

"Large habitat base carved by Class 1 stream. Second-growth forest of mixed conifers and hardwoods support diverse species including big game, fur bearers and a variety of small mammals and birds. Salmonid fisheries also supported."

#### **Target Area Description**

A tributary of the Clackamas River, the Clear Creek drainage encompasses 46,444 acres. Clear Creek joins the Clackamas River approximately 3 1/2 miles east of Gladstone, just east of the SR 224/Carver Bridge; see Figure #1. From its confluence with the Clackamas River, the Clear Creek watershed stretches generally southeast, approximately 21 miles. Clear Creek's headwaters flow from atop Goat Mountain, in the Mt. Hood National Forest at an altitude of 4,219 feet. As a result, Clear Creek is a very high quality, free flowing stream with excellent water quality, supporting a significant anadromous fishery. Forested areas are of relatively good quality, mostly second-growth maple, fir, and alder with some older cedar. Understory growth consists mostly of native vegetation.

For general planning purposes, Clear Creek and its associated tributaries can be divided into three general areas as illustrated on Figure #1.

#### **Upper Basin - Goat Mt. To Hwy. 211 (approximately 7 miles)**

The upper watershed encompasses approximately 18,000 acres with the two federal agencies, the Bureau of Land Management (BLM) and the U.S. Forest Service, owning over 20% of the land. Recently, the BLM completed a watershed analysis for Upper Clear Creek

(Sept. 1995). The BLM's findings support continued management for generation of Forest Products consistent with maintenance of natural resources.

Middle Basin - Hwy. 211 to Fischer's Mill (approximately 9 miles)

In the middle basin, the Clear Creek valley is wider and more gently sloped. Historically, from the mid to late 1800's, the area was settled and utilized for farming and private forest lands. Over the years, the area has been further developed by the addition of rural residential single family dwellings and small farms.

The current comprehensive plan zones in this area are: agriculture, forest, and rural residential. Assuming other state criteria can be met, new residences in the agricultural and forest areas must be sited on 80 acre minimum lots. The rural residential areas are primarily 5-10 acre minimum lot sizes.

Due to farming, tree removal and housing development close to the creek edges, the creek frontage and riparian forest edge have been more severely impacted in this reach.

Lower Basin - Fischer's Mill to Carver Bridge (approximately 5 miles)

The lower creek basin is characterized by more steeply defined, wooded canyon walls and terraced slopes. Due in part to the terracing and relatively large parcel sizes, the lower reach has been less impacted and has substantial riparian growth along the creek edges.

The current land zoning is similar to that described in the middle basin.

### **Refinement Process**

The Open Space Implementation Work Plan, adopted by the Metro Council in November 1995, requires that a Refinement Plan be submitted to the Council for review and adoption prior to the acquisition of property in each target area. The Refinement Plan will contain open space objectives and a confidential tax-lot-specific map identifying priority properties for acquisition, enabling Metro to begin acquiring property and property rights as detailed in the Open Space Implementation Work Plan and in Resolution No. 95-228. Resolution No. 95-2228 "authorizes the Executive Officer to acquire real property and property interests subject to the requirements of the Acquisition Parameters and Due Diligence guidelines of the Open Space Implementation Work Plan." The resolution also provides a process for the acquisition of land prior to completion of the Refinement Plan. This Early Acquisition process may be employed when an opportunity to purchase a unique parcel of land would be lost due to lack of an adopted refinement plan.

Under the Early Acquisition provision, Metro purchased a 342.02 acre parcel, called "Clear Creek Ranch," in February, 1996. The parcel is located along approximately two miles of creek frontage in the central portion of the Lower Basin. See Figure 1. The ordinance and supporting information regarding this purchase are attached. This major acquisition will anchor the proposed future natural area. The refinement process has therefore focused on how best to complement this initial land holding.

During the refinement process, Metro staff compiled available information about the target area, analyzed maps and conducted biological field visits. Individuals were interviewed

representing various governmental agencies, property owners, interested friends groups, and natural resource experts. The key concerns expressed during the interviews are summarized in Appendix A.

A public workshop to discuss the proposed Refinement Plan was held on April 23rd, 1996 at the Fischer's Mill Grange Hall. Approximately 115 people attended; their comments are summarized in Appendix B.

### **Regional Parks and Greenspaces Advisory Committee**

A presentation of the staff report was given by Metro staff and consultants at a public meeting in Room 370A of Metro Regional Center on April 25, 1996. This analysis and the resulting objectives were approved by a unanimous vote of The Regional Parks and Greenspaces Advisory Committee.

General objectives guiding Metro's land acquisition efforts throughout the target area include:

- Protect anadromous fish habitat and preserve creek-side riparian forests.
- Acquire additional acreage contiguous to the "Clear Creek Ranch" parcel for protection of anadromous fish habitat, stream side vegetation, water quality, educational and passive recreation values.

### **Findings**

- Clear Creek is a regionally significant natural area, due to its biological, botanical, wildlife and passive recreation values.
- On February 1, 1996, Metro purchased the 342 acre Clear Creek Ranch as an "Early Acquisition Opportunity" property.
- Clear Creek possesses excellent water quality, and supports a vital anadromous fishery.
- The wooded canyon walls, relatively unimpacted stream side vegetation, mature riparian forests, and terraced uplands provide high quality and diverse wildlife habitat.
- Due to its size and scale, the target area provides the range essential to support a highly diverse wildlife population, including big game, fur bearers, and a variety of small mammals and birds.
- Due to the current zoning and land use restrictions, further residential development in the Lower Basin should be limited. Agricultural and forestry activities will continue to predominate.
- Local residents note that Clear Creek's resident steelhead and salmon population have been declining.
- The local citizens are very protective of Clear Creek and the rural character of the basin.
- Through education and voluntary measures, protection and enhancement measures could be implemented along the private creek sections.
- The local citizens are intensely opposed to the use of Metro's eminent domain authority within the Clear Creek Target Area.
- Local residents are opposed to Metro taking action to acquire and preserve open spaces within their neighborhood without prior notice or opportunity for their input.
- The attraction of additional "recreational users" to the area is a major concern of local residents, due to their unsatisfactory encounters with recreational users at Carver Park. Most residents feel Metro should manage the open space lands for preservation of natural resources and avoid encouraging public access and "park" related uses.

**GOAL:**

Establish a 500 acre natural preserve area within Clear Creek's lower basin, to protect the lower basin's unique natural features, including the creek's water quality, fish habitat, upland and riparian wildlife habitat.

**OBJECTIVES:**

The following are prioritized specific objectives of the Clear Creek Proposed Refinement Plan.

**Tier I Objectives:**

- Acquire additional acreage contiguous to Clear Creek Ranch for protection of anadromous fish habitat, creek-side riparian areas, and adjacent uplands.

**Tier II Objectives:**

- Negotiate with private land owners to obtain conservation easements for the protection of steeply sloped ravines and preservation of riparian forests for the protection of water temperature, water quality and anadromous fish habitat.

**Partnership Recommendations:**

- Work with the CPO, Friends of Clear Creek, surrounding land owners, and other interested citizens in the vicinity of the Clear Creek Canyon Target Area on current management issues, and aid in soliciting and coordinating Clear Creek citizen input into Metro's future master planning process for the site.
- Work with Clackamas County to coordinate storm water management in the Clear Creek watershed.
- Pursue potential trade with BLM of lands (240 acres+/-) near Bargfeld Creek or other properties for Clear Creek Canyon properties.
- Work with Oregon State Department of Forestry to refine and enforce provisions of the Forest Practices Act.
- Work with local CPO and property owners to adopt and implement voluntary measures to enhance the water quality and protect the fish habitat of Clear Creek.

**Special Policy Recommendations:**

In response to citizen concerns regarding uncontrolled public access to Metro's proposed open space in Clear Creek Canyon, Metro staff recommends the Council adopt policies which will:

- Restrict public use of Metro's Clear Creek Canyon open space for a period of five years following the adoption of the Clear Creek Canyon Refinement Plan.
- Assure that, when the master planning process commences, the citizens of the Clear Creek Canyon community will be formally invited to participate in the management planning process.

**Executive Officer's Recommendation**

The Executive Officer recommends passage of Resolution No. 96-2332.

## CLEAR CREEK CANYON

### APPENDIX A

#### Summary of Comments from Stakeholders Interviews:

- Water quality of Clear Creek is generally good, although steelhead runs have been steadily declining. Some degree of degradation is occurring largely due to run-off from farm and forest operations.
- High degree of consensus to protect fish and creek habitat.
- There is a strong consensus of opinion on the following:
  - Very suspect of government including the long term motives of Metro
  - Cherish the rural character and lifestyle and don't want to hasten the urbanization process
  - The UGB should not be extended past Carver
  - Resent intrusion of "Portland" people with resulting problems (parking and traffic congestion on roads, trespassing, vandalism, drugs and drinking, etc.)
  - Feel local citizens can protect Clear Creek; don't need or want the intrusion of Metro
  - Frustrated that city people voted for something affecting their area without their participation
  - Carver boat ramp is a focus for much of the local conflict
  - Current state forest practice provisions are doing little to protect riparian forest areas
  - During low-water people gather along the creek and walk up the creek
  - Metro should land bank and keep property in natural condition; don't encourage people and users through the development of trails, camping, etc.

## **Stakeholders Interviewed Regarding Clear Creek Target Area**

Dean Apostle, landscape architect, U.S. Forest Service

Gene Fischer and Arlene Fischer, local residents

Jim Irving, Bureau of Land Management

Diana Jensen, Park Operations Supervisor

Karen Waldron, local resident, 14999 Springwater Rd., Oregon City, OR

Mike McCallister, planner, Clackamas County

Jay T. Waldron, attorney/local resident

### **Friends of Clear Creek**

LaVonne Martin - 17993 S. Stowbridge Rd. Oregon City, Oregon  
(503) 631-2938

Maridi Pletcher - 21785 S. McKenzie Ln. Estacada, Oregon

Gloria J. Leslie - 21745 S. McKenzie Ln. Estacada, Oregon

Fred Ostrow - 20828 S. Mattoon Rd.  
(503)631-2085

Jacqueline Tommas - 19288 S. Mattoon Rd.  
(503)631-2660

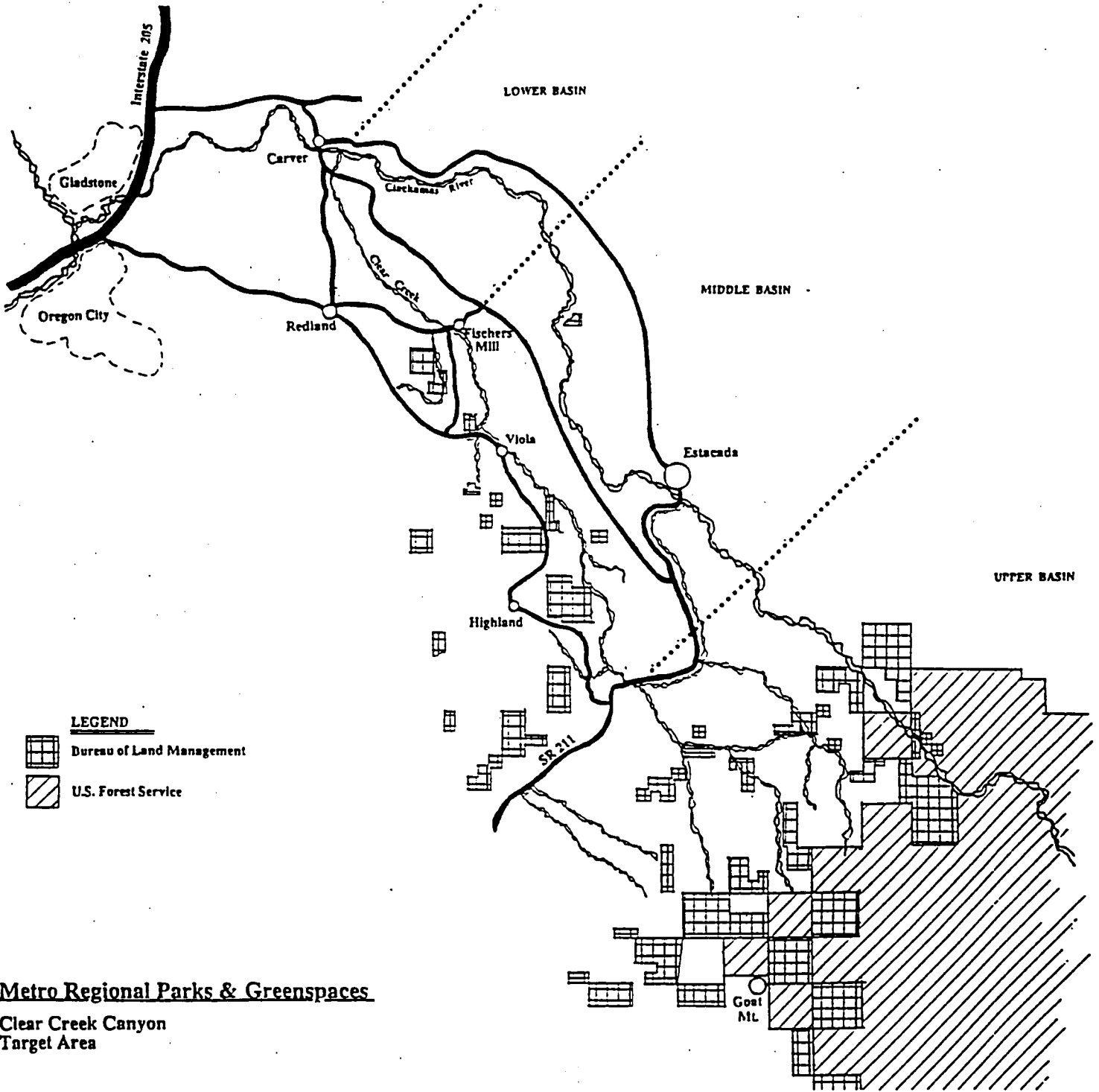
## **CLEAR CREEK CANYON**

### **APPENDIX B**

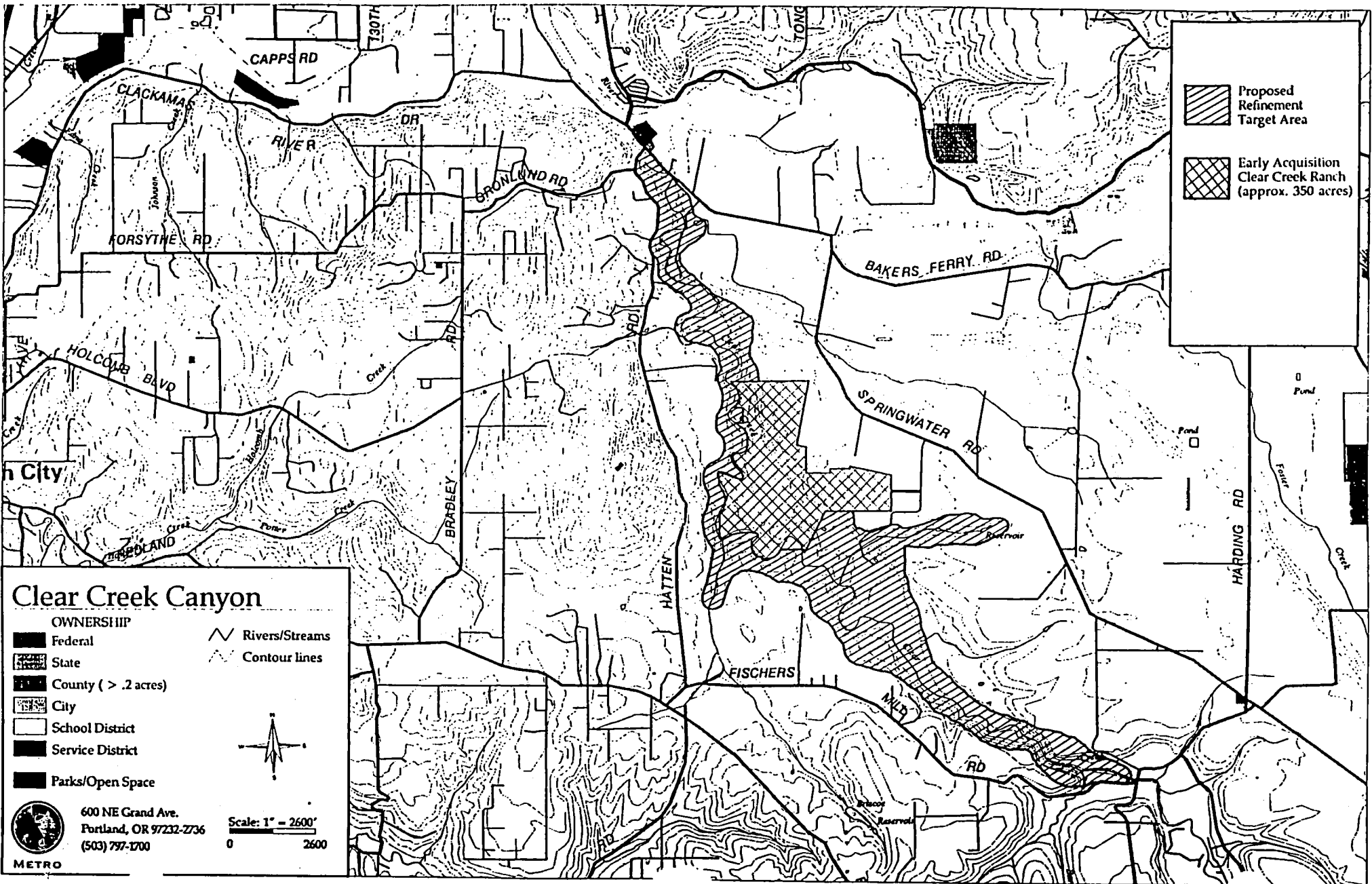
#### **Summary of Comments from the April 23, 1996 Public Workshop:**



- Chief among the public concerns was the issue of public access. Meeting attendees were generally opposed to public access to Metro's open space on Clear Creek. They also requested that Metro put off opening Clear Creek Ranch to the public beyond the year 2000.
- Meeting attendees and property owners requested guarantees that Metro would not exercise its condemnation authority within the Clear Creek Target Area.
- Meeting attendees and Clear Creek neighbors were concerned that decisions about acquisition of property and public use of lands within their neighborhood were being made by Metro, a governmental body in which they are unrepresented.












**FIGURE 4**






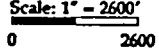
 Proposed Refinement Target Area  
 Early Acquisition Clear Creek Ranch (approx. 350 acres)


### Clear Creek Canyon

**OWNERSHIP**

-  Federal
-  State
-  County (> .2 acres)
-  City
-  School District
-  Service District
-  Parks/Open Space

 Rivers/Streams  
 Contour lines

  
 Scale: 1" = 2600'  


 600 NE Grand Ave.  
 Portland, OR 97232-2736  
 (503) 797-1700

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF )  
AUTHORIZING THE EXECUTIVE )  
OFFICER TO PURCHASE PROPERTY )  
WITHIN THE FOREST PARK TARGET )  
AREA IN NORTHWEST PORTLAND )

RESOLUTION NO 96-2344

Introduced by Mike Burton, Executive  
Officer, and Councilor Ed Washington

WHEREAS, the Forest Park Target Area was identified as a regionally significant open space in Ballot Measure 2626; and

WHEREAS, two parcels owned by the Ramsey family (the 73 acre parcel and the 31 acre parcel) within and adjacent to Forest Park have been identified as Tier I Properties in the Forest Park Refinement Plan approved by the Council pursuant to Resolution No. 96-2274 adopted on February 15, 1996; and

WHEREAS, the Metro Council desires to authorize the Executive Officer to purchase the property identified in Exhibit A, and authorize the Executive Officer to execute an Intergovernmental Agreement with the City of Portland providing for Metro and the City of Portland to take title to the 31 acre parcel as tenants in common; now therefore

BE IT RESOLVED:

That the Metro Council authorizes the Executive Officer to purchase the property identified in Exhibit A from the Ramsey family for no more than \$870,000, plus expenses, closing costs and taxes, and to execute an Intergovernmental Agreement with the City of Portland to provide for Metro and the City of Portland to take title to the 31 acre parcel as tenants in common simultaneous with the transfer by the City of Portland to Metro of a similar tenancy in common interest in an adjacent parcel currently owned by the City of Portland.

ADOPTED BY THE METRO COUNCIL this 23rd day of May, 1996.

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Jon Kvistad, Presiding Officer

APPROVED AS TO FORM

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Daniel B. Cooper, General Counsel

EXHIBIT A

PARCEL I ( 73 ACRES)

The East half of the Northeast Quarter of Section 4, Township 1 North, Range 1 West, of the Willamette Meridian, in the County of Multnomah and State of Oregon.

and

PARCEL II: \* (31 ACRES)

BEGINNING at a point on the Westerly line of the Solomon Richards Donation Land Claim No. 47, in Township 1 North, Range 1 West of the Willamette Meridian, which is South 24° 45' East 12.2385 chains from an iron pipe set at the Northwest corner of said Donation Land Claim; thence North 60° East parallel with the Northerly line of said Donation Land Claim, 46.43 chains to a point; thence South 24° 45' East parallel with the Westerly line of said Donation Land Claim 12.2385 chains to a point; thence South 60° West parallel with the Northerly line of said Donation Land Claim 46.43 chains to a point on the Westerly line of said Donation Land Claim from which a one inch iron pipe bears South 24° 45' East 80 links; thence North 24° 45' West along the West line of said Donation Land Claim 12.2385 chains to the point of beginning, EXCEPT that portion taken by the United States for power transmission line and rights of public in and to that portion lying within the boundaries of public roads.

HOWEVER EXCEPTING out the following described portion of the real property described above:

A parcel of land in Section 9, Township 1 North, Range 1 West of the Willamette Meridian, in the County of Multnomah and State of Oregon, described as follows:

COMMENCING at the intersection of the Northerly line of N.W. Montaview Avenue in KRUSE HEIGHTS and the Easterly line of relocated N.W. Skyline Boulevard; thence Northeasterly along the Northerly line of N.W. Montaview Avenue, 920 feet to a point; thence Northwesterly at right angles to N.W. Montaview Avenue, 150 feet to a point; thence Southwesterly parallel with the Northerly line of N.W. Montaview Avenue to the Easterly line of N.W. Skyline Boulevard; thence Southeasterly along said line to the point of beginning.

- \* That portion of Parcel II consisting of approximately 31 acres identified on the attached site map (Exhibit A-1) as DEA Phase III and DEA Phase IV and the "easternmost ten-acre parcel."



METRO

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**CONFIDENTIAL  
ATTORNEY/CLIENT PRIVILEGE  
FROM  
OFFICE OF GENERAL COUNSEL**

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**Date:** May 23, 1996

**To:** Mike Burton, Executive Officer  
Metro Council

**From:** Daniel B. Cooper, General Counsel *DB Cooper*

**Re:** Resolution No. 96-2344 -- Ramsey Purchase Agreements

---

Resolution No. 96-2344 would authorize the Executive Officer to enter into two purchase agreements for property owned by the Ramsey family in the Forest Park Target Area.

The agreements are for the purchase of a 31 acre parcel for \$320,000, plus certain survey and appraisal related expenses, and for a 73 acre parcel for \$550,000.

Notwithstanding that both parcels are described as Tier I properties identified in the Forest Park Target Area Refinement Plan approved pursuant to Council Resolution No. 96-2274, Council authorization is required because the purchases are in deviation from the work plan requirements authorizing the Executive to proceed with purchases of properties within target areas approved by the Council in refinement plans.

The 31 acre parcel is being purchase for \$320,000. Metro's outside appraiser, Larry Ofner, has established a fair market value of \$270,000. Because the parcel being purchased is a 31 acre piece of a larger 50 acre tax lot, the purchase is structured as a lot line adjustment with Metro and the City of Portland taking title as Tenants in Common. The City of Portland owns several adjacent tax lots which are within Forest Park. Metro and the City will enter into an intergovernmental agreement to grant a tenancy in common to Metro for one of the adjacent parcels, and then that parcel will be expanded by the purchase of the Ramsey 31 acres by way of a lot line adjustment. At the conclusion, Metro's interest in the larger parcel will be in a ratio equal

to the ratio of the 31 acres bought with Metro's Open Space Fund dollars and the acres contributed by the City as an adjacent parcel. Resolution 96-2344 also authorizes the Executive Officer to enter into an intergovernmental agreement with the City for this purpose.

The 73 acre parcel has been formally appraised at \$520,000. This appraisal assumed legal costs of \$50,000 to gain an easement of necessity through City property. If these legal costs were unnecessary, the value of the land would be increased by a like amount. Purchase of the 73 acre parcel is contingent upon settlement of the existing lawsuit between the City of Portland and the sellers in which the City is seeking to condemn the property, and the sellers have brought certain counterclaims against the City. Metro's purchase of the 31 acre parcel as Tenants in Common with the City will allow the sellers to speedily divide the remainder of the property into building lots, which is one of the elements of the settlement with the City.

Due to the fact that these unusual circumstances exist and the fact that the fair market value of the parcels is less than the price being paid, Council authorization is required.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING )  
CHAPTER ONE OF THE REGIONAL )  
TRANSPORTATION PLAN UPDATE )  
)

Resolution No. 96-2327  
Introduced by Mike Burton,  
Executive Officer

WHEREAS, The 1992 revision of the Regional Transportation Plan, adopted by Ordinance No. 92-433, remains in effect as the regional functional plan required by ORS 268.390 until it is replaced by the Regional Transportation Update ordinance; and

WHEREAS, Portions of "Regional Transportation Policy," Chapter One of the 1992 Regional Transportation Plan, may be amended in September, 1996 at the same time that a new Urban Growth Management Functional Plan with land use and transportation policies is adopted by ordinance; and

WHEREAS, The full draft ordinance with the amended regional transportation system is scheduled to begin public review as the new regional functional plan, the regional Transportation System Plan (TSP) under the Transportation Planning Rule, and Regional Framework Plan transportation component in December, 1996; and

WHEREAS, The 1995 Interim Federal Regional Transportation Plan, adopted by Resolution No. 95-2138A, was adopted to meet federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and Clean Air Act of 1990 requirements for a financially constrained and air quality tested basis for federal transportation funds; and

WHEREAS, The 2040 Growth Concept policies of Metro's adopted regional goals and objectives connect land use and transportation in a new regional urban form; and

WHEREAS, The first phase of the Regional Transportation Plan Update has focused on an amended policy framework that considers the Transportation Planning Rule requirements for the regional TSP and transportation policy aspects of the 2040 Growth Concept; now, therefore,

BE IT RESOLVED:

That the Metro Council hereby declares:

1. That Chapter 1, entitled "Regional Transportation Policy" of the Regional Transportation Plan Update, attached and incorporated as Exhibit A, is hereby adopted as the proposal for a new policy framework for the Regional Transportation Plan Update that will be the basis for development of the new transportation system and proposed improvements.
2. That Chapter 1 shall be combined with a new transportation system and proposed improvements in a draft Regional Transportation Update for compliance with LCDC's Transportation Planning Rule to begin public review in December, 1996.
3. That any amendments to Chapter 1 suggested by the time the full draft Regional Transportation Plan Update shall be considered during JPACT and Metro Council consideration of a resolution to propose it in December, 1996.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 1996.

\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 96-2327 FOR THE PURPOSE OF APPROVING CHAPTER ONE OF THE REGIONAL TRANSPORTATION PLAN UPDATE

Date: April 18, 1996

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION

Adoption of this resolution would establish the regional transportation policy framework for the *Regional Transportation Plan (RTP) Update*. The RTP update process will be the basis for the development of a new transportation system and for defining the transportation system improvements necessary to implement the Region 2040 Growth Concept through the *Regional Framework Plan*. The updated RTP will satisfy state Transportation Planning Rule (TPR) requirements for Transportation System Plans and Metro Charter requirements for a Transportation Element of the *Regional Framework Plan*.

#### FACTUAL BACKGROUND AND ANALYSIS

##### Context

Chapter 1, Regional Transportation Policy, establishes guiding principles for a balanced regional transportation system as well as goals and objectives for various transportation modes and coordination between those modes. The chapter presents the overall policy framework for the specific transportation goals, objectives and actions contained in the RTP. It also sets a direction for future planning and decision-making by the Metro Council for the remainder of the RTP update, which will define the regional transportation systems and the 20-year improvements to those systems consistent with the State TPR.

More importantly, this RTP policy chapter provides the basis for coordinating the development of a complete RTP with the Region 2040 Growth Concept and the *Regional Framework Plan*. The chapter also provides the policy context and framework for transportation system planning required under the state TPR for cities and counties. Finally, the chapter updates the regional policy for consistency with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments of 1990.

This Chapter 1 Regional Transportation Policy will ultimately be combined with a new transportation system component, including proposed improvements, in a draft *Regional Transportation Plan Update*. That plan update will be the basis for compliance with the state TPR and begin public review in December 1996. This chapter also provides the basis for the policies contained in the Transportation Element of the *Regional Framework Plan*, scheduled for review in 1997.

## Key Chapter 1 Elements

The following is a summary of the key policy components contained in Chapter 1, Regional Transportation Policy:

1. **Regional Transportation Vision/Guiding Principles.** The new Chapter 1 provides a concise, clear vision for the RTP. The overriding concept is to strategically implement a multi-modal transportation system that facilitates development of the 2040 Growth Concept.
2. **Accessibility.** The concept of accessibility is introduced as a guiding principle as a supplement to mobility. Accessibility ties land use activities of places to the ability to travel to those places on the transportation system. The promotion of accessibility will lead to better balance between land uses and the transportation system.
3. **Urban Form.** The 2040 land use concepts (central city, regional centers, town centers, etc.) are incorporated into the RTP and complementary transportation system approaches are identified for each of the concept types.
4. **Systemwide Goals and Objectives.** Specific goals and objectives are listed to expand on the RTP Vision. Objectives relate to providing a safe, cost-efficient system that implements the 2040 Growth Concept and protects the region's natural environment.
5. **Street Design.** Regional street design goals and objectives are included to introduce the concept of varying street design dependent upon land use as identified in the 2040 Growth Concept.
6. **Modal Elements.** System goals and objectives and functional classification descriptions are provided for regional transportation modes relative to motor vehicles, public transportation, freight, bicycles, and pedestrians.
7. **Transportation System Management (TSM), Transportation Demand Management (TDM).** Better operation of the system through TSM strategies such as traffic signal coordination and managing demand through TDM strategies such as carpooling and flextime are emphasized through specific goals and objectives. Parking management objectives are included within this area.
8. **Congestion Level-of-Service.** The policy chapter recognizes the need for revised measures to evaluate congestion and methods to address it. Policies will be included to reflect this recognition.

## Update Process

The Chapter 1 Regional Transportation Policy document represents proposed policy changes as recommended by the 21-member RTP Citizens Advisory Committee (CAC). The CAC has worked with Metro staff, the RTP work teams, and the Transportation Policy

Alternatives Committee (TPAC) to formulate their recommendations. In addition to the CAC recommendations, JPACT and the Metro Council will be asked to consider comments from the public and TPAC prior to taking a final action.

Upon completion of the policy chapter, the CAC, Metro staff, TPAC, the inter-agency RTP work teams and the public will proceed to develop the full RTP over the next seven months. A draft of the full RTP is scheduled for release in December 1996.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



**METRO**

Date: May 23, 1996  
To: JPACT/MPAC Members and Interested Parties  
From: Andrew C. Cotugno, Transportation Director  
Subject: CAC Addendum to Chapter 1 Revisions

\* \* \* \* \*

On May 7, the RTP Citizen Advisory Committee moved to add several revisions to those included in the April 19 Chapter 1 draft. Most of these additional revisions are in response to issues forwarded to the CAC by the Transportation Policy Alternatives Committee (TPAC). Recommended text additions are shown with underscores and deletions shown as ~~strikethru~~:

### Introduction

1. Add a preface that explains what parts of Chapter 1 are binding (i.e., goals and objectives vs. more descriptive text), relationship to the Regional Framework Plan (RFP) and the timeline for adoption and subsequent local TSP timelines.

### Regional Street System

1. Add a matrix to page 1-12 of the street design section that summarizes the connection between street designs and the various 2040 land use components (similar to that shown on page 1-27 of the transit section).
2. Revise the introductory paragraph to street system implementation on page 1-19 as follows:

"...or preserve infrastructure. The purpose of this section is to establish these key issues as the most important criteria when selecting transportation projects and programs.  
The following goals and objectives..."

### Regional Motor Vehicle System

1. Revise the fourth bullet in the Local Street section on page 1-23 to read:

"Direct freight access on the local residential street system should be discouraged, except where alternatives would create an unusual burden on freight movement."

2. Recognize special needs of motorcycles and mopeds through the following revisions:
  - revise the last sentence of the introductory paragraph on page 1-20 to read:

"... share of transit riders). Finally, motorcycles and mopeds also use the motor vehicle system, and provide more fuel-efficient alternatives to automobile travel. Although motorcycles and mopeds are governed by the same traffic laws as other motor vehicles, they have special parking and security needs.

### Transit Goals and Objectives:

1. Revise the first paragraph on page 1-24 to read:

"Public Transportation Transit service should be provided to serve the entire urban area, and the hierarchy of service types described in this section define what level of service is appropriate for specific areas. The transit section is divided into two parts. The first..."

2. Revise the "Other Transit Options" section on page 1-26 as follows:

#### "Other Public Transportation Transit Options

Other public transportation may serve transit options may become economically feasible for serving certain destinations in the metropolitan area. These services include commuter rail along existing heavy rail lines, passenger rail and bus connecting the region to other urban areas. In addition, private urban services may complement public transit within the urban area and other private services may inter-city bus service that provide statewide access to the region's inter-city bus, rail and air terminals."

3. Replace the word "reportable" with "avoidable" in the second objective of Goal 5 on page 1-29.
4. Revise the transit chart on page 1-27 to show "secondary bus" service to "employment areas" as a solid square (denoting best transit mode for a given land use type).

### Freight Goals and Objectives:

1. Delete the second bullet under the third objective of Goal 1 (redundant; freight monitoring will occur as part of IMS).
2. Delete the fourth objective under Goal 3; this change is based on the general principle of not including financial priority statements within the modal sections of Chapter 1.
3. Replace the word "Ensure" with "Promote" in Goal 4 to create a more flexible goal statement.
4. Revise the fourth bullet under Goal 4 to read "truck infiltration -traffic in neighborhoods" to more clearly state the intent of this objective.
5. Note: the discussion draft omits two CAC revisions to the freight goals and objectives. The first is introductory text intended for the opening paragraph that elaborates on the

multi-modal and multi-commodity nature of freight movement in the region. The second add the word "enhance" to Goal 3 as follows:

"Goal 3 - Protect and enhance the public and private investments in the freight network."

These additional revisions will be incorporated into the final CAC text revisions.

### **Bicycle Goals and Objectives:**

1. Add the following wording to the second sentence of the introductory paragraph:

"Metro's 1994 travel behavior survey found that places in the region with good street continuity, ease of street crossing and gentle topography experience more than a three percent bicycle mode share while lower density areas experience around one percent bicycle mode share."

2. Revise Goal 3 as follows:

"Ensure that all transportation projects include appropriate bicycle facilities using established design standards ~~appropriate to that~~ reflect regional land use and street classifications."

3. Revise Objective 1, Goal 3 for consistency with the previous revision to the goal statement:

"1. Objective: Ensure that ~~bikeway projects, and all transportation projects~~ include appropriate bikeways, that bicycle parking and other end-of-trip facilities are designed using established standards, and that bikeways are connected with other jurisdictions and the regional bikeway network."

4. Revise the third objective under Goal 4 on page 1-33 as follows:

"Objective: Reduce the rate ~~number~~ of bicycle accidents in the region."

### **TDM Goals and Objectives:**

1. Add a reference to the Central City on page 37 in the first objective of Goal 1 (for consistency with the land use revisions already drafted for Chapter 1).
2. Add a new objective 6 to Goal 5 - "Allow use of HOV lanes by motorcycles with single riders in order to further reduce congestion."
3. Delete first objective of Goal 6 relating to public involvement policies (not an appropriate location for this text; duplicates the public involvement policy documents already in place).

## Parking Goals and Objectives:

1. Replace existing parking section in Chapter 1 of the RTP with the following new text. The introduction in the new text includes a discussion of the Transportation Planning Rule (TPR) requirement to reduce parking space per capita. Goal 1 and the objectives that follow this goal reflect the results of the Regional Parking Management study completed in December 1995. The study established the region's parking baseline for non-residential parking spaces per capita at 0.86 spaces. Goal 2 and Goal 3 reflect the Phase I Framework Plan interim parking measures for reducing parking minimum requirements and for establishing parking maximums. The proposed new text follows:

### Parking Management

The State Transportation Planning Rule (TPR) requires that the Regional Transportation Plan (RTP) include methods to reduce non-residential parking spaces per capita by 10 percent over the next 20 years (by 2015). The requirement is one aspect of the rule's overall objective to reduce per-capita vehicle miles traveled (VMT), promote alternative modes and encourage pedestrian and bicycle friendly development.

The mode of travel is directly influenced by the convenience and cost of parking. As auto parking in densely developed areas becomes less convenient and more costly, alternative modes of travel (e.g., transit, bicycle, walk and telecommute) become relatively more attractive. In addition, as alternative modes of travel are used more for work and non-work trips, the demand for scarce parking decreases. The reduction in demand will allow the region to develop more compactly and provide the opportunity for redevelopment of existing parking into other important and higher end uses.

The regional parking management program is designed to be complementary to the Transportation Demand Management (TDM) element of the RTP, meet the 10 percent reduction in parking spaces per capita required by the Transportation Planning Rule (TPR), assist with implementation of the Department of Environmental Quality's voluntary parking ratio program contained in the region's Ozone Maintenance Plan, and support the implementation of the "Interim Parking" measures adopted in the Regional Framework Plan.

### Regional Parking Goals and Objectives

Goal 1 - Reduce the demand for parking by increasing the use of alternative modes for accessing the central city, regional centers, town centers, mainstreets and employment areas.

1. Objective: Encourage the designation of preferential parking stalls for carpool, vanpool, motorcycle and moped parking at major retail centers, institutions and employment centers.
2. Objective: Consider the redesignation of existing parking as park-n-ride spaces.
3. Objective: Consider the use of timed parking zones.

**Goal 2 - Reduce the number of off-street parking spaces per capita.**

1. Objective: Promote the use and development of shared parking spaces for commercial and retail land uses.
2. Objective: Require no more parking in designated land uses than the minimum as shown in the Regional Parking Standards Table shown in Title 2 of the Urban Growth Management Functional Plan
3. Objective: Establish parking maximums at ratios no greater than those listed in the Urban Growth Management Functional Plan parking standards table under Zone A (Appendix 1)

*(note: Parking spaces are subject to the regional parking maximums. Parking spaces in structures may apply for limited increases in this ratio, not exceeding 20%. Parking for vehicles that are for sale, lease, or rent are exempt from the standard). The criteria for zone A is defined as:*

- within 1/4 mile of bus stops with 20 minute or less headways in the A.M. and P.M. peak hours with existing service or an adopted Tri-Met 5-year service plan; or
- within 1/2 mile of light rail stations; or
- within a 2040 Growth Concept design type (except neighborhoods).

*(Distances are calculated along public rights-of-way and discounted for steep slopes. It is recommended that cities or counties also include within Zone A non-residential areas with a good pedestrian environment within a 10-minute walk of residential areas with street and sidewalk designs and residential densities which can be shown to have significant non-auto mode choices. Zone B is the rest of the region)*

5. Objective: Establish parking maximums (see notation in Objective 2) at ratios no greater than those listed in the Regional Parking Standards Table under Zone B for areas outside of Zone A.

**Goal 3 - Provide regional support for implementation of the voluntary parking provisions of the Portland region's Ozone Maintenance Plan.**

1. Objective: Allow property owners who elect to use the minimum parking ratios shown in the Regional Parking Standards Table as maximum ratios to be exempted from the Employee Commute Options (ECO) program.
2. Objective: Provide priority DEQ permit processing to land owners who elect to use the minimum parking ratios as maximum ratios.



## **Glossary:**

1. Add definitions for the terms "transit" and "public transportation" as follows:

**Public Transportation** - includes both publicly and privately funded transportation serving the general public, including urban fixed route bus and rail service, inter-city passenger bus and rail service, dial-a-ride and demand responsive services, client transport services and commuter/rideshare programs. For the purposes of the RTP, school buses and taxi subsidy programs are not included in this definition.

**Transit** - for the purposes of the RTP, this term refers to publicly-funded and managed transportation services and programs within the urban area, including light rail, regional rapid bus, frequent bus, primary bus, secondary bus, mini-bus, paratransit and park-and-ride.

## RTP Chapter 1 Adoption Schedule

### April

- 16 Citizens Advisory Committee considers final policy recommendation; Public testimony received at meeting, 5 p.m., Metro Council Annex, 600 NE Grand Ave., Portland, OR 97232
- 19 CAC final recommendation released to public  
**Comment Period Begins**

### May

- 8 MPAC RTP discussion
- 9 JPACT RTP overview
- 17 Comment period on final recommendation ends (Comments received through May 17 will be compiled and submitted to the Metro Council for their consideration prior to the May 23 hearing.)
- 23 **Metro Council Public Hearing, 6 p.m., Metro Council Chamber, Public testimony received**
- 24 special TPAC (tentative)
- 29 MPAC/JPACT workshop on Chapter 1
- 31 TPAC considers final adoption of Chapter 1

### June

- 12 MPAC considers final adoption of Chapter 1
- 13 JPACT considers final adoption of Chapter 1
- 20 Metro Council considers final adoption of Chapter 1



METRO

DATE: May 23, 1996  
TO: Metro Councilors  
FROM: Charlie Ciecko *Charlie*  
Jim Desmond *Jim*  
SUBJECT: Correspondence received as testimony on Clear Creek

Attached are five letters regarding Clear Creek we received this week from people who will not be available to testify at the Council meeting this evening. These are the only letters we have received on Clear Creek, and all four of them are positive, supporting Metro's acquisition of open spaces in that regional target area.

The letters attached include:

- Walter and Edith Kall, willing-seller landowners on Clear Creek
- Howard DeLano, landowner adjacent to Metro's Clear Creek property who is open to a conservation easement and strongly favors protecting the canyon corridor from development
- Jay Massey and Holly Michael, Biologists, and Tom Murtagh, Basin Planner, Oregon Department of Fish and Wildlife, recognizing Clear Creek as providing highly valued fish spawning and wildlife habitat
- Jim Myron, Conservation Director, Oregon Trout representing the group's 4000 members, emphasizing the critical habitat values of the area
- Esther Lev, environmental consultant and wildlife ecologist

These parties have asked that you accept these letters in lieu of personal testimony for tonight's meeting.

MAY 17, 1996

MAY 20 1996

JIM DESMOND  
MANAGER, OPEN SPACES PROGRAM

RE: CLEAR CREEK CANYON

AS LANDOWNERS IN THE LOWER BASIN AREA OF THE CLEAR CREEK CANYON, WE WOULD LIKE TO PROVIDE SOME INPUT PRIOR TO THE METRO COUNCIL MEETING ON MAY 23, 1996:

WE OWN A 16.88 ACRE PARCEL, WITH APPROXIMATELY 2100 FEET ON CLEAR CREEK, THAT IS FOR SALE AT THIS TIME. THE ZONING OF THIS PARCEL IS RRFF5 AND INTERESTED PARTIES INTEND TO REMOVE THE CURRENT FOREST DEFERRAL AND DEVELOP IT AS HOME SITES. WE HAD A PREVIOUS EXPERIENCE WITH A BUYER AND THEIR INTENTION WAS TO CLEAR CUT THE TIMBER ON THE PROPERTY.

WE HAVE LIVED IN THE CLEAR CREEK AREA AND OWNED THIS PARCEL SINCE 1949. WE HAVE USED IT OVER THE YEARS FOR OUR FAMILY RECREATION AND AS WELL HAVE MADE IT AVAILABLE TO PEOPLE IN THE AREA FOR THEIR RECREATIONAL USE. WE FEEL THE BEST USE OF THE PROPERTY WOULD BE TO MAINTAIN IT IN ITS CURRENT NATURAL STATE AND TO PROTECT THE STREAM AS A FISHERY.

THE PROPERTY OWNERS ACROSS CLEAR CREEK ARE JAY AND KAREN WALDRON. THE WALDRONS MOST LIKELY WOULD OPPOSE PUBLIC OWNERSHIP OF THIS PARCEL, BUT IN MY OPINION, PUBLIC OWNERSHIP WOULD BE A BENEFIT TO THE LAND AND THE WATERSHED. THE WALDRONS MAIN INTEREST IS TO PRESERVE THE TRANQUILLITY OF THEIR HOME SITE AND THEIR OPINIONS ARE NOT SHARED BY THE MAJORITY OF THE LANDOWNERS IN THE AREA. THEY JUST HAPPEN TO BE THE MOST VOCAL.

OUR REALTOR, COOKIE HAYASHI, HAS SPOKEN WITH SEVERAL PEOPLE AT METRO IN REGARD TO OUR PROPERTY, MOST RECENTLY SHE SPOKE WITH JOEL MORTON. WE ARE UNDER THE IMPRESSION THAT YOU ARE AWARE OF OUR LAND AND HAVE CONSIDERED IT IN YOUR ACQUISITION PROCESS.

WE ARE WILLING SELLERS AND WOULD WELCOME THE ADDITION OF OUR  
LAND TO THE OPEN SPACE PROGRAM.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT US AT 635-2384 OR OUR  
REALTOR, COOKIE HAYASHI, AT 653-0607, EXT 209.

SINCERELY,

*Walter Kall*  
*Edith Kall*

WALTER KALL

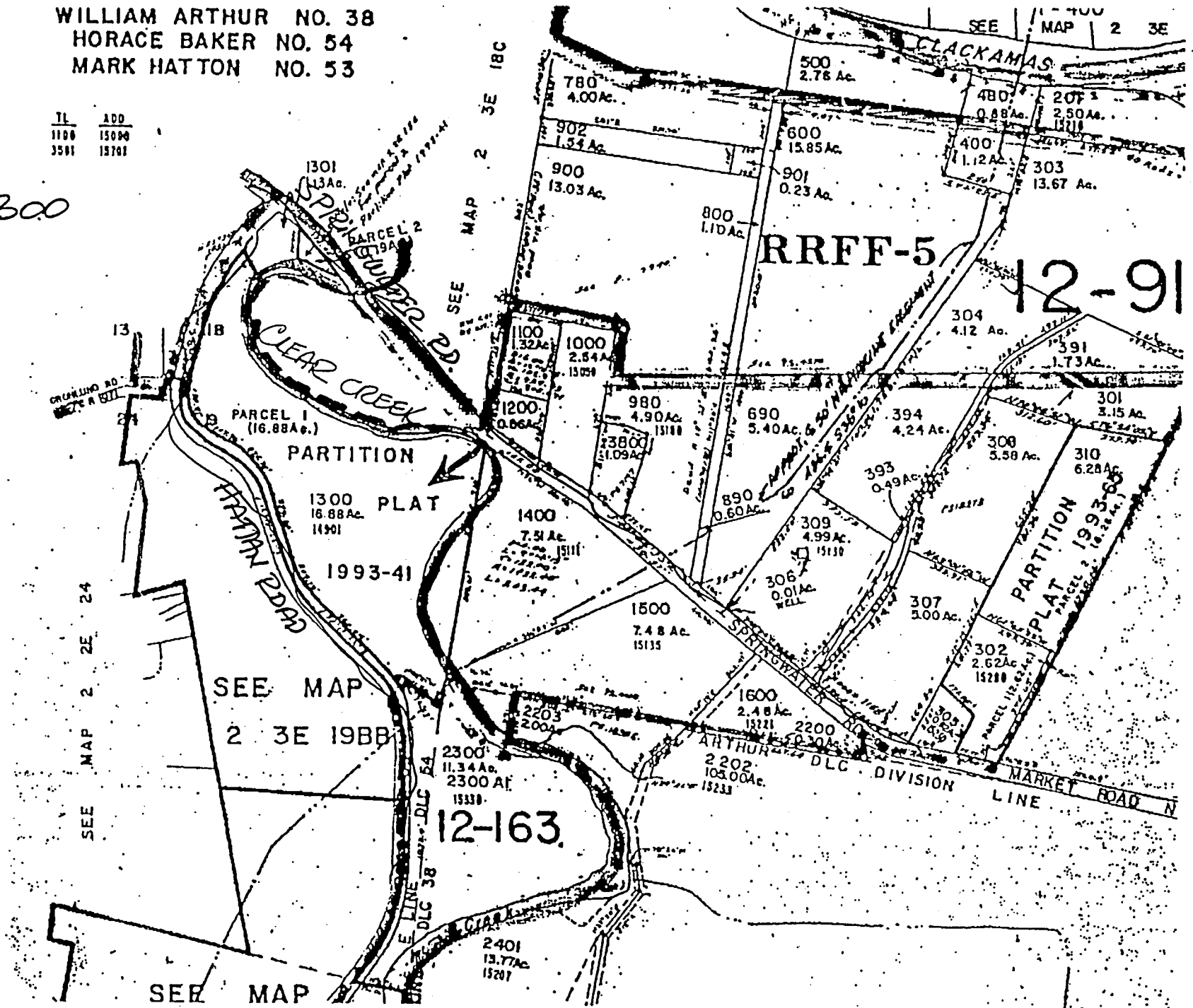
EDITH KALL

MR. & MRS. WALTER KALL  
16903 SW ALLEN ROAD  
LAKE OSWEGO, OREGON 97035

WILLIAM ARTHUR NO. 38  
 HORACE BAKER NO. 54  
 MARK HATTON NO. 53

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R23E19 1300



MAY 16 1996

## DeLano Farms

Howard DeLano  
17572 So. Hattan Road • Oregon City, Oregon 97045  
Phone: (503) 631-2315

May 15, 1996

Jim Desmond  
Manager, Open Spaces Program  
Regional Parks and Greenspaces Department  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

Ref: Clear Creek Canyon

I request that the following statement be made a part of the recorded and public testimony of the meeting scheduled for May 23, 1996 at the METRO Regional Center.

My name is Howard DeLano my address is 17572 S. Hattan Rd, Oregon City, OR. I own 155 acres south and west of the proposed Clear Creek refinement target area and adjoining the former Clear Creek Ranch on the south. I moved to this land in November of 1917 nearly eighty years ago. I and my family operate a farm raising registered Hereford and Gelbvieh cattle owning approximately 200 head. Along with the cattle we raise and train Lipizzan horses. We are strongly in favor of protecting the Clear Creek Canyon Corridor itself from development. The topography of the area and Clear Creek's propensity for flooding make it vulnerable to overuse by the public. There should be no roads, buildings, or permanent camping facilities adjoining or close to Clear Creek. At the present time there are many kinds of wildlife along the creek such as beaver, raccoons, mountain beaver, coyotes, deer, grouse, pheasants, quail, squirrels, weasels, ducks, geese and a variety of songbirds also elk on occasion.

Our concern in addition to the protection of wildlife, natural vegetation, and the soils is the preservation of the present agricultural activity. We cannot operate our farm if our livestock are disturbed by people and particularly by their dogs. So few of the public have respect for private property adjoining a park. Gates are left open and fences are broken down. The proposed area which includes DeLano Creek, a tributary of Clear Creek, divides our property. This could create a problem. As long as our land is zoned for agricultural use we must continue to use it for agriculture and forestry purposes in order to pay our taxes and other expenses and remain living on our land.

At the present time I am not a willing seller of my property but I would be in favor of working out a conservation easement that would protect the canyon corridor itself, retaining it as a primitive and scenic area and in turn will allow us to continue to use the upper area for livestock, agriculture, and forestry.

I have enclosed a map showing the location and boundaries of my property. I lease the Lucas property which adjoins my property on the north and which includes a part of Clear Creek Canyon.

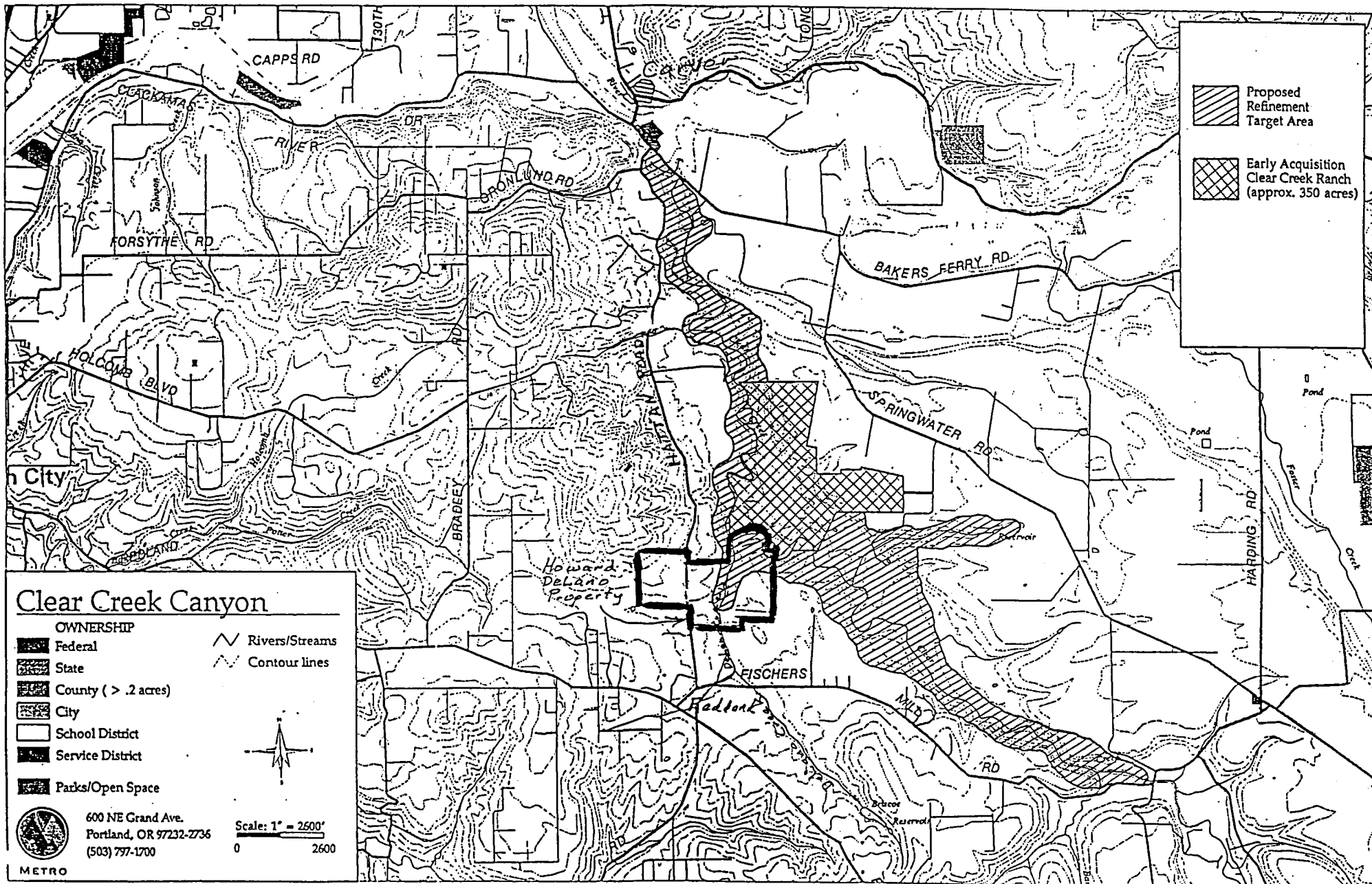
I would also like to request a role in planning for the future of the Clear Creek Corridor.

Sincerely,



Howard R. DeLano

cc. Mike Burton, Metro Executive Officer  
Patricia McCaig, Metro Councilor  
Ruth McFarland, Metro Councilor  
Charles Cieccko, Director, Metro Regional Parks and Greenspaces Department  
Jim Morgan, Regional Planner



# Clear Creek Canyon

**OWNERSHIP**

- Federal
- State
- County (> .2 acres)
- City
- School District
- Service District
- Parks/Open Space

Rivers/Streams

Contour lines

600 NE Grand Ave.  
Portland, OR 97232-2736  
(503) 797-1700

Scale: 1" = 2600'

0 2600

**METRO**

- Proposed Refinement Target Area
- Early Acquisition Clear Creek Ranch (approx. 350 acres)



# Oregon

May 21, 1996

Metro Council  
John Kvistad  
Presiding Officer  
600 NE Grand Avenue  
Portland, OR 97232



DEPARTMENT OF  
FISH AND  
WILDLIFE

Columbia Region

Dear John Kvistad:

We would like to take this opportunity to offer our support of Metro's acquisition of land within the Clear Creek subbasin. The Oregon Department of Fish and Wildlife recognizes Clear Creek as an important tributary stream to the lower Clackamas River basin as it provides highly valued spawning and rearing habitat for winter steelhead, coho, and both resident and anadromous cutthroat trout. In good flow years the lower reach of this stream may also be used by fall chinook. Flows from Clear Creek also provide significant water for fish migrating or spawning in the mainstem Clackamas River. In addition, elk and blacktail deer use the land surrounding the creek to forage, and as a migratory corridor between the Clackamas River and the foothills of the Cascade Range. The Clear Creek subbasin also provides habitat for many other non-game animals as well.

For these reasons the Department supports acquisition of land within the Clear Creek subbasin, and in other high priority urban or outlying areas as well where fish and wildlife will benefit. The Department believes that habitat protection, both aquatic and terrestrial, is essential to sustaining fish and wildlife resources over the long term. Healthy fish and wildlife populations also enhance livability for folks within the region. Please feel free to contact me any time for additional support (657-2000 - x231). Thank you.

Sincerely,

Handwritten signature of Jay Massey in cursive.

Handwritten signature of Tom Murtagh in cursive.  
Jay Massey (District Fish Biologist)  
Holly Michael (Urban Habitat Biologist)  
Tom Murtagh (Basin Planner)



17330 SE Evelyn Street  
Clackamas, OR 97015-9514  
(503) 657-2000  
FAX (503) 657-2050



## O R E G O N T R O U T

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May 21, 1996

TO: Metro Council  
FM: Jim Myron, Conservation Director  
RE: Clear Creek Canyon Acquisitions

The Clear Creek watershed provides critically needed habitat for native anadromous salmonids in addition to resident trout. The Clear Creek canyon, given its close proximity to the Portland metropolitan area, must be preserved and protected if Oregon is to maintain its diverse economy and quality of life for future generations.

Given the past development threats to this unique resource, Oregon Trout and its 4,000 members support Metro's efforts to acquire land within the canyon. The foresight in protecting this area will be acknowledged by those who come after us.

When the Greenspaces bond measure passed, the public provided ample direction to Metro to protect areas like the Clear Creek canyon. Following through with the purchase of critical wildlife habitat such as that along Clear Creek will fulfill the covenant with the voters that was established when the bond measure passed.





May 21, 1996

To Presiding Officer Kvistad and Metro Councilors;

I am writing this letter in support of the Clear Creek Greenspace Acquisition. I am a wildlife ecologist by training and have spent much of the past ten years inventorying greenspaces and natural areas around the region for local jurisdictions and the Regional Parks and Greenspaces Program. Clear Creek rates as one of the highest quality watersheds in the region. Although, one of the higher quality natural areas in the region, Clear Creek Ranch has also been impacted by adjacent landuses, increasing erosion and sedimentation into the creek and the establishment of non-native problem plants. Metro acquisition of the property will allow for restoration efforts that can help curb erosion and sedimentation and the further establishment of exotic plant species.

Citizens of the Clear Creek watershed have worked hard to protect Clear Creek from numerous development proposals that would have negatively impacted the habitat quality of the resource. Metro's purchase of the property will assure protection of this valuable regional resource, and allow for citizens of Clear Creek watershed and other supporters of Clear Creek to work in partnership with Metro to restore and enhance this important resource.

Thank you for your support in protecting an important regional greenspace, as well as rewarding the past hard work and efforts of citizens of Clear Creek to protect the ranch from development.

*Esther Lev*  
Esther Lev

*Esther Lev*  
9 SE 33rd  
Portland, Oregon  
97214  
3239-4065

*Environmental  
Consulting*



Testimony of Keith Bartholomew  
on Behalf of 1000 Friends of Oregon  
May 23, 1996

Thank you for this opportunity to comment on what will probably be the most important planning document produced by this region in many years. I am speaking to you on behalf of 1000 Friends of Oregon, a founding member of the Coalition for a Livable Future.

1000 Friends is genuinely pleased with the draft RTP policy document that you have before you today. It represents some of the best thinking in this region on land use and transportation, and the staff and advisory committees that have produced it should be rightfully proud of their work. The comments that I will provide to you suggest ways that we feel will make the product an even better one. With the exception of several fundamental improvements that we list below, our comments could best be described as ways of "tweaking the margins" to help refine what is already an outstanding document.

**Page 1-9, System Goal 3 - Protect the Region's Livability:**

We agree that transportation projects and programs need to enhance livability, but livability should be defined to include the livability of the areas surrounding transportation improvements, as well as the livability of the region as a whole. Construction of I-5 through north/northeast Portland enhanced the livability of many people in the region, while destroying the livability of large portions of those neighborhoods. Hence, we suggest that the two objectives under this goal be rewritten:

- "1. Objective: ~~Enhance livability w~~With all regional transportation projects and programs, enhance the livability of the region and the areas that surround such projects and programs.
- "2. Objective: Give priority to transportation projects and programs that best enhance regional and local livability."

**Pages 1-14, 1-15, Design Concept for Streets:**

The introduction to the design concept for Streets states that they are "designed with amenities that promote pedestrian and transit travel." The first sentences under both the Regional Streets and Community Streets sections, however, state that they are designed to carry (significant) vehicle traffic "while providing for transit, bicycle

and pedestrian travel." "Providing for" is a far cry from "promoting." The objective should be to promote alternative modes, and the language should be consistent throughout the section. We recommend that the first sentences under Regional Streets and Community Streets be amended as follows:

"Regional Streets are designed to carry significant vehicle traffic while also ~~providing for~~ promoting transit, bicycle and pedestrian travel."

"Community Streets are designed to carry vehicle traffic while ~~providing for~~ promoting transit, bicycle and pedestrian travel."

**Page 1-16, Rural Roads:**

In recent years, several rural areas surrounding our region have been experiencing the problem of infiltrating urban through traffic. Rather than traverse roads within the urban growth boundary, drivers travelling from one part of the region to another are increasingly choosing rural roads outside the boundary. As volumes increase, this high speed traffic is causing significant problems for the safety and viability of agricultural operations, and is leading to additional pressure to develop lands outside the UGB with non-rural development. The increase in volume is also leading to proposals to expand rural roads immediately adjacent to the UGB to urban standards, thereby further increasing traffic volumes and leading to even further deterioration of the rural character of these areas. For this reason, we recommend that the discussion of rural roads on page 1-16 include the following:

"Because rural roads are intended to carry rural traffic, they should be designed to discourage through intra-urban traffic travelling from one part of the urban area to another."

**Page 1-17, Local Street Design:**

We believe that where appropriate skinny streets should be required, not just allowed. There is a significant public interest in reducing street widths for safety, land use efficiency, and water quality purposes, and Metro should insist on it.

Also, in those few places where cul-de-sacs are allowable, direct through pedestrian and bicycle connections should be required. This is suggested in the textual description of Local Street Design on page 1-16, but is not reflected in the relevant bulleted item on page 1-17.

For these reasons, we suggest the following amendments on page 1-17:

- " Where appropriate, local design codes should allow require narrow street designs to conserve land, calm traffic or promote connectivity; and
- " Closed street systems and cul-de-sac designs should be limited to situations where topography or development patterns prevent full street extensions, and in all cases should provide for direct through routes for pedestrians and bicycles."

**Page 1-19, Arterial Signal Coordination:**

As part of the first objective under Transportation System Management (TSM), the draft plan states that signal coordination on arterials should be set to minimize stop-and-go travel. While this approach has many benefits, it can lead to some unfortunate results if not implemented correctly. For example, signal timing to minimize traffic stops could work against pedestrians and bicyclists who are trying to cross the street. For that reason, we suggest the language be amended:

"Arterial Signal Coordination (such as comprehensive adjustments of signal timing to minimize stop-and-go travel, consistent with adjacent land use and the needs of non-automobile modes, and which coordinates with freeway and interchange operations."

**Page 1-21, Motor Vehicle System Goals and Objectives:**

The objectives under Goal 1 for the motor vehicle system emphasize the need to maintain appropriate levels of mobility on principal arterials, and on other parts of the system during both peak and non-peak periods. Although the word "appropriate" is not defined, we feel that it is important to recognize objectives that counter-balance this call for more mobility. In other words, increased mobility is not the only objective for the region; many other objectives exist against which mobility must be balanced. For example, by increasing auto mobility into regional centers, the region could be working against objectives seeking to increase the use of transit, bicycling, and pedestrian travel. For this reason, we recommend the following changes:

- "1. Objective: Maintain a system of principal arterials for long distance, high speed, interstate, inter-region and intra-region travel, consistent with alternative mode objectives of surrounding land use types.

- "2. Objective: Maintain an appropriate level of mobility on the motor vehicle system during periods of peak demand, consistent with alternative mode objectives of surrounding land use types.
- "3. Objective: Maintain an appropriate level of mobility on the motor vehicle system during off-peak period of demand, consistent with alternative mode objectives of surrounding land use types."

**Pages 1-27, 1-29, Regional Public Transportation System Goals and Objectives:**

The transit goals and objectives contain many excellent provisions. However, no where is there a goal indicating a desire to increase transit patronage over current levels. We believe there is nearly universal consensus that such increases occur, and we urge that the RTP reflect that consensus. We suggest the following:

- "Goal 1 - Develop a public transportation system that serves 2040 Growth Concept primary land use components (central city, regional centers, industrial areas, intermodal facilities) with an appropriate level, quality and range of public transportation necessary to substantially increase transit ridership available."

Also missing from the transit section is mention of the need to continue making transit less polluting to the regional airshed and to surrounding noise levels. It is widely held that transit is noisy and smokey, and, hence, something unpleasant to be around. To realize regional transit ridership expectations, it is necessary to replace those images with more friendly ones. Consequently, we recommend amending Goal 5 of the transit section as follows:

- "Goal 5 - Continue efforts to maintain public transportation as the safest and most environmentally friendly forms of motorized transportation in the region.

"\* \* \* \* \*

- "4. Objective: Reduce the amount of air pollutants and noise generated by public transportation vehicles."

Testimony of Keith Bartholomew

May 23, 1996

Page 5

**Page 1-31, Regional Freight System Goals and Objectives:**

Goal 3 of the section on the regional freight system is to "[p]rotect public and private investments in the freight network." It has been our observation that roadway expansion projects are frequently promoted on the grounds that they will improve the movement of freight. After the improvement is made, however, it is almost immediately clogged with single person car traffic, thereby voiding whatever freight benefit was anticipated. We believe that there are situations where investments in the freight system need to be protected from such outcomes by dedicating them to the exclusive use of freight vehicles. In some cases this might involve "freight only" freeway lanes. More likely, however, would be to provide preferential treatment for freight at particular congestion "choke points" that would allow freight to move more freely through intersections that are frequently clogged with car traffic. This would be similar to preferential treatments that Tri-Met buses now receive in certain locations. In the long run, this type of freight dedication could save scarce resources by avoiding the need to re-solve a freight traffic problem. For these reasons, we suggest the addition of another bullet under Goal 3, Objective 4:

" Where appropriate, consider improvements that are dedicated to freight travel only."



# BOGLE & GATES P.L.L.C.

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May 23, 1996

Councilor John Kvistad, Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2734

Re: Proposed Regional Transportation Plan Update, Chapter 1

Dear Mr. Presiding Officer and Council Members

This letter is written on behalf of the business coalition known as the Retail Task Force (RTF). The RTF participated in the regional discussion conducted by Metro in 1994 regarding regional guidelines for the implementation of the Transportation Planning Rule. RTF participants include retail, industrial, office and residential developers, users, brokers and their related trade and industry associations. Please make this letter a part of the record of public testimony at this evening's council hearing on the above-referenced matter.

The RTF appreciates the work of staff and the CAC in developing its policy recommendations. Since our involvement to date has been relatively limited, we will limit our comments to the following, select issues:

- Regional Bicycle System/Pedestrian Program. The opportunity to create a pedestrian environment often appears to conflict with the goal of providing a continuous network of bikeways. Specifically, many local government street design standards require dedicated bikeways along one or both sides of minor arterials, collectors and local streets. The required bike lanes either necessitate street widening or the elimination of on-street parking, which are inconsistent in many locations with the need to preserve on-street parking or maintain narrow streets to foster a safe, convenient and pleasant pedestrian environment. To the extent that this potential conflict has not been adequately addressed in the proposed goals and policies, the RTF would appreciate your further attention to that issue.

Councilor John Kvistad, Presiding Officer

May 23, 1996

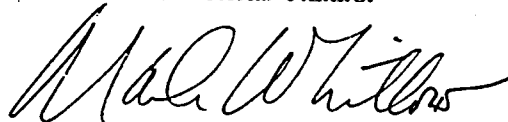
Page 2

- Demand Management/Parking Management Programs. To the extent that policy is being adopted based upon TPR VMT per capita and parking per capita reduction targets, please be reminded that LCD will later this year, pursuant to OAR 660-12-035(7) [copy attached]), evaluate the continued utilization of VMTs as a standard in achieving reduced reliance on the automobile and the TPR's requirements for a reduction in the number of parking spaces per capita. Related policy adoption should be weighed accordingly.

Thank you for the opportunity to provide comments on the proposed RTP update.

Very truly yours,

BOGLE & GATES P.L.L.C.



Mark D. Whitlow

MDW/rln

Encl.

cc: Mike Burton, Metro Executive Officer  
John Fregonese, Metro Growth Management Services Director  
Larry Shaw, Esq.  
RTF Participants

[49\CL\RTF\METRO\KVISTA-L.523]

**BOGLE & GATES** P.L.L.C.



# Willamette Pedestrian Coalition

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greater Portland  
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May 23, 1996

Presiding Officer Kvistad and Members of Metro Council  
600 N.E. Grand Ave.  
Portland, OR 97232

Dear Council Members:

The Willamette Pedestrian Coalition is pleased to see the direction the Citizen Advisory Committee has taken in the Recommendations for Chapter 1 of the Regional Transportation Policy. This document acknowledges the need to plan not only for auto traffic, but to encourage a variety of transportation modes, including walking, bicycling, and transit use.

The WPC feels, though, that the Regional Transportation Policy should go even further in promoting non-auto travel, and in building the type of communities that will make this possible, and preserve and enhance the livability of the region. We support the Vision and Goals of the "People's Transportation Plan" put forth by the Coalition for a Livable Future, whose testimony you will hear tonight. The Plan expresses many of our thoughts on the direction we would like to see the RTP proceed in. In addition, we would like to comment on some of the goals and objectives laid out in the RTP., as follows:

## Systemwide Goals and Objectives (page 1-8 *et seq.*)

One of the Systemwide Goals should be the reduction of Vehicle Miles Traveled (VMT) per capita, as required by the state Transportation Planning Rule. Relegating this to a Goal under the TDM Program on page 1-36 does not acknowledge the tremendous effort, and complete shift in transportation planning in the region that will be necessary to achieve the goals of the TPR.

Alternatively, such a Goal could be stated as "Reduce reliance on the single-occupant automobile as the principle transportation mode". Merely calling for "access by multiple mode" does not indicate the intention to encourage one mode over another. (System Goal 1, Objectives 1,2, and 3).

## System Goal 2- Objective 3.

We are pleased to see a mention of the full range of costs and benefits of funding decisions, and would amend this Objective to include: "...including full lifecycle costs and community and environmental impacts."

We also support the rest of the changes suggested to the Systemwide Goals and Objectives suggested by the Coalition for a Livable Future.

### **Regional Street Design Concepts**

The WPC is supportive of many of these Design Concepts, especially the Boulevards. The inclusion of pedestrian facilities, and in many cases buffering from the travel lanes, is welcomed.

#### Boulevards

We are pleased to see the Boulevard designs included. These designs should be used for the majority of the Major Arterials and Minor Arterials in the region. This type of facility will go a long way toward shifting travel to other modes in the Central City, Regional Centers, Town Centers, and other parts of the region. We would hope that local jurisdictions are encouraged to include trees in these designs, perhaps 75 to 100 feet tall, that will give an appropriate scale to the whole street, and truly create a "boulevard" feel.

#### Overall Street Width

We are concerned, however, about the apparent willingness to continue adding vehicle travel and turning lanes to the street cross-sections. "Highways", "Regional Boulevards", "Regional Streets" and "Urban and Rural Roads" are all described as having four lanes, with additional lanes "in some situations". A street with more than four lanes will very likely be an unfriendly place for pedestrians. While there are examples of grand boulevards in the world that do function well for pedestrians with six lanes, they are very few. It is very difficult to maintain a pedestrian sense of scale with such a wide roadway.

The WPC encourages the addition of more specific limits on the number of lanes in many of these street sections and descriptions. In addition, we are concerned about the proliferation of left- and right-turn lanes, and especially "Two-way Left Turn Lanes".

It would seem from these descriptions that many of our older streets, in the parts of the region that have the highest mode split for pedestrian travel, will not be allowed to be built in any new construction. The 36 foot wide roadways on SE Division Street or NW 23rd Street, with no left turn or right turn lanes, are among the easier streets to cross, given their traffic volume, in large part because of the width. The narrow right-of-way width allows a sense of enclosure to be created by the surrounding buildings and trees. While the WPC agrees that such streets in the future should be designed to accommodate bicycle lanes, the addition of a center left turn lane is an unwarranted waste of valuable space in the right-of-way, promoted primarily in the interest of increasing auto capacity, and perhaps in reducing rear-end collisions caused by inattentive and negligent drivers.

Two-way left turn lanes are not a positive feature for pedestrians. While it seems to be thought that they can also serve as a refuge for pedestrians, they are unsafe, as pedestrians waiting there to cross are often ignored by passing drivers, and the pedestrian is then vulnerable to movements of drivers attempting a left turn, or illegally using the center lane as an acceleration lane when

entering traffic. If medians are used to provide pedestrian refuges, they should be present at all unsignalized intersections, where they can do the most good. To eliminate the median at intersections to allow for a left-turn pocket makes the medians useless to pedestrians unless they jay-walk mid-block.

### Sidewalk Buffering

We are pleased to see sidewalk buffering included on many of the street design concepts. It is puzzling, though, to see that on some streets with the highest speeds, including "Highways" and "Urban Roads", buffering is "optional". These are the streets that are most inhospitable to pedestrians, given the lack of other pedestrian amenities. Yet these are often crucial links between pedestrian destinations. While the concept seems to be to discourage pedestrians on these streets, they are an important part of the Pedestrian System, and they are precisely the streets in most need of buffering.

At the very least, some form of buffering should be required on these streets. The most effective form is landscaping and large trees between the roadway and the sidewalk. Pedestrians must feel that they are not in danger from speeding cars on these high speed roadways for the sidewalk to be a functional facility.

### Building Orientation

We are disturbed to see that the street descriptions include an element that describes whether the buildings are oriented to the street or not. On many street types (Highway, Roads, and some Streets), it is assumed that buildings will not face the street. Yet the intent and much of the language of the state Transportation Planning Rule is to require such building orientation along all transit routes which front commercial property. In addition, many local jurisdictions currently require or are considering requiring such orientation, even on Highways. The RTP should not assume that current patterns will or should continue to exist.

### Streets serving Industrial Areas and Employment Areas

A fault of the RUGGOs is that these areas are not designated to be served well by any other modes than the auto or truck. The street descriptions continue this misdirection. While certainly much travel is for trips other than the work commute, the commute is still a sizable percentage of all trips. It seems that the assumption is that no one will walk, bicycle, or take transit to jobs in these areas. Yet, much job growth is in these areas.

The Urban Roads description should acknowledge that these job bases should be better served by transit, bicycling and walking facilities. Buffering should be included along sidewalks, and protected street crossings, with medians, should be provided at all bus stops, and entrances to larger employment generators.

### **Regional Street System Management**

We note that the Motor Vehicle System Goals (Page 1-21) include objectives to "Maintain an

appropriate level of mobility" during peak, and during off-peak periods; in other words, all the time. Yet the Pedestrian Program Goals do not include any objectives that would insure an "appropriate level of mobility" for pedestrians at any time of day. Thus it is perfectly acceptable to force pedestrians to wait minutes at a time to cross the street, in order that "mobility" is maintained for motor vehicles. This type of thinking is clearly not "multi-modal", but more of the same bias often found in Traffic Management bureaus.

We recommend that Objective 2 under Goal 1 of Motor Vehicle System Goals be modified to read:

"Maintain an appropriate level of mobility on the motor vehicle system during periods of peak demand, taking into account the levels of mobility required for other modes, including Public Transit, Freight, Bicycles, and Pedestrians." Similar language should be added to Objective 3.

#### Pedestrian Program or Pedestrian System

We believe that the RTP should describe a Pedestrian System, just as it describes a Motor Vehicle System, and a Bicycle System. The pedestrian network is indeed a system, not just a Program to be applied in selected places.

The Regional Pedestrian "Program" Goals and Objectives are laudible. We support goals 1, 2 and 3. We agree with the recognition in Goal 1 that "changes in land use patterns, designs and densities" are an important component in achieving these goals. We support making the pedestrian environment throughout the region (not just in the areas listed) "safe, convenient, attractive and accessible for all users." We hope that the appropriate level of funding will be forthcoming to complete these goals in a timely manner.

We take exception to the way in which Goal 4 is presented.. Why is it incumbent on the Pedestrian "Program" (and the Bicycle System) to "encourage motorists, bicyclists and pedestrians to share the roadway safely"? By far the greatest risk to any person on the road is that posed by the driver of a motor vehicle. This Goal should be moved to Motor Vehicle System, as it is the education of motorists that will have the greatest impact, not only on pedestrian fatalities and injuries, but on making pedestrians feel they can safely step out to cross the road.

#### **Support for Direction of Plan**

The Willamette Pedestrian Coalition wishes to reiterate its support for the direction the planning process is headed, and the many positive aspects noted in our testimony. The document shows an understanding of many of the elements necessary to encourage travel alternatives to the automobile, and can be a first step toward the creation of a more livable region.

Sincerely,



Douglas Klotz  
Policy Analyst

## COALITION FOR A LIVABLE FUTURE

May 23, 1996

Presiding Officer Kvistad and Members of the Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Citizen Advisory Committee Policy Recommendations for the Regional Transportation Plan, Final Draft 4/19/96

Dear Members of the Metro Council:

The Coalition for a Livable Future appreciates the opportunity to comment on the policy chapter of the RTP. A strong and supportive RTP is critical to the success of the Region 2040 Growth concept, and we are pleased with the policy direction of this draft. We have participated in some of the Citizen Advisory Committee meetings on the RTP and commend the Metro staff and advisory committees for their fruitful efforts.

The attached comments propose refinements that we believe will strengthen the plan's ability to achieve the Regional Urban Growth Goals and Objectives for Transportation and more broadly the Growth Concept.

Sincerely,



Loretta Pickerell, President  
Sensible Transportation Options for People  
for the Coalition for a Livable Future

Enclosures:

1. Comments on the Citizen Advisory Committee Policy Recommendations for the Regional Transportation Plan, Final Draft 4/19/96
2. Coalition for a Livable Future's People's Transportation Plan
3. Excerpt from "Project Selection Criteria: Setting Priorities" by Keith Bartholomew, 1000 Friends of Oregon

**COALITION FOR A LIVABLE FUTURE**  
Comments on  
Citizen Advisory Committee Policy Recommendations  
for the Regional Transportation Plan, Final Draft 4/19/96

**Pgs. 1-2 to 1-4, Guiding Principles:**

- **Principle 1, p. 1-2:**

“Provide complete information, timely public notice, full public access to key decisions and support broad-based early and continuing involvement of the public in all aspects of transportation planning and development.”

This change is to ensure the public is engaged as partners in defining needs and problems and in creating and implementing solutions -- not just receiving information and commenting on proposed decisions.
- **New Principle, insert after Principle 2:**

“Provide safe, convenient, and affordable transportation choices that provide access throughout the region without dependence on the auto.”

Providing safe, convenient, and affordable transportation choices is fundamental to achieving the transportation balance called for in the RUGGO’s and this draft policy document, and should be included as a **guiding principle** for the RTP. (See Transportation RUGGO 19.3). The region will not achieve the livability called for in the Growth Concept or the reduction in vehicle miles traveled required by Oregon’s Transportation Planning Rule unless we rectify the tremendous imbalance among transportation modes. Doing so requires the strongest possible guidance from the RTP.
- **Principles discussion – last full P, p. 1-2:**

“Important measures of livability include mobility and safe, convenient and affordable access to jobs, schools, services and recreation for all people, movement of goods, conservation of resources and the natural environment, and clean air. The RTP must address these needs by improving the transportation choices for how people have for traveling within the region without reliance on the auto, while seeking a balance between among accessibility, system cost, strategic timing and prioritization of improvements and environmental impacts.”
- **Accessibility and Mobility – 2nd P, p. 1-3:**

“Mobility improves when the transportation network is refined or expanded, when travel mode shifts to more efficient modes, or when travel demand is reduced, ~~to improve capacity,~~ thus allowing people and goods to move more quickly toward a particular destination.

The intent is to clarify that mobility is improved by using existing capacity more effectively as well as by expanding capacity.
- **System Cost – 1st sentence, last P, p. 1-3:**

“A cost-effective transportation systems will provide adequate levels of accessibility and mobility while minimizing the need for public investment total costs, including full lifecycle costs and costs to the community and the environment.”

This change recognizes that cost-effectiveness should reflect full costs, public and private. As written, a private toll road might require lower public investment, but still be less cost-effective than public transit, based on a full cost



analysis. The rest of the paragraph supports the broader, full costs concept recommended.

- **Environmental, Economic, And Social Impacts – last , p. 1-4:**

“The RTP measures economic and quality of life impacts of the proposed system by evaluating key indicators, such as job and retail service accessibility, economic benefits to the business community and transportation for the traditionally underserved, including low income and minority households and the disabled. Other key system indicators include reduction in VMT’s, travel times, mode splits, congestion, energy costs, protection of natural resources and air quality impacts.”

The Coalition understands that performance measures will be developed in the systems elements phase of the RTP. See also comment on mode splits below. The intent with this comment is to encourage measures that focus on the key changes needed to succeed with the Urban Growth Concept. In addition, congestion may be important to monitor, but may not be useful as a performance measure, since, as the draft notes, it may signal a healthy condition, a minor, short-term traffic build up, or a serious system problem.

**P. 1-8, Rural Reserves:**

- **2nd & 3rd sentences:**

“Roadways in these areas are intended to serve rural industry and needs, and urban travel on these routes is accommodated with designs that are sensitive to their basic rural function. Rural reserves will be protected . . . by limiting rural access to urban through-routes and discouraging urban-urban travel on rural routes.”

**P. 1-8, Neighboring Cities and Green Corridors:**

- **2nd-to-last sentence:**

“Growth of neighboring cities will ultimately affect through-travel ~~and could create a need for bypass routes.~~”

The draft should not suggest bypasses are needed to provide through-travel. The RTP should encourage and provide financial incentives for transit, high speed rail, and commuter rail; managing transportation demand; and improving design of thoroughways in communities as successful alternatives to new bypasses -- not promoting bypasses.

**Pgs. 1-9 to 1-10, Systemwide Goals and Objectives:**

- **Goal 1, new Objective 7:**

“Integrate the regional transportation system with transit services connecting the region to other areas in the state and beyond.”

- **Goal 2, Objective 3:**

“Consider a full range of costs and benefits in the allocation of transportation funds, including full lifecycle costs and community and environmental impacts.”

We also strongly urge Metro to update its cost effectiveness “formula” as part of the RTP policies.

- **Goal 2, new Objective 4:**

“Develop a hierarchy of transportation management actions to be required before the capacity of regional facilities for auto travel is expanded.”

The region must begin to look more carefully at alternatives to expanding auto capacity if we are to take seriously our commitments to increasing the mode split

for non-auto travel, reducing VMT's, conserving land and supporting a compact urban form, and conserving energy and other resources.

- **Goal 2, new Objective 5:**

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

The key to successful implementation of the RTP will be to use its goals and policies to select projects for funding. A number of approaches could be used effectively to set criteria. The excerpt from "Project Selection Criteria: Setting Priorities" by Keith Bartholomew, 1000 Friends of Oregon, is attached as one example. Unless well-defined project selection criteria are established and used, the RTP is unlikely to guide the change in funding patterns that will be necessary to achieve its goals -- particularly providing transportation choices, achieving a balance among transportation modes, and reducing vehicle miles traveled.

- **Goal 2, new Objective 6:**

"Link improvements in the regional transportation system with the development of supporting local transportation networks."

In too many cases, regional facilities perform poorly because local transportation networks lack the connectivity to support local transportation needs, leaving regional facilities to serve both local and regional travel.

- **Goal 2, new Objective 7:**

"Adopt transportation system performance measures that reflect the goals of this plan and use them to evaluate and improve transportation systems and projects."

Although Metro has stated an intent to develop performance measures, that policy direction should be required by the RTP.

- **Goal 2, new Objective 8:**

"Make transportation funding flexible and available to all transportation modes."

- **Goal 3, Objective 1:**

"~~Enhance livability w~~With all regional transportation projects and programs, enhance the livability of the region and the areas that surround such projects."

- **Goal 3, Objective 2:**

"Give priority to transportation projects and programs that best enhance regional and local livability."

Transportation projects should enhance the livability of their surrounding communities as well as the region.

Go to pg. 4

- **Goal 4, new Objective. 1:**  
“Evaluate land use, environmental, and public health impacts in all transportation projects and analyze alternative transportation investments and programs for major transportation projects.”
- **Goal 4, Objective. 2:**  
“Prevent and effectively mitigate unavoidable adverse ~~Minimize the environmental~~ impacts associated with transportation project construction, ~~and~~ operation and maintenance activities.”  
 These natural environment objectives (Goal 4, new objectives 1 and 2) are addressed in the RUGGO’s and are important policy statements for the RTP even though current local, state, and federal law may require them.
- **Goal 4, new Objective. 4:**  
“Promote and design transportation systems and facilities that use energy and other resources efficiently.”  
 This policy direction is emphasized in the RUGGO’s and should be emphasized as a systemwide goal in the RTP.
- **New Goal 6:**  
“Provide government leadership by example in promoting and using alternative modes, reducing travel demand, and conserving resources and the environment.”

**P. 1-11, Regional Street Design Goals and Objectives:**

- Street design standards and guidelines should be included in the RTP. Establishing regionwide road designations and tailoring transportation facilities to support surrounding land uses are major strengths of the draft. The street design standards and guidelines are necessary to ensure these concepts are implemented.
- The local street design connectivity principles, p. 1-16 and 1-17 of the draft, should be included in the street design standards and guidelines. The regional street system cannot function well without well-designed and functioning local street networks that provide connectivity, promote bicycling, walking and transit for local trips, and provide access to regional transportation.
- The street design standards and guidelines should address land and resource conservation and environmental protection along with function. The regional transportation network is a major land and energy consumer with significant impacts on the environment
- Revised Level of Service Standards should be included in the RTP. These standards should be revised so that motor vehicle mobility is not the primary determinant of how well our transportation system is functioning and does not limit flexibility in designing streets and land uses that promote livability, conserve resources, and support other goals of the Growth Concept. Where used, mobility should address all modes of travel.

### P. 1-14 and 1-15, Design Concepts for Streets

- **Regional Streets, first sentence:**

“Regional Streets are designed to carry significant vehicle traffic while also ~~providing for~~ promoting transit, bicycle and pedestrian travel.”

- **Community Streets, first sentence:**

“Community Streets are designed to carry vehicle traffic while ~~providing for~~ promoting transit, bicycle and pedestrian travel.”

The changes support the central goal of promoting alternative travel modes.

### P. 1-15, Urban Roads:

- **2nd sentence:**

“Urban Roads serve industrial areas . . . and employment centers ~~where building are rarely oriented toward the street.~~”

The deleted phrase adds little definition to urban roads and may be read as an assumption that current building orientation in these areas should and will continue into the future. The region needs to address appropriate land and transportation-conserving designs for these areas as well, including building orientation.

### P. 1-16, Rural Roads:

- **2nd sentence:**

“Rural Roads are designed to carry rural traffic while accommodating limited transit, bicycle and pedestrian travel. Urban-to-urban travel on rural roads is limited and discouraged, but in some a few cases existing rural roads already serve to connect urban traffic to throughways.” (existing text includes changes Metro staff accepted from Washington County)

- **4th sentence:**

“These facilities are designed to allow moderate motor vehicle speeds and usually consist of two to four motor vehicle lanes, with additional noncontinuous auxiliary lanes appropriate in some situations.”

An increase in urban traffic using rural roads for urban-to-urban travel in recent years is causing serious conflicts with rural uses of those roads and is adding pressure to develop lands outside of the UGB for residential and other non-rural uses. The increased volumes lead to “improved” designs and speeds, which further increase traffic volumes and the urban encroachment onto rural areas.

### P. 1-17, Local Street Design:

- **5th bullet:**

“~~Where appropriate, local~~ design codes should ~~allow~~ require narrow street designs to conserve land, calm traffic, or promote connectivity, with limited exceptions; and”

- **6th bullet:**

“Closed street systems and cul-de-sac designs should be limited to situations where topography or development patterns prevent full street extensions, and in all cases should provide for direct through routes for pedestrians and bicycles.”

**P. 1-18 to 1-19, Regional Street System Management:**

• **Traffic calming, 2nd sentence:**

“These “retrofit” techniques include . . . and are rarely appropriate for use have not been typically used on larger regional facilities.”

This change states the current situation without limiting future design options. In fact traffic calming techniques have been successfully used in other countries to move traffic through main streets of sizable towns, comparable to regional facilities.

• **Goal 1, objective 1, Arterial Signal Coordination:**

“Arterial Signal Coordination (such as comprehensive adjustments of signal timing to minimize stop-and-go travel, consistent with adjacent land use and the needs of non-auto modes, and which coordinates with freeway and interchange operations)”

Signal timing needs to function to support all modes of transportation.

**P. 1-21, Motor Vehicle Systems goals and Objectives:**

• **Goal 1:**

“1 Objective: Maintain a system of principal arterials for long distance, high speed, interstate, inter-region and intra-region travel, consistent with alternative mode objectives of surrounding land use types.”

“2 Objective: Maintain an appropriate level of mobility on the motor vehicle system during periods of peak demand, consistent with alternative mode objectives of surrounding land use types.”

“3 Objective: Maintain an appropriate level of mobility on the motor vehicle system during periods of off-peak demand, consistent with alternative mode objectives of surrounding land use types.”

Access and mobility for non-vehicle modes should be considered in determining “appropriate” levels of vehicle mobility.

**P. 1-19 & 1-20, Regional Street System Implementation:**

• **Opening paragraph:**

“While the primary mission of the RTP is implementation of the 2040 Growth Concept, including reinvestment in existing communities and their infrastructure, the plan must also address other important transportation issues that may not directly assist in implementing the growth concept. The plan must also protect the region’s existing investments by placing a high priority on projects or programs that maintain or preserve existing infrastructure. The following goals and objective reflect this priority need to integrate 2040 Growth Concept objectives with other important transportation needs or deficiencies in the development of the preferred, financially constrained and strategic RTP systems contained in Chapters 5, 7, and 8.”

Reinvesting in existing communities is a key underpinning of the Region 2040 Growth Concept -- the preferred choice to sprawl. This includes reinvestment in existing infrastructure. This paragraph seemed to imply otherwise and undermine this key concept.

• **Goal 1, Objectives 1, 2 and 3:**

- (1) "Place the highest ~~priority-weight~~ on projects and programs that best serve the transportation needs of the central city, regional centers, intermodal facilities and industrial areas.";
- (2) "Place a high ~~priority-weight~~ on projects and programs that best serve the transportation needs of station communities, town centers, main streets, and corridors.";
- and
- (3) "Place less ~~priority-weight~~ on transportation projects and programs that serve the remaining components of the 2040 Growth Concept."

- **Goal 3, Objectives 1 and 2:**

- (1) "Place a the highestst priority-weight on projects and programs that address safety-related deficiencies in the region's transportation infrastructure." and
- (2) "Place less ~~priority-weight~~ on projects and programs that address other deficiencies in the region's transportation infrastructure."

We agree with the intent to promote projects that serve core regional needs and promote safety. However, the overall **priority** of any project vis a vis another project should be determined based on selection criteria that reflect the range of policy considerations in the plan. The geographic and safety factors in this goal can be appropriately weighted and considered in the project selection criteria and process. See the recommendation for a new Objective 5 for Systemwide Goal 2, page 3 above.

Unchanged, the text may be read to imply that: (1) any project serving a regional center is a higher priority than any project serving a town center; or (2) any project improving safety, no matter how slight, is a higher priority over any project improving use of capacity, however great. And this "highest priority" language may be in conflict: Does a safety improvement in a town center have priority over a non-safety project serving a regional center?

- **Goal 1, new Objective 4:**

"Emphasize projects that provide or help promote a wider range of transportation choices."

- **Goal 2:**

"Emphasize the maintenance, and preservation, and effective use of transportation infrastructure in the selection of the RTP projects and programs."

**P. 1-27 to 1-29, Regional Public Transportation Systems Goals and Objectives:**

- **Goal 1:**

"Develop a public transportation system that serves 2040 Growth Concept primary land use components (central city, regional centers, industrial areas, intermodal facilities) with an appropriate-level, quality and range of public transportation necessary to substantially increase transit ridership-available."

- **Goal 2:**

"Develop a public transportation system that serves 2040 Growth Concept secondary land use components (station communities, town centers, main streets, corridors) with high quality service necessary to significantly increase transit ridership."

- **Goal 5:**

"Continue efforts to maintain public transportation as the safest and most environmentally friendly forms of motorized transportation in the region.

- **Goal 5, new Objective 4:**

"Increase the energy efficiency of and reduce the amount of air pollutants and noise generated by public transportation vehicles.

Go to 19.9

**P. 1-31, Regional Freight:**

- **Goal 1, Objective 3:**  
Delete objective. See recommendation for new Objective 6, Systemwide Goal 2, page 3 above, calling for flexible funding for all modes.
- **Goal 3, Objective 4, new bullet:**  
“ \* where appropriate, consider improvements that are dedicated to freight travel only.”

**P. 1-34, Regional Pedestrian Program:**

- **Goal 1, Objective. 2:**  
“Improve pedestrian networks serving these transit centers, stations and stops with high frequency transit service.”
- **Goal 2, Objective 1:**  
“Complete pedestrian facilities . . . and to the region’s primary transit network.”

**P. 1-35 - 1-37, Demand Management Program:**

- **last P, 1st sentence:**  
“The following describes the region’s TDM goals, and objectives, and performance measures.”  
The draft did not include performance measures.
- **1-36, TDM Goals and Objectives, 1st P:**  
“The function of TDM support programs are to: . . . non-SOV modes, and (4) reduce the need and the demand to travel.”
- **1-36, Goal 2, Objective 2:**  
“Support efforts to provide maximum . . . alternative modes of transportation and to reduce subsidies for auto use.”  
We need to eliminate incentives for auto travel to help achieve the regional goals of increasing the mode split for non-auto travel, reducing vehicle miles traveled, conserving resources, and promoting the compact urban form.
- **1-36, Goal 2, Objective 3:**  
“Conduct further study of market-based strategies . . . increase alternative mode shares, and to reduce VMT, and encourage more efficient use of resources.”
- **1-36, Goal 2, Objective 4:**  
“Investigate the use of HOV lanes and other traffic management measures to reduce roadway congestion, and to reduce impacts of congestion on transit operations.”
- **1-36, Goal 2, new Objective 5:**  
“Ensure measures adopted are equitable and incorporate adjustments to ensure all residents can meet their basic transportation needs.”



- **1-37, Goal 5:**

“Implement TDM support programs to reduce the need and the demand to travel and to make it more convenient for people to use alternative modes for all trips throughout the region..”

RTPcfcm

procedures necessary to incorporate emissions pricing in the road pricing reform package.

How do we sell these concepts? By making legislators and the public aware of some essential facts:

1. A reformed system would put the road system on a common sense, business-like financial basis and, in the process, improve utilization of the highway system, and save time and other economic resources.
2. A reformed road finance system would cost Oregonians less than the current system.
3. A reformed system would remove some of the built-in biases in favor of sprawled residential and commercial development.
4. A reformed system would reduce the need for large transit operating subsidies to offset distortions in road use and pricing.
5. A reformed system would permit removal of a variety of onerous and costly regulations.

## Project Selection Criteria: Setting Priorities

by Keith Bartholomew, 1000 Friends of Oregon

*"Show me a person's check register, and I'll show you that person's priorities."*

*"She puts her money where her mouth is."*

Our language is full of aphorisms that refer to the connections between priorities and budget. Given the importance our society attaches to money, it is not surprising that the expenditure of money is the real measure of our commitment. But it is, after all, money that gets things done. How we spend it speaks volumes about our priorities, and it provides a direct measure of whether we are willing to translate our words into actions.

The Oregon Department of Transportation (ODOT) has a strong and historic role as the primary provider of transportation funding in Oregon. In fact, many would say that transportation funding is the agency's principal activity. Hence, the way ODOT elects to spend the money entrusted to it is an obvious and significant opportunity for implementing the Governor's directive to become a growth management agency. Moreover, ODOT's spending patterns provide the most direct method of assessing the seriousness of the agency's resolve in the growth management area.

### The Words

Oregon has an international reputation for farsighted land use and transportation planning. The state is full of wonderful plans that, if implemented, could ensure a sustainable future of economic and environmental health. ODOT can rightfully claim a substantial share of the credit in this area. The state Transportation Planning Rule (TPR), jointly written by ODOT and the Department of Land Conservation and Development, won a national planning award for its provisions which are designed to reduce reliance on the automobile and to "avoid the air pollution, traffic and livability problems faced by other areas of the country." Likewise, the Oregon Transportation Plan (OTP) has established a benchmark for excellence in transportation planning

across the country. The OTP contains a host of provisions relating directly to growth management. In fact, growth management related topics dominate the plan's first two goals:

*"The transportation system must be designed and developed so that people have transportation choices in going from place to place. In urban areas people should be able to choose to commute, for example, by carpool, public transit or bicycle as well as by auto."*

*"Transportation agencies need to make decisions about whether to add lanes to freeways or to build light rail lines based on their full costs, including the costs to the environment and the community."*

*"The system must be environmentally responsible. Vehicle emission standards and efforts to reduce the vehicle miles traveled per capita will improve air quality and reduce energy consumption."*

*"Transportation facilities and services need to support development of compact urban areas."*

## The Actions

Of course, actions speak louder than words. As wonderful as the language in the TPR and the OTP is, the question still remains whether Oregon will deliver on these promises. The key is to build on our successful planning efforts by using them to establish a set of criteria for project selection. Once established, these criteria would then be applied to all potential projects in the state as part of the Statewide Transportation Improvement Program (STIP) process.

While there are a number of approaches that could be used effectively to set criteria, perhaps the best place to start is with the OTP itself. In fact, virtually everything that one could want in a growth management driven set of project selection criteria are contained in the policy section of the OTP. In other words, the bases for the criteria are already adopted state policy!

Drawing from this source, we recommend the following criteria be applied to each and every project considered for inclusion in the development and construction sections of the STIP:

- **Choice.** Does the proposed project provide or help to promote a wider range of transportation choices? Projects that do, receive a higher score; those that don't, a lower score.
- **Cost.** What is the full cost of the proposed project, including costs to the environment and the community? Project scores in this area would be proportional to the costs determined.
- **Accessibility.** Is the project fully accessible to all potential users, including the young, the elderly, and the disabled? Projects that are highly accessible would receive higher scores; those that are not would receive lower scores.
- **Auto Reliance.** Does the project increase vehicle miles traveled (VMT)? Projects that reduce VMT would receive positive scores; those that increase VMT would receive negative scores.
- **Connectivity.** Does the project increase connectivity among transportation modes? Projects that promote inter-modal connectivity would receive a positive score.
- **Safety.** Does the project increase safety for all users of the transportation system, including pedestrians and bicyclists? The safer the project, the higher the score.
- **Stewardship.** Is the project designed to protect the proposed public investment so that it will continue to achieve its intended objective over the long term? Projects so designed would receive a higher score; those that are not, a lower score. An example of the latter situation would be the addition of a highway lane for the purpose of improving freight travel under circumstances where it is likely that the lane will become congested with auto traffic in the short term.
- **Urban Form.** To what extent will the project support compact urban development patterns? Projects that encourage in-fill and redevelopment of existing urban areas would receive positive scores; those that encourage dispersal of development and/or auto traffic would receive negative scores.
- **Beauty.** Is the project designed to support and protect aesthetic values, historic resources, and scenic vistas? Projects that do would receive positive scores; those that do not would receive negative scores.
- **Equity.** Does the project move towards greater equity among transportation modes? Projects that increase inter-modal

equity would receive positive scores; those that decrease equity would receive negative scores.

After each of these criteria have been applied, and the scores tallied, all proposed projects (regardless of mode) would then be ranked by score. Projects would then be included into the STIP by order of rank. Because the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires all transportation improvement programs to be financially constrained, only those projects that have a reasonable assurance of being funded would be included in the STIP. All others would not be funded.

Through this system of project selection criteria, Oregon can move towards a healthier, sustainable, and more livable future. Obviously, more work needs to be done to fully flesh out and implement this selection process. Moreover, the implementation of such a scheme would mean a complete change of direction from the agency's current practices. However, it is the opinion of 1000 Friends of Oregon that such changes must be at the root of any effort to implement the Governor's directive if ODOT is to truly become a growth management agency.

# Sensible Transportation Options for People

May 23, 1996

Presiding Officer Kvistad and Members of the Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Citizen Advisory Committee Policy Recommendations for the Regional Transportation Plan, Final Draft 4/19/96

Dear Members of the Metro Council:

Sensible Transportation Options for People appreciates this opportunity to comment on the CAC's Policy Recommendations for the RTP. First we want to acknowledge and commend the Metro staff and advisory committees for bringing the draft to this point. Having participated in some of the CAC's advisory committee meetings, we have had a glimpse of the hard work that has been involved.

An innovative and foresighted regional transportation plan is essential if our region is to achieve the vision and goals of the Region 2040 Growth Concept. We are pleased with the policy directions in this draft of Chapter 1, but believe some strengthening is needed so the RTP fully supports the Growth Concept and RUGGO's.

STOP is a member of the Coalition for a Livable Future and played a primary role in crafting the Coalition's response to the CAC's draft policy recommendations. Our comments are included in the Coalition's document being submitted today, which we fully endorse. Rather than submitting separate comments, we will simply highlight key aspects of the Coalition comments. The Coalition document recommends specific changes to address each of these concerns.

**1. Offer safe, convenient, and affordable transportation choices that provide access throughout the region without dependence on the auto.**

Providing real transportation choices that allow us to reduce reliance on the auto is fundamental to the success of the Growth Concept and must be a **guiding principle** for the RTP. Both the RUGGO's and the draft policy document recognize that only by providing real alternatives to the auto can we achieve a "transportation balance" that will support the compact urban form, reduce vehicle miles traveled, promote livable communities, and conserve our land, energy and natural resources. We will not achieve any of these goals unless we conscientiously rectify the tremendous imbalance among transportation modes that we now have. This challenge requires the strongest possible guidance from the RTP.

**2. Keep rural roads for rural uses.**

Rural roads must be protected for rural uses if we are to withstand the continuing pressures to sprawl onto our surrounding farm and forests lands. The increase in urban traffic using rural

roads for urban-to-urban travel in recent years is causing serious conflicts with rural uses. It is also adding pressure to develop lands outside the UGB for residential and other non-rural uses. The cycle is vicious and predictable: higher volumes of urban traffic lead to "improvements" in rural road designs, which allow increased travel speeds, which further increase traffic volumes and encroachment onto rural lands. Maintaining our UGB means keeping urban traffic in urban areas and rural roads for rural uses.

**3. Let bypasses be bygones.**

We have ferreted out from the draft document lingering references to bypasses as the solution for through-travel. Bypasses are old solutions from the wasteful gas guzzling, "free" federal dollars era that won't move us toward a more sustainable transportation system. The RTP should encourage and provide financial incentives for transit, high speed rail, and commuter rail; managing transportation demand; and improving the design of throughways -- not new bypasses.

**4. Consider full, lifecycle costs, including costs to communities and the environment in all transportation investments.**

A large part of our current dependence on the auto stems from the heavy subsidies we have provided for auto use over the past several decades. Many of these subsidies have been direct and intentional, but even more have been indirect through the external the costs imposed on society from air pollution, congestion, consumption of land, CO2 emissions, emergency services, reduced access for non-auto travel, disruption of communities, sprawl and its impacts, and reduced livability. We must improve our willingness and our ability to capture the true costs of our transportation investments, including the costs to our communities and the environment, so that we can invest wisely in a transportation system that will support a livable and sustainable region.

Again, we support the policy direction of the draft and believe that with the refinements submitted in the Coalition for a Livable Future's response, the RTP will help us achieve the goals of the Growth Concept. Thank you for the opportunity to comment.

Sincerely,

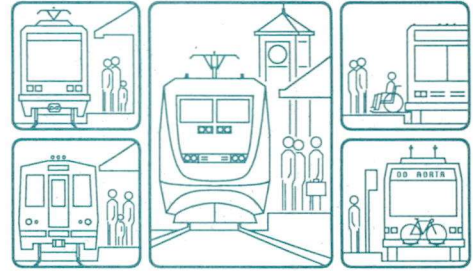


Loretta Pickerell, President  
Sensible Transportation Options for People

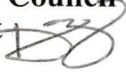
# Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers



## MEMORANDUM

To: **Members of the Metro Council**  
From: **David Zagel, President**   
(503) 281-0434  
Date: **5/23/96**  
Subjects: **Comments for Metro RTP update, Chapter 1**

Thank you for this opportunity to share our support for your efforts with the Regional Transportation Plan and suggestions that we feel will strengthen the plan's ability to implement Region 2040. We support many policies of the plan as well as its overall direction.

The following are our additional comments on the April 19, 1996 *Citizen Advisory Committee Policy Recommendations, Final Draft*.

### page 1-4:

#### **Timing and Prioritization of System Improvements, 2nd ¶, last sentence:**

"These areas provide the best opportunity for public policy to shape new development, and are, therefore, the best candidates for more immediate transportation system improvements."

A small change that eliminates any emphasis toward new development rather than redevelopment opportunities and clarifies the need to shape *development*, in both undeveloped and underdeveloped areas.

### pages 1-9 -- 1-10:

#### **Systemwide Goals and Objectives:**

**Goal 1, new objective 6:** "Integrate the regional transportation system with transit services connecting the region to other areas in the state and beyond."

The inter-regional travel component has a significant impact on regional travel demand and needs to be integrated into the regional transportation strategy.

**Goal 2, new objective 6:** "Make surface transportation funding more flexible and available to all surface transportation modes."

### pages 1-24 -- 1-29:

**Primary Transit Network, 1st ¶:** "The Primary Transit Network (PTN) is a long range transit network designed to serve the growth patterns adopted in the 2040 Growth Concept and ensures competitive travel time between all parts of the region via transit. The PTN consists of ~~four~~ major transit modes (e.g., Light Rail Transit (LRT), commuter rail, Regional Rapid Bus, Frequent Bus, Primary Bus, etc.)

We agree with the Citizen Advisory Committee (Staff recommendation on Comment 49) that other transit options need to be included in the transit system goals and objectives. We should not be limiting our tools to the four transit modes currently described in the PTN. This statement should focus more on the general goal of providing quick and efficient public transit access to all parts of the region and less on which specific modes will help accomplish this.

**Secondary Transit Network, 1st ¶:** "The secondary transit network ensures convenient, direct local transit access between residential, commercial, and employment areas and the nearest Regional Center. It includes streetcar transit, is comprised of secondary bus, mini-bus, paratransit and park-and-ride service.

Again, we believe it is important here to focus first on what we want the secondary network to accomplish and then describe some of the transit tools, technologies or vehicles that are available to meet these needs.



**Other Transit Options:** "Other transit options may become economically feasible should be utilized for serving certain destinations in the metropolitan areas connecting the region to other urban centers outside of the region. These include commuter rail along existing heavy rail lines, passenger rail connecting the region to other urban areas, and inter-city bus service that provide statewide access to the region's rail and air terminals.

Commuter rail should be included within the Primary Transit Network. It has proven its usefulness and cost-effectiveness in well-established markets as well as recent new applications in North America.

Metro policy already supports continued improvements in the Cascadia Rail Passenger Corridor and its success and those of inter-city bus service improvements will certainly make important contributions to the success of the region's growth and transportation concepts.

Finally, we believe the plan would benefit from transit system goals and objectives that describe what primary and secondary service would mean for residents of the region. Hopefully, it would mean that residents would be able to access regional centers or the central business district in a quick and convenient manner.



April 8, 1996

## COALITION FOR A LIVABLE FUTURE

### PEOPLE'S TRANSPORTATION PLAN

#### OUR VISION

*A people-oriented transportation system connects all communities in our region with safe, convenient, affordable, and accessible transportation choices; conserves resources, open space and the natural environment; and adds to the vitality, character, and health of our communities and our economy.*

By 2020, our region's transportation systems will promote safe, livable, healthy communities and a vital economy. In neighborhoods throughout our region people can walk or bicycle to buy groceries or meet a friend in the park and can easily take public transit to work and other destinations anywhere in the metropolitan region at any time. Transit stations are vibrant community centers. Housing, employment, day care, shopping, and community services are clustered together around transit stations. With less land devoted to parking and streets, more open space is available for people's enjoyment.

Concentrating development in well-designed, compact communities near transit, rather than at the urban fringe, has reduced the need to travel. Transportation is more efficient and more affordable. Using innovative designs, transit service is frequent, convenient, comfortable, and safe for all users. Many people choose not to own cars; those who own cars often choose transit, bicycling, and walking because they are better, faster, and cheaper. As a result our roads are less congested. Shifting more freight from trucks to rail has also cut traffic congestion dramatically. Energy and resource efficient technologies and environmentally sensitive designs have reduced transportation impacts on our landscape.

Protected from sprawl, our rich farm and forest lands produce food and raw materials for our economy, and a network of open space surrounds and weaves through our region. Both contribute to community identity and a sense of place. People are connected within their communities and the region and value their quality of life. They work together to ensure that future generations inherit opportunities to enjoy a healthy and sustainable region.

#### **GOAL 1: PROMOTE COMPACT, TRANSIT-ORIENTED, MIXED USE DEVELOPMENT THROUGHOUT THE REGION**

*Design transportation systems to support well-designed, compact urban development throughout the region. Design the systems to build on existing infrastructure; minimize the need for auto travel; encourage walking, bicycling and transit use; protect public open spaces and the natural environment; and add to the vitality, character, and health of our communities.*

**Create transportation systems that support the compact, mixed use urban form in the Region 2040 Growth Concept and encourage walking, bicycling and transit use.**

- Invest in transportation projects that encourage reinvestment in existing communities and infrastructure.
- Locate transit centers at the heart of each community.
- Surround all transit centers with compact housing, jobs, and a full range of services and amenities, all designed to encourage and facilitate bicycling and walking.
- Promote higher density housing within walking distance of major employment areas and transit services.
- Ensure affordable housing is located near employment areas and transit services; restrict job creation in areas without affordable housing and good transit services.
- Concentrate commercial and industrial development at locations well-served by public transit, and linked to different types of transportation.
- Use public transportation investments to leverage private sector investments that support the Region 2040 urban growth concept.
- Establish a system of regional tax sharing that equalizes the property tax base across jurisdictions to promote more efficient and equitable regional planning and reduce incentives for fringe development.

### **Design transportation systems to foster neighborhood livability**

- Design transportation facilities, including streets, on a human, pedestrian scale to create a sense of community and neighborhood.
- Connect neighborhoods with well-designed streets, sidewalks, and bikeways.
- Design streets and sidewalks to calm traffic and make them attractive public spaces.
- Develop connected trails and bikeways within the region's greenway network.
- Design neighborhoods and communities that are attractive gathering places and invite people to walk and bicycle to meet their needs (e.g., sufficient variety and density of shops and services, well-designed public spaces, inviting building orientation, amenities).

## **GOAL 2: OFFER PEOPLE REAL TRANSPORTATION CHOICES**

*Make public transit, bicycling and walking safe, convenient, and accessible throughout the urban region. Ensure public transit competes effectively with the auto and provides all people with full and affordable access to jobs and other destinations without reliance on the auto.*

### **Increase the availability of public transit to allow everyone easy, affordable access throughout the region at any time**

- Enhance and expand the public transit services to link people to jobs and other destinations throughout the region (e.g., neighborhood to neighborhood, town center to central city).
- Provide a variety of transportation modes and services (e.g., light rail, commuter rail, street car, buses, vans, taxis, water taxis, jitneys, fixed route, on-demand route).
- Establish frequent and regular bus, rail or shuttle service and bicycle and pedestrian paths to link transit stations to their surrounding communities.
- Provide paratransit services, such as on-demand transit, vans or neighborhood shuttles, outside regular transit routes.
- Integrate the regional transportation system with transit services connecting the region to other areas in the state and beyond (e.g., high speed rail corridor; commuter rail).

### **Provide easy and convenient pedestrian and bicycle access throughout the region**

- Create community environments that are safe, convenient and attractive for pedestrians and bicyclists (e.g., building orientation, street design, traffic calming, wide sidewalks, marked crossings and bikeways, rights-of-way to cyclists and pedestrians, bicycle parking and other bicycle and pedestrian amenities); provide priority to bicycles and pedestrians in regional and town centers.
- Complete well-developed networks of bicycle and pedestrian ways connecting all parts of communities and the region.
- Provide bicycle and pedestrian access to all school.
- Integrate bicycle and pedestrian access and improvements into all transportation and land use planning, design, construction and maintenance activities at all levels of government.
- Improve bicycle access to transit (e.g., bikeways to all transit facilities; sufficient, secure bicycle storage at all stations and on all transit).
- Offer incentives for employers to provide facilities for bicycle riders (e.g., inside parking, showers and lockers).

### **Improve the safety, convenience and efficiency of alternative transportation modes**

- Require new and expanded commercial, industrial, and institutional development to provide safe, convenient, access for transit, pedestrians and bicycles.
- Design transit, bicycle and pedestrian facilities to safely and conveniently accommodate all people, including the very young, elderly, people with disabilities, and people without cars (e.g., wheelchair, stroller, grocery cart space; baggage areas; lighting; security).
- Coordinate transit routes, schedules, and operating intervals to ease transfers and decrease waiting time.

- Provide a seamless transportation system with safe and convenient connections and access between all transportation modes, regardless of provider (e.g., buses, trains, cars, bicycles, planes, pedestrians).
- Use innovative transit technologies to provide schedules, routes, efficient transfers, and other service information to improve access to transit, particularly among underserved groups.

### **GOAL 3: MAKE TRANSPORTATION SYSTEMS RESOURCE EFFICIENT, COST-EFFECTIVE, AND SOCIALLY EQUITABLE**

*Make transportation systems energy and resource efficient, cost-effective, socially and geographically equitable, and free from biases toward auto travel. Evaluate transportation investments based on full costs and benefits, including impacts on communities and the environment.*

#### **Spend transportation resources cost-effectively and equitably**

- Make transportation funding flexible and available to all transportation modes.
- Evaluate all transportation investments based on full lifecycle costs and benefits, including lifetime maintenance, repairs, and operations; and social, cultural, community, health, and environmental impacts.
- Develop project selection criteria to ensure that the transportation projects which are funded answer transportation needs, are cost-effective based on full costs, use resources efficiently, and advance the social, environmental, and economic well-being of the communities affected.
- Adopt transportation system performance measures that reflect the full range of transportation goals, and use them to evaluate and improve transportation systems and projects.
- Encourage cooperative partnerships among transportation agencies, community organizations, and businesses to take advantage of the economic development potential in transportation investments.

#### **Adopt policies and pricing tools that encourage efficient use of resources, reduce travel demand, and are socially equitable**

- Research a variety of travel demand management measures to decrease travel demand and use existing roads efficiently; adopt appropriate measures, ensuring fairness to all income levels (e.g., parking policies, congestion pricing, gas or carbon tax, telecommuting, satellite work stations, flex time).
- Increase availability of cost-effective telecommuting resources which reduce travel needs.
- Finance road systems with user fees that reflect actual costs, with adjustments to ensure all residents can meet their basic transportation needs.
- Reduce parking space requirements regionwide, especially in transit, bicycle, and pedestrian convenient areas; ensure regionwide equity in parking price policies.
- Discourage subsidies that favor auto over other forms of transportation (e.g., parking allowances without equivalent subsidies for transit, walking, bicycling).
- Use traffic management measures to reduce impacts of congestion on transit operations (e.g., signal preemption, queue-jumping, transit and HOV lanes).
- Provide incentives for development and use of innovative materials- and energy- efficient transportation systems (e.g., alternative fuels and electric buses and fleets, energy efficient and light weight vehicles).
- Increase transit ridership to increase farebox revenues (rather than fares); and establish equitable fare policies, with all users contributing.
- Provide incentives for lending institutions to credit transportation cost savings for potential borrowers living near transit.
- Provide government leadership by example in reducing travel demand and using resource-efficient transportation.

#### **GOAL 4: PROMOTE A HEALTHY, DIVERSE ENVIRONMENT TO ENSURE COMMUNITY LIVABILITY.**

*Design transportation systems to fit with the landscape and to protect environmental systems. Ensure all transportation projects prevent and effectively mitigate unavoidable adverse impacts to water, air, riparian and wetland systems, wildlife habitat, natural area, and open spaces.*

- Address land use, environmental, and public health impacts in all transportation projects, and require analysis of alternative transportation investments for major transportation projects.
- Design transportation projects to comply with air quality standards and reduce negative health impacts.
- Design transportation systems and urban development to conserve open space with and around our communities.
- Develop underused transit capacity to reduce the demand for roads and other land intensive transportation facilities.
- Restrict road improvement and construction projects that adversely impact rural communities and increase pressures to urbanize areas outside the urban growth boundary.
- Require all transportation system development to follow stringent guidelines to prevent and effectively mitigate unavoidable adverse impacts on the environment (e.g., soil erosion and sedimentation; floodplain and riparian and wetland system encroachment, storm water runoff, creation of impervious surfaces, landslides, and impacts on streams, open spaces, and wildlife habitat).
- Ensure trails within greenways prevent and effectively mitigate negative environmental impacts and protect the ecological integrity of stream corridors and wetlands.
- Design transportation facilities that use resources efficiently and avoid or minimize environmental impacts (e.g., recycled materials, plastic sidewalks over ditches vs. road widening; permeable roadway surfaces).

#### **GOAL 5: EDUCATE AND INVOLVE THE COMMUNITY IN TRANSPORTATION PLANNING AND DECISION MAKING**

*Effectively educate and involve members of the community in all aspects of transportation system planning and development. Ensure transportation projects advance the well-being of all segments of the community.*

- Educate members of communities and provide them necessary tools to participate as full partners in transportation planning efforts.
- Design transportation systems in conjunction with designing communities.
- Actively involve the broad range of affected constituencies in defining problems and creating and implementing solutions.
- Ensure that transportation projects advance the social, environmental, and economic well-being of the communities they serve.
- Involve the public in evaluating the performance of transportation systems.

**OREGON ADMINISTRATIVE RULES**  
**CHAPTER 660, DIVISION 12 — LAND CONSERVATION AND DEVELOPMENT COMMISSION**

regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-12-035(4) to reduce reliance on the automobile.

Stat. Auth.: ORS Ch. 183 & 197.040

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712 & 197.717

Hist.: LCDC 1-1991, L. & cert. of. 6-8 91

**Evaluation and Selection of Transportation System Alternatives**

**660-12-035 (1)** The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:

(a) Improvements to existing facilities or services;

(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;

(c) Transportation system management measures;

(d) Demand management measures; and

(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.

(2) Local governments in MPO areas of larger than 1,000,000 population shall and other governments may also evaluate alternative land use designations, densities and design standards to meet local and regional transportation needs. Local governments preparing such a strategy shall consider:

(a) Increasing residential densities and establishing minimum residential densities within one quarter mile of transit lines, major regional employment areas and major regional retail shopping areas;

(b) Increasing densities (i.e., minimum floor area ratios) in new commercial office and retail developments;

(c) Designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas;

(d) Designating land uses to provide a better balance between jobs and housing considering:

(A) The total number of jobs and total of number of housing units expected in the area or subarea;

(B) The availability of affordable housing in the area or subarea; and

(C) Provision of housing opportunities in close proximity to employment areas.

(e) Establishing maximum parking limits for office and institutional developments consistent with OAR 660-12-045(5)(c) which reduce the amount of parking available at such developments.

(3) The following standards shall be used to evaluate and select alternatives:

(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;

(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the

State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;

(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;

(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation;

(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.

(4) In MPO areas, regional and local TSPs shall be designed to achieve the following objectives for reducing automobile vehicle miles travelled (VMT) per capita for the MPO area:

(a) No increase within ten years of adoption of a plan as required by OAR 660-12-055(1);

(b) A 10% reduction within 20 years of adoption of a plan as required by OAR 660-12-055(1); and

(c) Through subsequent planning efforts, a 20 percent reduction within 30 years of adoption of a plan as required by OAR 660-12-055(1).

(5) Regional TSPs shall specify measurable objectives for each of the following and demonstrate how the combination selected will accomplish the objectives in section (4) of this rule:

(a) An increase in the modal share of non-automobile trips (i.e., transit, bicycle, pedestrian); for example, a doubling of the modal share of non-automobile trips;

(b) An increase in average automobile occupancy (i.e., persons per vehicle) during; for example, an increase to an average of 1.5 persons per vehicle; and

(c) Where appropriate, a decrease in the number or length of automobile vehicle trips per capita due to demand management programs, rearranging of land uses or other means.

(6) Regional and local TSPs shall include interim benchmarks to assure satisfactory progress towards meeting the requirements of this section at five year intervals over the planning period. MPOs and local governments shall evaluate progress in meeting interim benchmarks at five year intervals from adoption of the regional and local TSPs. Where interim benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this section.

(7) The Commission shall, at five year intervals from the adoption of this rule, evaluate the results of efforts to achieve the reduction in VMT and the effectiveness of the standard in achieving the objective of reducing reliance on the automobile. This shall include evaluating the requirements for parking plans and a reduction in the number of parking spaces per capita.

(8) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this section.

(9) Transportation uses or improvements listed in OAR 660-12-065(3)(d) to (g) and (o) and located

# COALITION FOR A LIVABLE FUTURE

May 23, 1996

Presiding Officer Kvistad and Members of the Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

Re: 4/19 Draft Regional Transportation Plan, Chapter 1

Dear Mr. Presiding Officer and Members of the Council:

My name is Zack Semke and I am presenting testimony tonight on behalf of the Coalition for a Livable Future, a group of 34 metro-area organizations working to ensure an equitable, compact and sustainable future Portland region. I staff the Coalition.

We appreciate the opportunity to comment on the policy chapter of the Regional Transportation Plan. A strong and supportive RTP is critical to the success of the Region 2040 Growth Concept, and we are pleased with the policy direction of this draft. We have participated in some of the Citizen Advisory Committee meetings on the RTP and commend the Metro staff and advisory committees for their fruitful efforts.

Along with this testimony I have submitted several pages of proposed refinements to the RTP that we believe will strengthen the plan's ability to achieve the Regional Urban Growth Goals and Objectives for Transportation and, more broadly, the Growth Concept itself. Also, several weeks ago we submitted our People's Transportation Plan, and interdisciplinary approach to transportation planning developed by a diverse group of CLF member specializing in transportation reform, sound land use, affordable housing, social justice and metropolitan health.

I would like to emphasize two basic points from CLF's written recommendations:

1. The RTP should require that a set of criteria for project selection – based on the full range of goals in the plan – be established. The key to successful implementation of the RTP will be to use its goals and policies to select projects for funding. Unless well-defined project selection criteria are established and used, the RTP is unlikely to guide the change in funding patterns that will be necessary to achieve its goals of providing transportation choices, balancing transportation modes and reducing vehicle miles traveled.

Simply put, to make the "departure from traditional transportation

planning" that the RTP calls for we need to put our money where our mouth is. I have attached an example -- prepared by Keith Bartholomew of 1000 Friends -- of what this sort of criteria might look like.

2. All transportation systems should be evaluated based on full costs, both public and private. To make a wise choice between transportation systems we must consider full life cycle costs and community and environmental impacts, not just the required level of public investment. For example, a private toll road might require lower public investment but still be less cost-effective than public transit, based on a full cost analysis. This sort of analysis must take place in any regional transportation decision-making.

In conclusion, the Coalition is pleased with the overall policy direction of the RTP. With some key refinements the RTP will provide critical support to the RUGGOs and the Growth Concept. Please refer to our written comments for detailed language changes.

Thank you,



Zachary Semke  
Program Coordinator

# COALITION FOR A LIVABLE FUTURE

May 23, 1996

Presiding Officer Kvistad and Members of the Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: 4/19 Draft Regional Transportation Plan, Chapter 1

Dear Members of the Metro Council:

The Coalition for a Livable Future appreciates the opportunity to comment on the policy chapter of the RTP. A strong and supportive RTP is critical to the success of the Region 2040 Growth concept, and we are pleased with the policy direction of this draft. We have participated in some of the Citizen Advisory Committee meetings on the RTP and commend the Metro staff and advisory committees for their fruitful efforts.

The following comments propose refinements that we believe will strengthen the plan's ability to achieve the Regional Urban Growth Goals and Objectives for Transportation and more broadly the Growth Concept.

## Pgs. 1-2 to 1-4, Guiding Principles:

- Principle 1, p. 1-2:
  - “Provide complete information, timely public notice, full public access to key decisions and support broad-based early and continuing involvement of the public in all aspects of transportation planning and development.”
  - This change is to ensure the public is engaged as partners in defining needs and problems and in creating and implementing solutions -- not just receiving information and commenting on proposed decisions.
- New Principle, insert after Principle 2:
  - “Provide safe, convenient, and affordable transportation choices that provide access throughout the region without dependence on the auto.”
  - Providing safe, convenient, and affordable transportation choices is fundamental to achieving the transportation balance called for in the RUGGO's and this draft policy document, and should be included as a guiding principle for the RTP. (See Transportation RUGGO 19.3). The region will not achieve the livability called for in the Growth Concept or the reduction in vehicle miles traveled required by Oregon's Transportation Planning Rule unless we rectify the tremendous imbalance among transportation modes. Doing so requires the strongest possible guidance from the RTP.
- Principles discussion -- last full P, p. 1-2:
  - “Important measures of livability include mobility and safe, convenient and affordable access to jobs, schools, services and recreation for all people, movement of goods, conservation of resources and the natural environment, and clean air. The RTP must address these needs by improving the transportation choices for how people have for traveling within the region without reliance on the auto, while seeking a balance between



among accessibility, system cost, strategic timing and prioritization of improvements and environmental impacts."

- **Accessibility and Mobility -- 2nd P, p. 1-3:**

"Mobility improves when the transportation network is refined or expanded, when travel mode shifts to more efficient modes, or when travel demand is reduced, to improve capacity, thus allowing people and goods to move more quickly toward a particular destination.

The intent is to clarify that mobility is improved by using existing capacity more effectively as well as by expanding capacity.

- **System Cost -- 1st sentence, last P, p. 1-3:**

"A cost-effective transportation systems will provide adequate levels of accessibility and mobility while minimizing the need for public investment total costs, including full lifecycle costs and costs to the community and the environment."

This change recognizes that cost-effectiveness should reflect full costs, public and private. As written, a private toll road might require lower public investment, but still be less cost-effective than public transit, based on a full cost analysis. The rest of the paragraph supports the broader, full costs concept recommended.

- **Environmental, Economic, And Social Impacts -- last , p. 1-4:**

"The RTP measures economic and quality of life impacts of the proposed system by evaluating key indicators, such as job and retail service accessibility, economic benefits to the ~~business~~ community and transportation for the traditionally underserved, including low income and minority households and the disabled. Other key system indicators include reduction in VMT's, travel times, mode splits, congestion, energy costs, protection of natural resources and air quality impacts. "

The Coalition understands that performance measures will be developed in the systems elements phase of the RTP. See also comment --- below. The intent with this comment is to encourage measures that focus on the key changes needed to succeed with the Urban Growth Concept. In addition, congestion may be important to monitor, but may not useful as a performance measure, since, as the draft notes, it may signal a healthy condition, a minor, short-term traffic build up, or a serious system problem.

#### **P. 1-8, Rural Reserves:**

- **2nd & 3rd sentences:**

"Roadways in these areas are intended to serve rural industry and needs, and urban travel on these routes is accommodated with designs that are sensitive to their basic rural function. Rural reserves will be protected . . . by limiting rural access to urban through-routes and discouraging urban-urban travel on rural routes.

#### **P. 1-8, Neighboring Cities and Green Corridors:**

- **2nd-to-last sentence:**

"Growth of neighboring cities will ultimately affect through-travel and ~~could create a need for bypass routes.~~"

The draft should not suggest bypasses are needed to provide through-travel. Adding transit, managing transportation demand, and improving design of throughways in communities are a few of the successful alternatives to new bypasses.

Pgs. 1-9 to 1-10, Systemwide Goals and Objectives:

- Goal 1, new Objective 7:  
“Integrate the regional transportation system with transit services connecting the region to other areas in the state and beyond.”
- Goal 2, Objective 3:  
“Consider a full range of costs and benefits in the allocation of transportation funds, including full lifecycle costs and community and environmental impacts.”

We also strongly urge Metro to update its cost effectiveness “formula” as part of the RTP policies.

- Goal 2, new Objective 4:  
“Develop a hierarchy of transportation management actions to be required before the capacity of regional facilities for auto travel is expanded.”  
The region must begin to look more carefully at alternatives to expanding auto capacity if we are to take seriously our commitments to increasing the mode split for non-auto travel, reducing VMT’s, conserving land and supporting a compact urban form, and conserving energy and other resources.
- Goal 2, new objective 5:  
“Establish a set of criteria for project selection based on the full range of policies in this plan and fund projects in accordance with those selection criteria.”  
The key to successful implementation of the RTP will be to use its goals and policies to select projects for funding. A number of approaches could be used effectively to set criteria. The excerpt from “Project Selection Criteria: Setting Priorities” by Keith Bartholomew, 1000 Friends of Oregon, is attached as one example. Unless well-defined project selection criteria are established and used, the RTP is unlikely to guide the change in funding patterns that will be necessary to achieve its goals -- particularly providing transportation choices, achieving a balance among transportation modes, and reducing vehicle miles traveled.
- Goal 2, new Objective 6:  
“Link improvements in the regional transportation system with the development of supporting local transportation networks.”  
In too many cases, regional facilities perform poorly because local transportation networks lack the connectivity to support local transportation needs, leaving regional facilities to serve both local and regional travel.
- Goal 2, new Objective 7:  
“Adopt transportation system performance measures that reflect the goals of this plan and use them to evaluate and improve transportation systems and projects.”  
Although Metro has stated an intent to develop performance measures, that policy direction should be required by the RTP.
- Goal 2, new Objective 8:  
“Make transportation funding flexible and available to all transportation modes.”
- Goal 3, Objective 1:

“Enhance livability wWith all regional transportation projects and programs, enhance the livability of the region and the areas that surround such projects.

- **Goal 3, Objective 2:**  
“Give priority to transportation projects and programs that best enhance regional and local livability.”  
Transportation projects should enhance the livability of their surrounding communities as well as the region.
- **Goal 4, new Objective. 1:**  
“Evaluate land use, environmental, and public health impacts in all transportation projects and analyze alternative transportation investments and programs for major transportation projects.”
- **Goal 4, Objective. 2:**  
“Prevent and effectively mitigate unavoidable adverse ~~Minimize the~~ environmental impacts associated with transportation project construction, and operation and maintenance activities.”  
These natural environment objectives (Goal 4, new objectives 1 and 2) are addressed in the RUGGO’s and are important policy statements for the RTP even though current local, state, and federal law may require them.
- **Goal 4, new Objective. 4:**  
“Promote and design transportation systems and facilities that use energy and other resources efficiently.”  
This policy direction is emphasized in the RUGGO’s and should be emphasized as a systemwide goal in the RTP.
- **New Goal 6:**  
“Provide government leadership by example in promoting and using alternative modes, reducing travel demand, and conserving resources and the environment.

#### **P. 1-11, Regional Street Design Goals and Objectives:**

- Street design standards and guidelines should be included in the RTP. Establishing regionwide road designations and tailoring transportation facilities to support surrounding land uses are major strengths of the draft. The street design standards and guidelines are necessary to ensure these concepts are implemented.
- The local street design connectivity principles, p. 1-16 and 1-17 of the draft, should be included in the street design standards and guidelines. The regional street system cannot function well without well-designed and functioning local street networks that provide connectivity, promote bicycling, walking and transit for local trips, and provide access to regional transportation.
- The street design standards and guidelines should address land and resource conservation and environmental protection along with function. The regional transportation network is a major land and energy consumer with significant impacts on the environment
- Revised I.level of Service Standards should be included in the RTP. These standards should be revised so that motor vehicle mobility is not the primary determinant of how well our transportation system is functioning and does not limit flexibility in designing streets and land

uses that promote livability, conserve resources, and support other goals of the Growth Concept. Where used, mobility should address all modes of travel.

#### P. 1-14 and 1-15, Design Concepts for Streets

- Regional Streets, first sentence:  
“Regional Streets are designed to carry significant vehicle traffic while also providing for promoting transit, bicycle and pedestrian travel.”
- Community Streets, first sentence:  
“Community Streets are designed to carry vehicle traffic while ~~providing for~~ promoting transit, bicycle and pedestrian travel.”  
The changes support the central goal of promoting alternative travel modes.

#### P. 1-15, Urban Roads:

- 2nd sentence:  
“Urban Roads serve industrial areas . . . and employment centers ~~where building are rarely roiented toward the street.~~”  
The deleted phrase adds little definition to urban roads and may be read as an assumption that current building orientation in these areas should and will continue into the future. The region needs to address appropriate land and transportation-conserving designs for these areas as well, including building orientation.

#### P. 1-16, Rural Roads:

- 2nd sentence:  
“Rural Roads are designed to carry rural traffic while accommodating limited transit, bicycle and pedestrian travel. Urban-to-urban travel on rural roads is limited and discouraged, but in some a few cases existing rural roads already serve to connect urban traffic to throughways.” (existing text includes changes Metro staff accepted from Washington County)
- 4th sentence:  
“These facilities are designed to allow moderate motor vehicle speeds and usually consist of two to four motor vehicle lanes, with additional noncontinuous auxiliary lanes appropriate in some situations.”  
An increase in urban traffic using rural roads for urban-to-urban travel in recent years is causing serious conflicts with rural uses of those roads and is adding pressure to develop lands outside of the UGB for residential and other non-rural uses. The increased volumes lead to “improved” designs and speeds, which further increase traffic volumes and the urban encroachment onto rural areas.

#### P. 1-17, Local Street Design:

- 5th bullet:  
“~~Where appropriate, l~~Local design codes should ~~allow~~ require narrow street designs to conserve land, calm traffic, or promote connectivity, with limited exceptions; and”
- 6th bullet:  
“Closed street systems and cul-de-sac designs should be limited to situations where topography or development patterns prevent full street extensions, and in all cases should provide for direct through routes for pedestrians and bicycles.”

### P. 1-18 to 1-19, Regional Street System Management:

- Traffic calming, 2nd sentence:  
“These “retrofit” techniques include . . . and ~~are rarely appropriate for use~~ have not been typically used on larger regional facilities.”  
This change states the current situation without limiting future design options. In fact traffic calming techniques have been successfully used in other countries to move traffic through main streets of sizable towns, comparable to regional facilities.
- Goal 1, objective 1, Arterial Signal Coordination:  
“Arterial Signal Coordination (such as comprehensive adjustments of signal timing to minimize stop-and-go travel, consistent with adjacent land use and the needs of non-auto modes, and which coordinates with freeway and interchange operations)”  
Signal timing needs to function to support all modes of transportation.

### P. 1-21, Motor Vehicle Systems goals and Objectives:

- Goal 1:  
“1 Objective: Maintain a system of principal arterials for long distance, high speed, interstate, inter-region and intra-region travel, consistent with alternative mode objectives of surrounding land use types.”  
  
“2 Objective: Maintain an appropriate level of mobility on the motor vehicle system during periods of peak demand, consistent with alternative mode objectives of surrounding land use types.”  
  
“3 Objective: Maintain an appropriate level of mobility on the motor vehicle system during periods of off-peak demand, consistent with alternative mode objectives of surrounding land use types.”  
Access and mobility for non-vehicle modes should be considered in determining “appropriate” levels of vehicle mobility.

### P. 1-19 & 1-20, Regional Street System Implementation:

- Opening paragraph:  
“~~While~~ ~~†~~ The primary mission of the RTP is implementation of the 2040 Growth Concept, including reinvestment in existing communities and their infrastructure, the plan must also address other important transportation issues that may not directly assist in implementing the growth concept. The plan must also protect the region’s existing investments by placing a high priority on projects or programs that maintain or preserve existing infrastructure. The following goals and objective reflect this priority ~~need to integrate 2040 Growth Concept objectives with other important transportation needs or deficiencies~~ in the development of the preferred, financially constrained and strategic RTP systems contained in Chapters 5, 7, and 8:”  
Reinvesting in existing communities is a key underpinning of the Region 2040 Growth Concept -- the preferred choice to sprawl. This includes reinvestment in existing infrastructure. This paragraph seemed to imply otherwise and undermine this key concept.
- Goal 1, Objectives 1, 2 and 3:

- (1) "Place the ~~highest priority-weight~~ on projects and programs that best serve the transportation needs of the central city, regional centers, intermodal facilities and industrial areas.";
- (2) "Place a high ~~priority-weight~~ on projects and programs that best serve the transportation needs of station communities, town centers, main streets, and corridors.";
- and
- (3) "Place less ~~priority-weight~~ on transportation projects and programs that serve the remaining components of the 2040 Growth Concept."

- Goal 3, Objectives 1 and 2:

- (1) "Place a the highest priority-weight on projects and programs that address safety-related deficiencies in the region's transportation infrastructure." and
- (2) "Place less ~~priority-weight~~ on projects and programs that address other deficiencies in the region's transportation infrastructure."

We agree with the intent to promote projects that serve core regional needs and promote safety. However, the overall priority of any project vis a vis another project should be determined based on selection criteria that reflect the range of policy considerations in the plan. The geographic and safety factors in this goal can be appropriately weighted and considered in the project selection criteria and process. See comment ---- above.

Unchanged, the text may be read to imply that: (1) any project serving a regional center is a higher priority than any project serving a town center; or (2) any project improving safety, no matter how slight, is a higher priority over any project improving use of capacity, however great. And this "highest priority" language may be in conflict: Does a safety improvement in a town center have priority over a non-safety project serving a regional center?

- Goal 1, new Objective 4:

"Emphasize projects that provide or help promote a wider range of transportation choices."

- Revise Goal 2:

"Emphasize the maintenance, and preservation, and effective use of transportation infrastructure in the selection of the RTP projects and programs."

**P. 1-27 to 1-29, Regional Public Transportation Systems Goals and Objectives:**

- Goal 1:

"Develop a public transportation system that serves 2040 Growth Concept primary land use components (central city, regional centers, industrial areas, intermodal facilities) with an appropriate-level, quality and range of public transportation necessary to substantially increase transit ridership-available."

- Goal 2:

"Develop a public transportation system that serves 2040 Growth Concept secondary land use components (station communities, town centers, main streets, corridors) with high quality service necessary to significantly increase transit ridership."

- Goal 5:

"Continue efforts to maintain public transportation as the safest and most environmentally friendly forms of motorized transportation in the region.

- Goal 5, new Objective 4:  
"Increase the energy efficiency of and reduce the amount of air pollutants and noise generated by public transportation vehicles."

**P. 1-31, Regional Freight:**

- Goal 1, Objective 3:  
Delete objective. See comment --- above, recommending flexible funding for all modes.
- Goal 3, Objective 4, new bullet:  
" \* where appropriate, consider improvements that are dedicated to freight travel only."

**P. 1-34, Regional Pedestrian Program:**

- Goal 1, Objective 2:  
"Improve pedestrian networks serving those transit centers, stations and stops with high frequency transit service."
- Goal 2, Objective 1:  
"Complete pedestrian facilities . . . and to the region's primary transit network."

**P. 1-35 - 1-37, Demand Management Program:**

- last P, 1st sentence:  
"The following describes the region's TDM goals, and objectives, and performance measures."  
The draft did not include performance measures.
- 1-36, TDM Goals and Objectives, 1st P:  
"The function of TDM support programs are to: . . . non-SOV modes, and (4) reduce the need and the demand to travel."
- 1-36, Goal 2, Objective 2:  
"Support efforts to provide maximum . . . alternative modes of transportation and to reduce subsidies for auto use."  
We need to eliminate incentives for auto travel to help achieve the regional goals of increasing the mode split for non-auto travel, reducing vehicle miles traveled, conserving resources, and promoting the compact urban form.
- 1-36, Goal 2, Objective 3:  
"Conduct further study of market-based strategies . . . increase alternative mode shares, and to reduce VMT, and encourage more efficient use of resources."
- Goal 2, Objective 4:  
"Investigate the use of HOV lanes and other traffic management measures to reduce roadway congestion, and to reduce impacts of congestion on transit operations."
- 1-36, Goal 2, new Objective 5:  
"Ensure measures adopted are equitable and incorporate adjustments to ensure all residents can meet their basic transportation needs."

- 1-37, Goal 5:

“Implement TDM support programs to reduce the need and the demand to travel and to make it more convenient for people to use alternative modes for all trips throughout the region..”



## Project Selection Criteria: Setting Priorities

by Keith Bartholomew, 1000 Friends of Oregon

*"Show me a person's check register, and I'll show you that person's priorities."*

*"She puts her money where her mouth is."*

Our language is full of aphorisms that refer to the connections between priorities and budget. Given the importance our society attaches to money, it is not surprising that the expenditure of money is the real measure of our commitment. But it is, after all, money that gets things done. How we spend it speaks volumes about our priorities, and it provides a direct measure of whether we are willing to translate our words into actions.

The Oregon Department of Transportation (ODOT) has a strong and historic role as the primary provider of transportation funding in Oregon. In fact, many would say that transportation funding is the agency's principal activity. Hence, the way ODOT elects to spend the money entrusted to it is an obvious and significant opportunity for implementing the Governor's directive to become a growth management agency. Moreover, ODOT's spending patterns provide the most direct method of assessing the seriousness of the agency's resolve in the growth management area.

### The Words

Oregon has an international reputation for farsighted land use and transportation planning. The state is full of wonderful plans that, if implemented, could ensure a sustainable future of economic and environmental health. ODOT can rightfully claim a substantial share of the credit in this area. The state Transportation Planning Rule (TPR), jointly written by ODOT and the Department of Land Conservation and Development, won a national planning award for its provisions which are designed to reduce reliance on the automobile and to "avoid the air pollution, traffic and livability problems faced by other areas of the country." Likewise, the Oregon Transportation Plan (OTP) has established a benchmark for excellence in transportation planning

### Setting Priorities

across the country. The OTP contains a host of provisions relating directly to growth management. In fact, growth management related topics dominate the plan's first two goals:

*"The transportation system must be designed and developed so that people have transportation choices in going from place to place. In urban areas people should be able to choose to commute, for example, by carpool, public transit or bicycle as well as by auto."*

*"Transportation agencies need to make decisions about whether to add lanes to freeways or to build light rail lines based on their full costs, including the costs to the environment and the community."*

*"The system must be environmentally responsible. Vehicle emission standards and efforts to reduce the vehicle miles traveled per capita will improve air quality and reduce energy consumption."*

*"Transportation facilities and services need to support development of compact urban areas."*

### The Actions

Of course, actions speak louder than words. As wonderful as the language in the TPR and the OTP is, the question still remains whether Oregon will deliver on these promises. The key is to build on our successful planning efforts by using them to establish a set of criteria for project selection. Once established, these criteria would then be applied to all potential projects in the state as part of the Statewide Transportation Improvement Program (STIP) process.

While there are a number of approaches that could be used effectively to set criteria, perhaps the best place to start is with the OTP itself. In fact, virtually everything that one could want in a growth management driven set of project selection criteria are contained in the policy section of the OTP. In other words, the bases for the criteria are already adopted state policy!

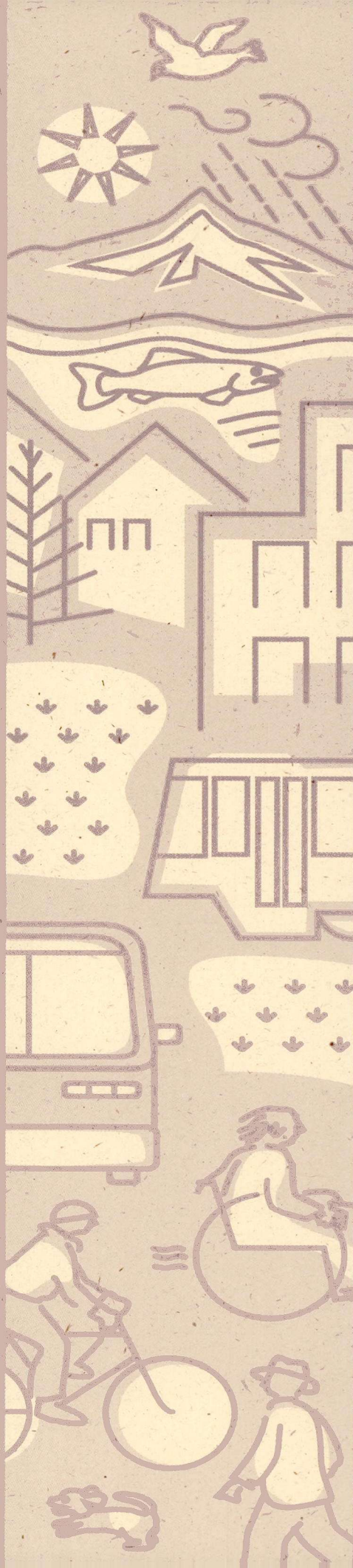
Drawing from this source, we recommend the following criteria be applied to each and every project considered for inclusion in the development and construction sections of the STIP:

- **Choice.** Does the proposed project provide or help to promote a wider range of transportation choices? Projects that do, receive a higher score; those that don't, a lower score.
- **Cost.** What is the full cost of the proposed project, including costs to the environment and the community? Project scores in this area would be proportional to the costs determined.
- **Accessibility.** Is the project fully accessible to all potential users, including the young, the elderly, and the disabled? Projects that are highly accessible would receive higher scores; those that are not would receive lower scores.
- **Auto Reliance.** Does the project increase vehicle miles traveled (VMT)? Projects that reduce VMT would receive positive scores; those that increase VMT would receive negative scores.
- **Connectivity.** Does the project increase connectivity among transportation modes? Projects that promote inter-modal connectivity would receive a positive score.
- **Safety.** Does the project increase safety for all users of the transportation system, including pedestrians and bicyclists? The safer the project, the higher the score.
- **Stewardship.** Is the project designed to protect the proposed public investment so that it will continue to achieve its intended objective over the long term? Projects so designed would receive a higher score; those that are not, a lower score. An example of the latter situation would be the addition of a highway lane for the purpose of improving freight travel under circumstances where it is likely that the lane will become congested with auto traffic in the short term.
- **Urban Form.** To what extent will the project support compact urban development patterns? Projects that encourage in-fill and redevelopment of existing urban areas would receive positive scores; those that encourage dispersal of development and/or auto traffic would receive negative scores.
- **Beauty.** Is the project designed to support and protect aesthetic values, historic resources, and scenic vistas? Projects that do would receive positive scores; those that do not would receive negative scores.
- **Equity.** Does the project move towards greater equity among transportation modes? Projects that increase inter-modal

equity would receive positive scores; those that decrease equity would receive negative scores.

After each of these criteria have been applied, and the scores tallied, all proposed projects (regardless of mode) would then be ranked by score. Projects would then be included into the STIP by order of rank. Because the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires all transportation improvement programs to be financially constrained, only those projects that have a reasonable assurance of being funded would be included in the STIP. All others would not be funded.

Through this system of project selection criteria, Oregon can move towards a healthier, sustainable, and more livable future. Obviously, more work needs to be done to fully flesh out and implement this selection process. Moreover, the implementation of such a scheme would mean a complete change of direction from the agency's current practices. However, it is the opinion of 1000 Friends of Oregon that such changes must be at the root of any effort to implement the Governor's directive if ODOT is to truly become a growth management agency.



**Citizen Advisory Committee  
Policy Recommendations  
Final Draft**

# **Regional Transportation Plan Update**

**April 19, 1996**



**METRO**





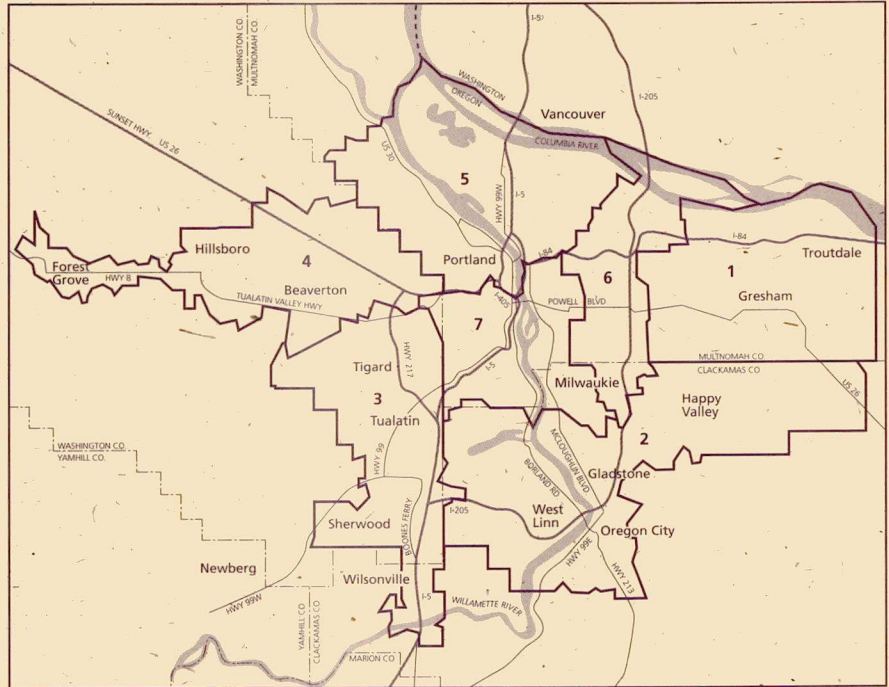
## METRO

Metro is the directly elected regional government that serves more than 1.2 million residents in the urban portions of Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan region.

Metro is responsible for the regional aspects of growth management, transportation and land use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; and technical services to local governments. Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center through the Metropolitan Exposition-Recreation Commission.

Metro is governed by an executive officer and a seven-member council. The executive officer is elected regionwide and the councilors are elected by district. Metro also has an auditor who is elected region-wide.

For more information about Metro or to schedule a speaker for a community group, call 797-1510.



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## Citizen Advisory Committee

Paul Koch, chair  
Resident delegate, Clackamas County

Lois Achenbach  
Resident delegate, city of Portland

Gregory Goodman  
Business delegate, city of Portland

Charles J. Becker, Vice Chair  
Resident delegate, cities of Multnomah  
County

Paul Spanbauer  
Business delegate, cities of Multnomah  
County

Marjorie Schmunk  
Resident delegate, Multnomah County

Karl Rohde  
Resident delegate, cities of  
Clackamas County

Joseph Intila  
Business delegate, cities of Clackamas  
County

Jan Campbell  
Resident delegate, cities of Washington  
County

Charles Noble  
Business delegate, cities of Washington  
County

Robert Enninga  
Resident delegate, Washington County

Mark Heintz  
Clark County/city of Vancouver delegate

Don MacGillivray  
Metro Committee for Citizen  
Involvement at-large delegate

Gerril Sue Lent  
Alternative mode at-large delegate

Joe Wallicki  
Alternative Mode at-large delegate

Vacant  
Freight at-large delegate

Patricia Lee  
Senior Citizen at-large delegate

Anne O'Ryan  
Motorist at-large delegate

Chris Wrench  
Environmental Interest Group, at-large  
delegate

Kevin Kincaid  
Transit Union, at-large delegate

David Hurt  
Youth, at-large delegate



Honorable Members of the Metro Council, the Joint Policy Advisory Committee on Transportation and citizens of the region:

Enclosed is the final version of Regional Transportation Plan policies developed and recommended by your Citizen Advisory Committee. The policies are the result of a very extensive process that looked, in depth, at every aspect of the regional transportation system and the implications for the future as it relates to the 2040 growth concept. This document is the result of a successful and positive partnership between citizens and public employees.

For the past year, the 21 members of the CAC spent countless hours reviewing transportation-related issues, shared individual and interest group ideas and concerns and communicated openly to work out transportation policies that would serve the region for many years to come. During some months, the committee members committed to many meetings and extended hours in order to develop a high-quality product.

As representatives of the various jurisdictions and citizens of the three-county area, the committee seriously considered every aspect of transportation-and growth-related issues. Because of the broad interests represented, the CAC spent much time openly communicating, discussing various strategies and developing common solutions to the regions' complex transportation and growth challenges.

In this time of negative feelings and criticism of government, it was rewarding for all of us to sit as citizens, working to establish a flexible framework that will provide the opportunities for solving the transportation problems of the region. Members of the committee learned first hand that there are no easy solutions. Thanks to the strong commitment of a very professional and highly qualified staff, the committee was educated about the issues, options and implications of action. We understand what must be done and trust that the policies will lead to positive action by the appropriate governing bodies of the region.

On behalf of the CAC, I thank you for giving us the opportunity to participate in the process. I also thank you for providing us with the opportunity to work with outstanding public employees who went well beyond the call of duty in assisting the committee. We now hope that the region will move forward in harmony to meet the needs of the citizens of the region.

Sincerely,

Paul Koch

Chair, Regional Transportation Plan Citizens Advisory Committee

# How can you get involved?

Release of this document triggers a public comment period for Chapter 1 policy changes recommended by the Regional Transportation Plan Citizen Advisory Committee. Now is the time for you to express your vision for the region's transportation system and how it can serve your needs. We want to know what is important to you!

To get involved:

- provide comments by phone, letter, fax or e-mail
- testify at the Metro Council's May 23 public hearing

## Policy Adoption Schedule

**May 7** – Citizen Advisory Committee meeting; public testimony received

**May 16** – Joint Policy Advisory Committee on Transportation (JPACT) considers final adoption of Chapter 1 of the Regional Transportation Plan

**May 17** – Public comment period on final recommendation ends

**May 23** – Metro Council public hearing at 6 p.m. at Metro Regional Center, 600 NE Grand, Portland; public testimony received

**May 30** – Metro Council considers final adoption of Chapter 1 of the Regional Transportation Plan

Please call the transportation hotline to confirm dates and meeting times.

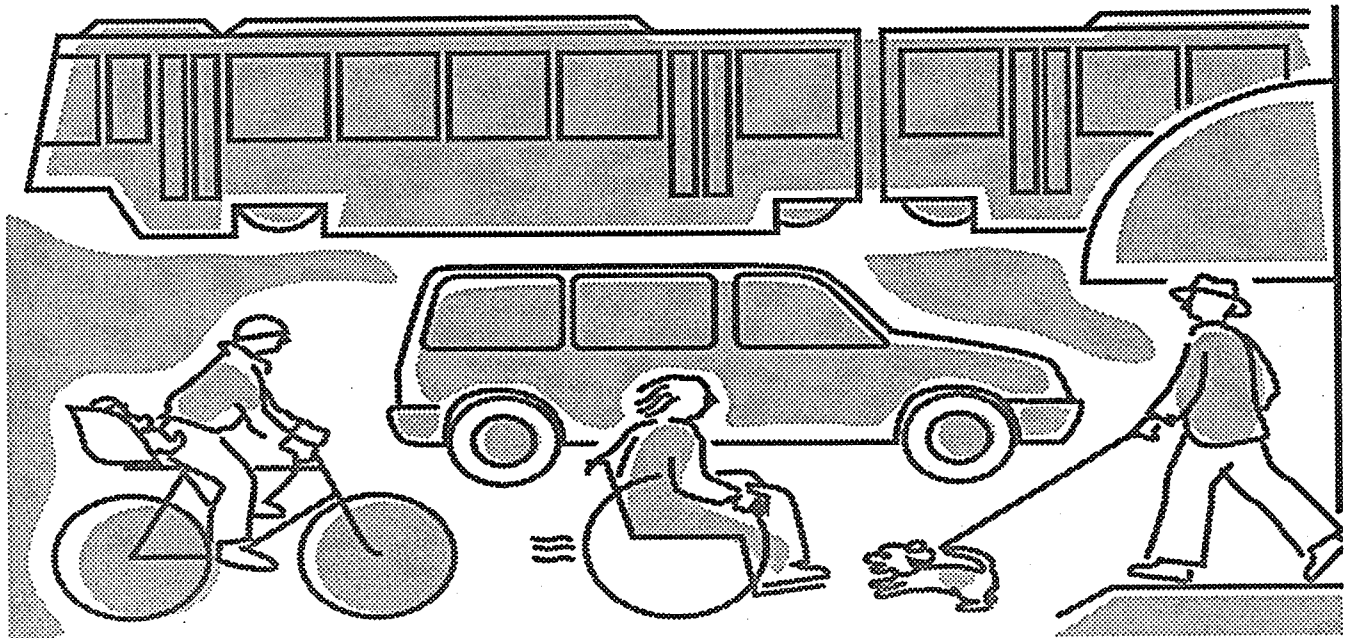
## To comment on Regional Transportation Plan policies:

**phone** – call the transportation hotline, (503) 797-1900 or T.D.D. (503) 797-1804

**mail** – Metro, Transportation Department, 600 NE Grand Ave., Portland, OR 97232-2736

**fax** – (503) 797-1794

**e-mail** – [trans@metro.or.gov](mailto:trans@metro.or.gov)





# Regional Transportation Plan

**T**he transportation system plays a critical role in the continued economic health and livability of this region. To address these and other issues, Metro is updating the Regional Transportation Plan, a 20-year blueprint for the region's transportation system that addresses how best to move people and goods in and through the region.

Chapter 1 of the plan establishes guiding principles for a balanced regional transportation system as well as goals and objectives for all ways of traveling in and through our region. These goals and objectives are important because they will form the basis for future decisions about what transportation projects will be funded in this region, as well as guide local jurisdictions in the development of their local transportation plans.

The Regional Transportation Plan is updated every three years. In May 1995, the Regional Transportation Plan Citizen Advisory Committee was appointed by the Metro Council as part of the update process. The 21-member group provides citizen perspectives on transportation issues and is advisory to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. This "discussion draft" summarizes the policy recommendations made by the Citizen Advisory Committee and further describes the Regional Transportation Plan, the Regional Framework Plan and the 2040 Growth Concept, including their relationship to each other.

**Growth in our region** – The Portland metropolitan region is a fast growing area with a diverse, improving economy. People are attracted to this region for its jobs, natural beauty and livability. Important measures of livability include access to jobs, affordable housing and a clean environment.

In 1995, there were approximately 1,597,100 people living in this region. According to population projections, there will be 2,507,600



people in the region by 2040 (including Clark Co., Washington). This represents an increase of nearly 900,000 new residents between 1995 and 2040.

Considering these projections, the challenge is clear. If the region is to preserve its acclaimed quality of life, we must deal proactively with

the issues accompanying a rapid increase in new residents – increasing traffic congestion, vanishing open space, rising housing costs and diminishing environmental quality.

**2040 Growth Concept** – To meet this challenge of increased population, Metro developed the 2040 Growth Concept. Adopted by the Metro Council in 1994, the 2040 Growth Concept is a plan that establishes a vision for how our region should grow during the next 50 years.

In general, the 2040 Growth Concept envisions compact development throughout the region, concentrating new jobs, services and housing in centers. The following are the land-use components defined in the 2040 Growth Concept:

- Central City
- Regional Centers
- Industrial Areas
- Station Communities
- Town Centers
- Main Streets
- Corridors
- Employment Areas
- Inner Neighborhood
- Outer Neighborhood

These centers vary in terms of size and types of activities present. Town centers, for example, are envisioned to provide housing with shopping and other commercial services within a two to three-mile radius.

Transportation investments that support town centers and the other land-use components defined in the 2040 Growth Concept are a key part of making the concept work. This means spending money on transportation projects that will provide the right mix of road, pedestrian, bus, bicycle and freight improvements to support this more compact urban form.

It is important to note that the 2040 Growth Concept is not the final plan for the region. Rather, the 2040 Growth Concept will be used to develop the Regional Framework Plan which will specify ways for the region and local communities to implement the vision outlined in the 2040 Growth Concept.

#### **Regional Framework Plan –**

The purpose of the Regional Framework Plan is to examine a number of issues that are involved in managing this region's growth. We are not, for example, examining only land-use issues. We are also looking at the transportation system, the urban growth boundary, water resources, air quality and



housing densities. Dealing with these issues together will help us create the kind of region most of us want for future generations.

A draft Regional Framework Plan will be developed with input from citizens, local governments, businesses and other interested groups by the end of 1996. During 1997, these same groups will have additional opportunities to deliberate and provide input to the plan before final action by the Metro Council. Metro's voter-approved charter requires that the Regional Framework Plan be adopted by December 31, 1997.

#### **Regional Transportation Plan –**

The Regional Transportation Plan is a key element of the Regional Framework Plan. The Regional Transportation Plan addresses how best to move people and goods in and through the region. To do this, the Regional Transportation Plan identifies existing and future transportation needs and the projects or programs needed to address those needs. Policies established in Chapter 1 of the

Regional Transportation Plan set both short and long-term priorities for funding of regional transportation projects.

The Regional Transportation Plan is updated every three years. Metro's 1992 Regional Transportation Plan is currently being updated to incorporate the components of the 2040 Growth Concept. The new Regional Transportation Plan, when adopted, will serve as the transportation element of the Regional Framework Plan.

Phase I of the Regional Transportation Plan update focused on bringing the plan into compliance with the federal Intermodal Surface Transportation Efficiency Act (ISTEA), the Clean Air Act Amendments (CAAA) of 1990 and the Americans with Disabilities Act (ADA) of 1990. Phase I was completed in July 1995 and produced an interim Regional Transportation Plan. This interim plan met all federal transportation planning requirements, most notably, the development of a 20-



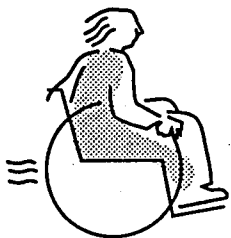
year list of projects meeting Clean Air Act requirements that could be built with money that is "reasonably anticipated to be available."

Phase II of the Regional Transportation Plan update will focus on integrating regional transportation policies and the 2040 Growth Concept. Successful implementation of the 2040 Growth Concept hinges on transportation policies and investments that encourage and support the land use components envisioned by the 2040 Growth Concept.

Phase II will also meet state level transportation requirements. The state transportation planning rule requires that metropolitan areas develop strategies to:

- integrate land-use and transportation planning
- build communities that promote biking, walking and transit as viable options to driving an automobile
- reduce the number of people traveling alone in a car

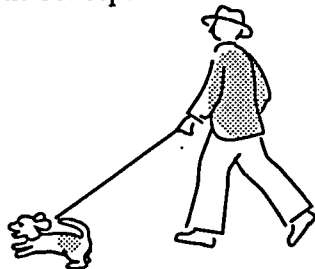
To achieve these regional and statewide goals, Phase II is broken down into a policy component and a system component. The policy component (Chapter 1) of the Regional Transportation Plan will be considered for adoption by the



Metro Council this May and will provide transportation direction for implementation of the 2040 Growth Concept.

A basic assumption in the goals and objectives of Chapter 1 is that transportation systems do more than meet travel demand; they have a significant effect on the areas they serve. As such, the goal of the Regional Transportation Plan is to tie investments in the region's transportation system to regional and community goals and values in order to maintain the quality of life that area residents presently enjoy.

To this end, the Regional Transportation Plan will balance investments in highways, streets, transit, freight, bikes and pedestrians, so that regional funds go to transportation projects that support the land-use components in the 2040 Growth Concept.



**The Regional Transportation Plan update process** – The Metro Council will make the final decision about regional transportation policies. However, the Regional Transportation Plan update process is structured to promote citizen involvement, interagency communication and coordination at several levels.

The Joint Policy Advisory Committee on Transportation (JPACT) consists of elected officials from

area cities and counties as well as agency leaders in the region. This committee's role is to evaluate transportation needs and give recommendations to the Metro Council. JPACT's discussions are usually based on technical input from the Transportation Policy Alternatives Committee (TPAC), whose membership includes technical staff from the same agencies as JPACT and six citizens appointed at-large by the Metro Council.

Several work teams also meet regularly to identify strategies and projects that address transportation needs for all ways of traveling in and through the region. These work teams are composed of citizens and city, county, regional and state agency planners.

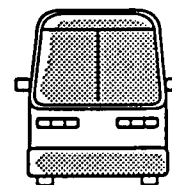
The 21-member Regional Transportation Plan Citizen Advisory Committee was appointed by the Metro Council in May of 1995 to provide citizen perspectives on transportation issues during the Regional Transportation Plan update. The committee members live and work throughout the region and bring a broad range of experiences and views to the process (see page 1 for a list of members). The committee suggests and reviews proposed changes to the Regional Transportation Plan and will make advisory recommendations to JPACT and the Metro Council. These recommendations will shape regional transportation policies.

# A new direction for Transportation

**T**he Regional Transportation Plan identifies six major components that focus on the movement of people and goods in and through the region. These components are motor vehicles, street design, freight, pedestrian access, bicycles and transit.

In addition, the Regional Transportation Plan includes a transportation demand management program. This program promotes shared ride, biking, walking and transit as ways to reduce demand on the region's transportation system, especially during the most congested times of the day.

The following are a summary of the Citizen Advisory Committee's policy recommendations for Chapter 1 of the Regional Transportation Plan. These recommendations will be considered by the Metro Council in May.

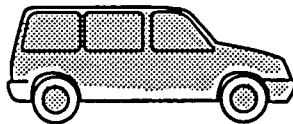


bicycle, bus and freight travel. Specific motor vehicle system goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- connecting and supporting the various 2040 Growth Concept land-use components
- maintaining access to important regional destinations
- limiting the impacts of motor vehicles on pedestrian, bicycle and transit oriented areas

**Regional Street System** – Metro's regional street system goals and objectives focus on improving traffic circulation through new street connections, and developing street designs that integrate the 2040 Growth Concept land-use components and the needs of various ways to travel. Specific changes to the regional street system goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- creating regional street design classifications that link transportation and land-use
- considering implementation of the 2040 Growth Concept when determining funding priority for transportation projects and programs



- integrating land use, automobile, bicycle, pedestrian, freight and transit needs in regional street designs

For more information on the regional street system, contact Tom Kloster, project manager, 797-1832, or T.D.D. 797-1804.

**Motor Vehicle System** – Metro's motor vehicle system provides access to the 2040 Growth Concept land-use components with an emphasis on mobility between these destinations. Although, principally designed to accommodate the car, the motor vehicle system also serves pedestrian,

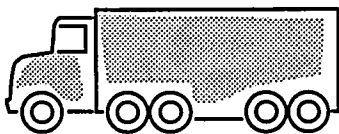
For more information on the motor vehicle system, contact Tom Kloster, project manager, 797-1832, or T.D.D. 797-1804.

**Transit System** – Metro's transit system goals and objectives focus on providing appropriate levels of access to transit service for everyone living within the urban growth boundary. Specific changes to the transit goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- making transit vehicles, transit stops and areas surrounding transit stops more accessible to customers with disabilities

- linking transit service to land use components of the 2040 Growth Concept (i.e., station communities, regional centers, etc.)
- identifying new types of transit services needed to serve the 2040 Growth Concept, including high-capacity bus service that is similar to light rail in speed, frequency and comfort
- improving the existing level of safety and security on the transit system to encourage transit use

For more information on the transit element of the regional transportation plan, contact Rich Ledbetter, project manager, 797-1761, T.D.D. 797-1804, or Ken Zatarain, Tri-Met Service Planning, 238-4970.



**Freight System** – Metro’s freight program acknowledges that the movement of goods and services makes a significant contribution to this region’s economy and wealth. Regional freight system goals and objectives focus on vitality of the region’s industries through efficient freight movement. Specific changes to the freight system goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- enhancing the flow of goods from the region to national and international markets
- reducing conflicts between freight and non-freight traffic
- developing adequate freight loading and parking areas in central cities, town centers and main streets

For more information on the freight element of the regional transportation plan, contact Mike Hoglund, project manager, 797-1743, T.D.D. 797-1804 or Jane McFarland, Port of Portland, 731-7049.

**Pedestrian System** – Metro’s pedestrian system goals and objectives focus on making the region more walkable and pedestrian friendly by providing safe and convenient access to pedestrian destinations within a short distance. For example, improving walkway connections between office and commercial districts and surrounding neighborhoods provide opportunities for residents to walk to work, shopping or to run personal errands. This reduces traffic congestion and air pollution, and helps create livelier communities.

A major goal of the pedestrian program is to encourage walking for short trips and improve access to the transit system through pedestrian improvements. Examples of pedestrian improvements are: sidewalks, curb ramps

and marked street crossings at all intersections. Features that make walking or waiting for a bus more appealing are street lighting, bus shelters and benches, landscaping and wide planting strips that create a buffer for pedestrians between the curb and the sidewalk.

The pedestrian system goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- designing communities so that walking is convenient
- implementing projects that are most likely to increase and benefit pedestrian travel
- improving pedestrian connections to bus stops and transit stations
- encouraging pedestrians, bicyclists and motorists to share the road safely through regional public awareness programs

For more information on Metro’s pedestrian program, contact, Allison Dobbins, project manager, 797-1748, or T.D.D. 797-1804.





**Bicycle System** – Metro’s bicycle system goals and objectives focus on increasing the number of bicycle trips in the region, providing a regional network of bikeways and encouraging bicyclists and motorists to share the road safely. Specific changes to bicycle system goals and objectives in Chapter 1 of the Regional Transportation Plan address:

- providing a convenient, safe, accessible and appealing regional system of bikeways that are integrated with other ways of traveling
- increasing the number of bicycle trips made throughout the region

- encouraging bicyclists and motorists to share the road safely through regional public awareness programs
- ensuring that all regional transportation improvements include appropriate bikeway facilities

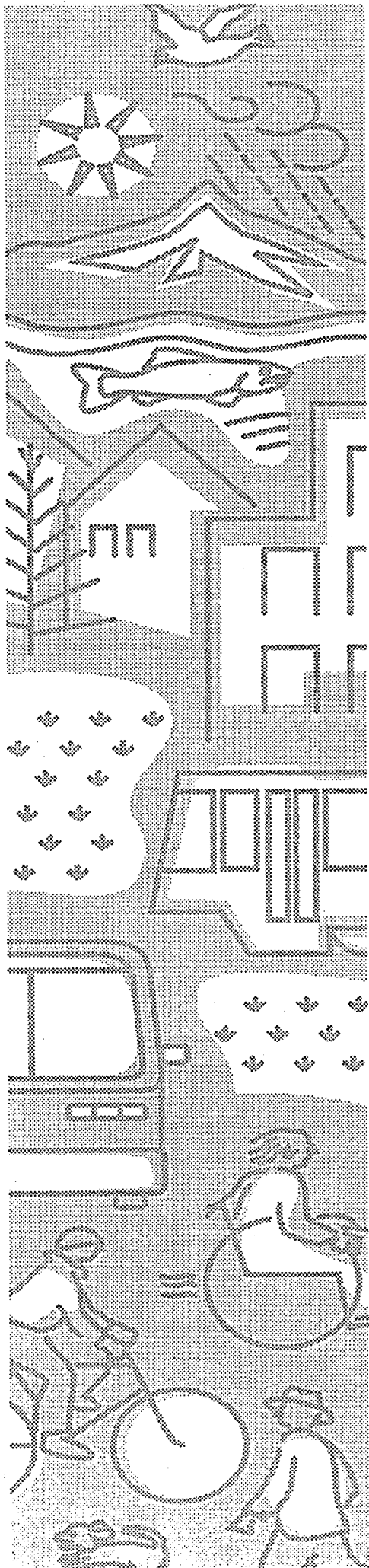
For more information on the regional bicycle program, contact Bill Barber, project manager, 797-1758, or T.D.D. 797-1804.

**TDM Program** – Metro’s transportation demand management (TDM) goals and objectives focus on promoting shared ride, biking, walking and transit, especially during the most congested times of the day. Specific changes to the transportation demand management program in Chapter 1 of the Regional Transportation Plan address:

- increasing public awareness of transportation demand management as a tool to reduce congestion and air pollution and to implement the 2040 Growth Concept

- making it more efficient and convenient for people to use transit, share rides, bike and walk
- providing incentives for development to occur in 2040 Growth Concept centers

For more information on the TDM element of the regional transportation plan, contact Rich Ledbetter, project manager, 797-1761, or T.D.D. 797-1804.



**Regional Transportation  
Plan Update**

# **Chapter 1 Regional Transportation Policy**

**Citizen Advisory Committee  
Final Draft**

**April 19, 1996**



**METRO**



METRO

# Chapter 1 Regional Transportation Policy for the Portland Metropolitan Region

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ACRONYMS

## CHAPTER 1

# Regional Transportation Policy

### A. Introduction

This chapter presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future planning and decision-making by the Metro Council and the implementing agencies, counties and cities. The chapter is organized as follows:

- **Transportation Vision Statement and Guiding Principles:** This section establishes the basic mission of the plan as a means for implementing the Metro 2040 Growth Concept.
- **Urban Form and Land Use:** This section describes the individual transportation needs of the 2040 Growth Concept land use components and the relative importance of these components to the region.
- **RTP Goals and Objectives:** This section describes the policy direction of the plan and establishes in measurable terms how the plan implements the 2040 Growth Concept and what level of accessibility the transportation system is expected to provide.
- **Transportation System Design:** This section provides objectives regarding the performance and function of each modal element of the transportation system.

### B. Regional Vision and Guiding Principles

Implementation of the 2040 Growth Concept requires a departure from traditional transportation planning. Concentrating development in the high-density activity centers envisioned in the 2040 Growth Concept may produce levels of congestion that exceed existing standards, yet signal positive urban development for these areas. Conversely, the continued economic vitality of important industrial areas and intermodal facilities largely depends on preserving or improving access to these areas and maintaining reasonable levels of mobility on the region's thoroughways. The unifying theme of the 2040 Growth Concept is to preserve the region's livability while accommodating expected growth – a principle which calls for transportation planning that is finely tailored to the specific needs of each 2040 Growth Concept land use component.

## **Transportation Vision Statement**

The Regional Transportation Plan seeks to enhance the region's livability through implementation of the 2040 Growth Concept with a transportation system that:

- anticipates the region's future travel needs;
- promotes an appropriate mix of travel modes; and
- supports key elements of the growth concept with strategic system improvements.

## **Guiding Principles**

The Regional Transportation Plan vision has four guiding principles:

1. Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public;
2. Facilitate development of the 2040 Growth Concept land use components with specific strategies that address mobility and accessibility needs and use transportation investments to leverage desired land use patterns;
3. Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits; and
4. Place a priority on protecting the region's natural environment and livability in all aspects of transportation planning process.

The transportation system plays a critical role in the continued economic health and livability of the region. The regional forecast for the year 2015 predicts nearly 615,000 new residents and more than 500,000 new jobs above 1995 levels for the metro area (excluding Clark County). Substantial investment in transportation improvements is needed to accommodate this growth in a manner that supports the 2040 Growth Concept and preserves the region's livability.

Important measures of livability include mobility and access to jobs, schools, services and recreation, movement of goods and clean air. The RTP must address these needs by improving choices for how people travel within the region, while seeking a balance between accessibility, system cost, strategic timing and prioritization of improvements and environmental impacts.

## ***Public Involvement***

Metro's public involvement policy for regional transportation planning and funding activities is intended to support and encourage broad-based public participation in the development and review of Metro's transportation plans, programs and projects. The policy was developed in response to citizen interest, recent changes in state and federal transportation



planning, and in an effort to reach traditionally underserved portions of the population. The public involvement policy was adopted in July 1995.

The public involvement program for the RTP update is tied to the Regional Framework Plan public involvement process, and includes a widely distributed newsletter, periodic workshops, open houses, public meetings and statistical research using focus groups and surveys.

The 21-member RTP Citizen Advisory Committee (CAC) was appointed to a two-year term in April 1995 and provides an ongoing, in-depth public dialogue on all aspects of the RTP update process. Members of the CAC were selected as delegates for specific constituencies, representing various citizen, demographic, business and special interest perspectives.

### *Accessibility and Mobility*

Accessibility is the ability to reach a given destination, and is measured in terms of travel costs in both time and money to a given destination. The more places that can be reached for a given cost, the greater the accessibility. Of equal importance is the range and quality of travel choices to a given destination. Therefore, the relative level of accessibility within the region is governed by both land use patterns and the number of travel alternatives provided in the regional transportation system.

In contrast, mobility is defined as the ability to move people and goods. Mobility improves when the transportation network is refined or expanded to improve capacity, thus allowing people and goods to move more quickly toward a particular destination.

Access to services and markets throughout the urban metropolitan area and maintaining adequate levels of mobility on key components of the regional system are principal objectives of the transportation plan and central to successful implementation of the 2040 Growth Concept. Residents of the region must have reasonable access to jobs, affordable housing, shopping, personal services and recreation. Commerce in the region depends on both access to statewide, interstate and international travel networks, and general mobility on the regional transportation system. The region's quality of life and economy would suffer if we do not meet these accessibility and mobility objectives.

### *System Cost*

A cost-effective transportation system will provide adequate levels of accessibility and mobility while minimizing the need for public investment. The RTP emphasizes preservation and efficient use of existing facilities as the best approach to providing an adequate transportation system. Therefore, the cost-effectiveness of the transportation system as a whole is dependent on solutions that provide adequate capacity and connectivity at the lowest total cost.

### *Timing and Prioritization of System Improvements*

The 2040 Growth Concept has established a broad regional vision that will guide all future comprehensive planning at the local and regional levels, including development of the Regional Transportation Plan. The growth concept contains a series of land use building blocks that establish basic design types for the region. Of these, the central city, regional center and industrial area/intermodal facility components are most critical in terms of their regional significance and role in implementing the other components of the growth concept.

Because the 2040 Growth Concept is a 50-year plan, many areas envisioned as important centers of urban activity, including several regional centers, station communities and main streets, are currently underdeveloped. Substantial public and private investment will be needed in these areas over the long-term to realize the 2040 Growth Concept vision. These areas provide the best opportunity for public policy to shape new development, and are, therefore, the best candidates for more immediate transportation system improvements.

During the past several years, the region has experienced unprecedented growth -- a trend that is predicted to continue in the 2015 regional forecast. Subsequently, a significant amount of urbanization is likely to occur while local jurisdictions are in the process of adopting local ordinances that implement the 2040 Growth Concept. Therefore, the phasing of RTP projects and programs will reflect this period of transition, with project identification and selection increasingly tied to implementation of the growth concept.

The RTP includes three implementation scenarios based on varying financial assumptions. The "preferred" system (Chapter 5) includes an optimal package of regional transportation projects and programs that best addresses the region's needs over the 20-year plan period. The "constrained" system (Chapter 7) is limited to those improvements to the regional transportation system that can be made by projecting existing revenue sources for the plan period, and does not adequately meet the region's 20-year needs. The "strategic" system (Chapter 8) includes a mix of regional projects and programs from both the preferred and financially constrained systems. The strategic system represents the minimum set of actions needed to adequately serve the region's 20-year transportation needs, and thus establishes a target for additional funding.

### *Environmental, Economic & Social Impacts*

Transportation systems have a significant effect on the physical and socioeconomic characteristics of the areas they serve. As such, transportation planning must consider larger regional and community goals and values, such as protection of the environment, the regional economy and the quality of life that area residents presently enjoy.

The RTP measures economic and quality of life impacts of the proposed system by evaluating key indicators, such as job and retail service accessibility, economic benefits to the business community and transportation for the traditionally underserved, including low income and minority households and the disabled. Other key system indicators include travel speeds, congestion, energy costs, protection of natural resources and air quality impacts. RTP objectives

are sometimes in conflict, so each transportation project or program must be evaluated in terms of relative tradeoffs, and how it best achieves an overall balance between those conflicting goals.

## **C. Urban Form And Land Use**

### **Regional Urban Growth Goals and Objectives**

The Regional Urban Growth Goals and Objectives (RUGGOs) were adopted in 1991 in response to direction by the Oregon Legislature to develop regional land use goals and objectives that would replace those adopted by the Columbia Region Association of Governments. The RUGGOs establish a process for coordinating planning in the metropolitan area in an effort to preserve regional livability. The RUGGOs also provide a policy framework for guiding Metro's regional planning program, including development of functional plans and management of the region's urban growth boundary.

In 1992, the region's voters approved a charter for Metro that formally gave responsibility for regional land use planning to the agency, and requires adoption of a Regional Framework Plan that integrates land use, transportation and other regional planning mandates. In late 1995, the Metro Council adopted the 2040 Growth Concept, a document that serves as the first step in developing the framework plan. Like the RUGGOs, the growth concept is not a final plan for the region, but rather, is a starting point for developing the Regional Framework Plan, which will be a more focused vision for the future growth and development of this region. The growth concept includes a series of regional measures intended to accelerate both development of the framework plan elements and local implementation of growth concept principles. The 1996 Regional Transportation Plan serves as a functional plan and will be the transportation element of the Regional Framework Plan.

While the 2040 Growth Concept is primarily a land use framework, success of the concept, in large part, hinges on regional transportation policy. The following are the 2040 Growth Concept land use components and a description of their associated transportation elements. The land use components are grouped according to their relative significance in the region:

#### *Primary Components*

The central city, regional centers, industrial areas and intermodal facilities are centerpieces of the 2040 Growth Concept, and form the geographic framework for more locally oriented components of the plan. Thus, implementation of the overall growth concept is largely dependent on the success of these primary components. For this reason, these components are the focus of 2040 Growth Concept implementation policies and infrastructure investments.

- **Central City and Regional Centers**  
Portland's central city already forms the hub of the regional economy. Regional centers in suburban locales such as Gresham, Beaverton and Hillsboro are envisioned in the 2040 Growth Concept as complementary centers of regional economic activity. These areas have

the region's highest development densities, the most diverse mix of land uses and the greatest concentration of commerce, offices and cultural amenities. They are the most accessible areas in the region by both auto and transit, and have very pedestrian-oriented streets.

In the 2040 Growth Concept, the central city is highly accessible by a high-quality transit system, multi-modal street network and a regional freeway system of through-routes. Light rail lines radiate from the central city, connecting to each regional center. The street system within the central city is designed to encourage transit, bicycle and pedestrian travel, but also accommodate auto and freight movement. Of special importance are the bridges that connect the east and west sides of the central city, and serve as critical links in the regional transportation system.

Regional centers also feature a high-quality radial transit system serving their individual trade areas and connecting to other centers, as well as light rail connections to the central city. In addition, a fully improved network of multi-modal streets tie regional centers to surrounding neighborhoods and nearby town centers, while regional through-routes will be designed to connect regional centers with one another and points outside the region. The street design within regional centers encourages transit, bicycle and pedestrian travel while also accommodating automobile and freight movement.

- **Industrial Areas and Intermodal Facilities**

Industrial areas serve as "sanctuaries" for long-term industrial activity. These areas are primarily served by a network of major street connections to both the regional freeway system and intermodal facilities. Many industrial areas are also served by freight rail, and have good access to intermodal facilities. Freight intermodal facilities, including air and marine terminals, freight rail yards and common carrier truck terminals are an area of regional concern. Access to these areas is centered on rail, the regional freeway system, transit, bikeways and key roadway connections. While industrial activities often benefit from roadway improvements largely aimed at auto travel, there are roadway needs unique to freight movement that are critical to the continued vitality of industrial areas and intermodal facilities.

### *Secondary Components*

While more locally oriented than the primary components of the 2040 Growth Concept, town centers, station communities, main streets and corridors are significant centers of urban activity. Because of their density and pedestrian-oriented design, they play a key role in promoting transit, bicycling and walking as viable travel alternatives to the automobile, as well as conveniently close services for surrounding neighborhoods. As such, these secondary components are an important part of the region's strategy for achieving state goals for reducing per-capita automobile travel.

- **Station Communities**

Station communities are located along light rail corridors and feature a high-quality pedestrian and bicycle environment. These communities are designed around the

transportation system to best benefit from the public infrastructure. While they include some local services and employment, they are mostly residential developments that are oriented toward the central city, regional centers and other areas that can be accessed by rail for most services and employment.

- **Town Centers and Main Streets**

Town Centers function as local activity areas that provide close access to a full range of local retail and service offerings within a few miles of most residents. While town centers will not compete with regional centers in scale or economic diversity, they will offer some specialty attractions of regional interest. Though the character of these centers varies greatly, each will function as strong business and civic communities with excellent multi-modal arterial street access and high quality transit service with strong connections to regional centers and other major destinations. Main streets feature mixed-use, storefront style development that serve the same urban function as town centers, but are located in a linear pattern along a limited number of bus corridors. Main streets feature street designs that emphasize pedestrian, transit and bicycle travel.

- **Corridors**

Corridors will not be as intensively planned as station communities, but similarly emphasize a high-quality bicycle and pedestrian environment and convenient access to transit. Transportation improvements in corridors will focus on nodes of activity -- often at major street intersections -- where transit and pedestrian improvements are especially important. Corridors can include auto-oriented land uses between nodes of activity, but such uses are carefully planned to preserve the pedestrian orientation and scale of the overall corridor design.

### *Other Urban Components*

Some components of the 2040 Growth Concept are primarily of local significance, including employment centers and neighborhoods. Urban activities in these areas often impact the regional transportation system, but are best addressed through the local planning process.

- **Employment Centers**

Employment centers allow mixed commercial and industrial uses, including some residential development. These areas are primarily served by a network of arterial connections to both the regional freeway system and intermodal facilities. Some employment centers are also served by freight rail. Employment centers are often located near industrial areas, and thus may benefit from freight improvements primarily directed toward industrial areas and intermodal facilities.

- **Neighborhoods**

In recent decades, the newest neighborhoods have become the most congested, largely due to a lack of street connections. A lack of street connections discourages walking and bicycling for local trips in these areas, and forces local auto trips onto the regional multi-modal arterial network. The 2040 Growth Concept envisions master street plans in all areas to increase the number of local street connections to the regional roadway network. However,

new connections must be designed to discourage through-travel on local neighborhood streets.

### *Exurban Components*

- **Urban Reserves**  
These reserves, which are currently located outside the UGB, are relatively undeveloped, with limited transportation facilities. Urban reserves are intended to accommodate future growth and will eventually require multi-modal access to the rest of the region. Because they may be added to the urban area during the 20-year RTP planning period, they are included in the RTP functional classification scheme (Chapter 4). General street and transit planning is completed prior to urbanization as part of the RTP process, and based on specific 2040 Growth Concept land use policies for these areas. Once urban reserves are brought within the UGB, more detailed transportation system planning at the regional and local level occurs in conjunction with detailed land use planning.
- **Rural Reserves**  
These largely undeveloped reserves are also located outside the UGB, and have very limited transportation facilities. Roadways in these areas are intended to serve rural industry, and urban travel on these routes is accommodated with designs that are sensitive to their basic rural function. Rural reserves will be protected from urbanization for the foreseeable future through county zoning ordinances, intergovernmental agreements and by limiting rural access to urban through-routes.
- **Neighboring Cities and Green Corridors**  
Neighboring cities are separated from the main urban area by rural reserves, but are connected to regional centers within the metropolitan area by limited-access green corridor transportation routes. Green corridor routes will include bicycle and transit service to neighboring cities. Neighboring cities will be encouraged, through intergovernmental agreements, to balance jobs and households in order to limit travel demand on these connectors. The region also has an interest in maintaining reasonable levels of through-travel on major routes that pass through neighbor cities and function as freight corridors. Growth of neighboring cities will ultimately affect through-travel and could create a need for bypass routes. Such impacts will also be addressed through coordination with county and state agencies, as well as individual neighboring cities.

## **D. Transportation System Design**

### **Systemwide Goals and Objectives**

The overall goal of the RTP is to develop a safe and cost-effective transportation system that serves the region's future travel needs and implements the 2040 Growth Concept while also recognizing the financial constraints and environmental impacts associated with that system. The remainder of this section: (1) presents the systemwide goals and objectives of this Plan; (2) defines adequate accessibility, mobility and safety and the types of fiscal and

environmental constraints that must be addressed; and (3) details the criteria against which the performance of the system will be measured.

**System Goal 1 - Implement a transportation system that serves the region's future travel needs and implements the 2040 Growth Concept.**

1. **Objective:** Provide the highest levels of access by multiple modes to, between and within the central city, regional centers, intermodal facilities and industrial areas.
2. **Objective:** Provide high levels of access by multiple modes to, between and within station communities, town centers, main streets and corridors.
3. **Objective:** Provide access by multiple modes to, between and within areas in the region not identified above.
4. **Objective:** Provide adequate levels of mobility for people and goods within the region.

**System Goal 2 - Provide a cost-effective transportation system.**

1. **Objective:** Maintain and preserve the existing transportation infrastructure.
2. **Objective:** Improve the efficiency of the existing transportation system.
3. **Objective:** Consider a full range of costs and benefits in the allocation of transportation funds.

**System Goal 3 - Protect the region's livability.**

1. **Objective:** Enhance livability with all regional transportation projects and programs.
2. **Objective:** Give priority to transportation projects and programs that best enhance livability.

**System Goal 4 - Protect the region's natural environment.**

1. **Objective:** Meet applicable standards for air and water quality.
2. **Objective:** Minimize the environmental impacts associated with transportation project construction and maintenance activities.
3. **Objective:** Promote alternative modes that help to meet air quality standards.

**System Goal 5 - Improve the safety of the transportation system.**

1. **Objective:** Promote safety in the design and operation of the transportation system.

2. **Objective:** Minimize conflicts between modes, particularly between motor vehicles, pedestrians and bicycles.
3. **Objective:** Develop and implement regional safety and education programs.

### **Regional Street System**

In 1991, sweeping changes at the federal, state and regional levels changed the scope of transportation planning. While additional public investments in the regional street system are needed to provide the region with an adequate level of mobility and accessibility, the federal ISTEA has dramatically altered the funding priorities for projects that include federal support. Meanwhile, the state transportation planning rule (TPR) emphasizes the need to promote travel alternatives to the automobile, and sets aggressive goals for reducing per capita automobile travel. At the regional level, the Metro charter directs the agency to complete the Regional Framework Plan (RFP), a broad comprehensive plan that will set regional land use and transportation policy.

The federal ISTEA specifies a planning process that discourages projects that primarily benefit single occupancy vehicle (SOV) travel, and calls for consideration of alternative modes in all transportation planning decisions. In particular, funding for projects that primarily benefit SOV auto travel on the roadway system may be limited, while projects that benefit bicycle, pedestrian, transit and freight travel are more likely to be funded.

The TPR focuses on the link between land use and transportation, and requires the region to consider land use policies when developing transportation plans. At the local level, cities and counties are required to revise development standards to promote transit, pedestrian and bicycle travel, orient new buildings toward major transit stops and local street designs that require less right-of-way width and improve pedestrian circulation. Under the TPR, local transportation plans must also include policies that promote completion of local street networks.

The Regional Framework Plan will echo many of these issues, and provide a land use and transportation context for local comprehensive plans. The policies and key system elements of the RTP will serve as the transportation component of the Regional Framework Plan. The regional urban growth goals and objectives (RUGGOs), adopted by the region in 1991, will guide development of the framework plan.

Together, these requirements have elevated the importance of street designs in regional planning. This section addresses these mandates with street design concepts intended to mix land use and transportation planning in a manner that supports individual 2040 Growth Concept land use components. These design concepts reflect the fact that streets perform many, often conflicting functions, and the need to reconcile conflicts among travel modes. The design classifications will work in tandem with the modal system maps shown in Chapter 4 of this plan.



## *Regional Street Design Goals and Objectives*

### **Goal 1 -Provide regional street design concepts to guide local implementation of the 2040 Growth Concept.**

1. **Objective:** Develop a system of regional street design concepts that fully integrate automobile, transit, pedestrian, bicycle and freight needs as they relate to 2040 Growth Concept land use components.
2. **Objective:** Develop and maintain a regional street design map in Chapter 4 of this plan that identifies appropriate street design classifications for facilities of regional significance. This map shall:
  - respond to regional land use needs presented by the 2040 Growth Concept;
  - be consistent with the regional motor vehicle, transit, freight, bicycle and pedestrian system maps in Chapter 4 of this plan; and
  - be developed with parcel-specific design designations.
3. **Objective:** Develop standards for appropriate transition areas between street design types.

### **Goal 2 -Develop street performance standards for implementation of regional street design concepts in local transportation system plans (TSPs).**

1. **Objective:** Provide model street designs as a resource for local TSP development.
2. **Objective:** Develop RTP street design guidelines to support local TSP development.
3. **Objective:** Develop RTP street design standards where regional design interests warrants consistency among local design standards.
4. **Objective:** Consider right-of-way, environmental and topographic constraints, while satisfying the general intent of the regional street design concepts.

### **Goal 3 -Manage the regional street system to achieve the access and mobility needs of the 2040 land use components.**

1. **Objective:** Provide for through travel on major routes that connect major regional destinations and emphasize efficient travel speeds.
2. **Objective:** Provide access from local areas to adjacent regional or community-scale activity centers.

## *Regional Street Design Concepts*

The regional street design concepts are intended to serve multiple modes of travel in a manner that supports the specific needs of the 2040 land use components. The street design concepts fall into five broad classifications:

- *Throughways* that emphasize motor vehicle travel and connect major activity centers;
- *Boulevards* that serve major centers of urban activity and emphasize transit and pedestrian travel while balancing the many travel demands of intensely developed areas;
- *Streets* that serve transit corridors, main streets and neighborhoods with designs that integrate many modes of travel and provide easy pedestrian and transit travel;
- *Roads* that are traffic oriented; with designs that integrate all modes but primarily serve motor vehicles; and
- *Local streets* that complement the regional system by serving neighborhoods and carrying local traffic.

These design concepts apply to the regional system as it relates to specific 2040 Growth Concept land use components. The following is a detailed description of the purpose and design emphasis of each design type:

### *Throughways*

The purpose of these facilities is to connect major activity centers within the region, including the central city, regional centers, industrial areas and intermodal facilities to one another and to points outside the region. Throughways are divided into limited access Freeway designs where all intersections have separated grades, and Highways that include a mix of separate and at-grade intersections.

Both Freeways and Highways are designed to provide high speed travel for longer motor vehicle trips throughout the region, are primary freight routes and serve all 2040 Growth Concept land use components. In addition to facility designs that promote mobility, Throughways may also benefit from access management and Advanced Traffic Management System (ATMS) techniques. These facilities may carry transit through-service, with supporting amenities limited to transit stations. These facilities may also incorporate transit-priority design treatment where appropriate, and may incorporate light rail or other high-capacity transit.

### *Freeways*

Freeways usually consist of four to six vehicle travel lanes, with additional lanes in some situations. They are completely divided, with no left turn lanes. Freeway designs have

few street connections, and they always occur at separated grades with access controlled by ramps. There is no driveway access to Freeways or buildings oriented toward these facilities, and only emergency parking is allowed. Freeway designs do not include pedestrian amenities, with the exception of improved crossings on overpasses and access ramps. Bikeways designed in conjunction with Freeway improvements usually follow parallel routes.

### *Highways*

Highways usually consist of four to six vehicle travel lanes, with additional lanes in some situations. Highway designs have few street connections, and they may occur at same-grade or on separate grades. Highways are usually divided with a median, but also have left turn lanes where at-grade intersections exist. There are few driveways on Highways, and buildings are not oriented toward these facilities. On-street parking is usually prohibited in Highway designs, but may exist in some locations. Highway designs include striped bikeways and sidewalks with optional buffering. Improved pedestrian crossings are located on overpasses and at same-grade intersections.

### *Boulevards*

Boulevards are designed with special amenities that promote pedestrian and transit travel in the districts they serve. Boulevards serve the multi-modal needs of the region's most intensely developed activity centers, including the central city, regional centers, station communities, town centers and some main streets. As such, these facilities may benefit from access management, traffic calming and ATMS techniques that reinforce pedestrian and transit travel. Boulevards are divided into regional and community scale designs.

### *Regional Boulevards*

Regional Boulevards mix a significant amount of motor vehicle traffic with transit, bicycle and pedestrian travel where dense development is oriented toward the street. These designs feature low to moderate vehicle speeds and usually include four vehicle lanes. Additional lanes or one-way couplets may be included in some situations. Regional Boulevards have many street connections and some driveways, although combined driveways are preferable. These facilities may include on-street parking when possible. The center median serves as a pedestrian refuge and allows for left turn movements at intersections.

Regional Boulevards are designed to be transit-oriented, with high-quality service and substantial transit amenities at stops and station areas. Pedestrian improvements are substantial on boulevards, including broad sidewalks, pedestrian buffering, special street lighting and crossings at all intersections with special crossing amenities at major intersections. These facilities have striped or shared bikeways. They also serve as primary freight routes, and often include loading facilities within the street design.

### *Community Boulevards*

Community Boulevards mix motor vehicle traffic with transit, bicycle and pedestrian travel where dense development is oriented toward the street. These facilities are designed for low motor vehicle speeds and usually include four vehicle lanes and on-street parking. Fewer vehicle lanes may be appropriate in some situations, particularly when necessary to provide on-street parking. Community Boulevards have many street connections and some driveways, although combined driveways are preferable. Where appropriate, center medians offer a pedestrian refuge and allow for left turn movements at intersections.

Community Boulevards are designed to be transit-oriented, with high quality service that is supported by substantial transit amenities at stops and station areas. Pedestrian improvements are also substantial, including broad sidewalks, pedestrian buffering, special street lighting and crossings at all intersections with special crossing amenities at major intersections. Community Boulevards have striped or shared bikeways and some on-street parking. These facilities also serve as secondary freight routes, and may include loading facilities within the street design.

### *Streets*

Streets are designed with amenities that promote pedestrian and transit travel in the districts they serve, particularly where development densities warrant special transit and pedestrian design considerations. Streets serve the multi-modal needs of the region's corridors, neighborhoods and some main streets. As such, these facilities may benefit from access management, traffic calming and ATMS techniques that enhance pedestrian and transit travel, while providing appropriate motor vehicle mobility. Streets are divided into regional and community scale designs.

### *Regional Streets*

Regional Streets are designed to carry significant vehicle traffic while also providing for transit, bicycle and pedestrian travel. These facilities serve a development pattern that ranges from low density residential neighborhoods to more densely developed corridors and main streets, where buildings are often oriented toward the street at major intersections and transit stops. Regional Street designs accommodate moderate motor vehicle speeds and usually include four vehicle lanes. Additional motor vehicle lanes may be appropriate in some situations. These facilities have some to many street connections, depending on the district they are serving. Regional Streets have few driveways that are combined whenever possible. On-street parking may be included, and a center median serves as a pedestrian refuge and allows for left turn movements at intersections.

These facilities are designed to be transit-oriented, with high-quality service and substantial transit amenities at stops and station areas. Although less substantial than in Boulevard designs, pedestrian improvements are important along Regional Streets, including sidewalks that are buffered from motor vehicle travel, crossings at all

intersections and special crossing amenities at major intersections. Regional Streets have striped or shared bikeways. They also serve as primary freight routes, and may include loading facilities within the street design, where appropriate.

### *Community Streets*

Community Streets are designed to carry vehicle traffic while providing for transit, bicycle and pedestrian travel. These facilities serve low density residential neighborhoods as well as more densely developed corridors and main streets, where buildings are often oriented toward the street at main intersections and transit stops. Regional Street designs allow for moderate motor vehicle speeds and usually include four motor vehicle lanes and on-street parking. However, fewer travel lanes may be appropriate when necessary to provide for on-street parking. These facilities have some to many street connections, depending on the 2040 Growth Concept land-use components they serve. Community Streets have few driveways that are shared when possible. A center median serves as a pedestrian refuge and allows for left turn movements at intersections.

Community Streets are transit-oriented in design, with transit amenities at stops and station areas. Although less substantial than in Boulevard designs, pedestrian improvements are important on Community Streets, including sidewalks that are buffered from motor vehicle travel, crossings at all intersections and special crossing features at major intersections. Community Streets have striped or shared bikeways. These facilities also serve as secondary freight routes, and may include loading facilities within the street design, where appropriate.

### *Roads*

Roads are traffic-oriented designs that provide motor vehicle mobility to the 2040 Growth Concept land use components they serve and accommodate a minimal amount of pedestrian and transit travel. These facilities may benefit from access management and ATMS techniques. Roads serve the travel needs of the region's low density industrial and employment areas as well as rural areas located outside the urban growth boundary (UGB). Roads are, therefore, divided into urban and rural designs.

### *Urban Roads*

These facilities are designed to carry significant motor vehicle traffic while providing for some transit, bicycle and pedestrian travel. Urban Roads serve industrial areas, intermodal facilities and employment centers where buildings are rarely oriented toward the street. These facilities also serve new urban areas (UGB additions) where plans for urban land use and infrastructure are not complete. Urban Roads are designed to accommodate moderate vehicle speeds and usually include four motor vehicle lanes, although additional lanes may be appropriate in some situations. These designs have some street connections, but few driveways. Urban Roads rarely include on-street parking, and a center median primarily serves to optimize motor vehicle travel and to allow for left turn movements at intersections.

Urban Roads serve as important freight routes, and often include special design treatments to improve freight mobility. These facilities are designed for transit through-service, with limited amenities at transit stops. Sidewalks are included in Urban Road designs, although buffering is optional. Pedestrian crossings are included at intersections. Urban Roads have striped bikeways.

#### *Rural Roads*

Rural Roads are designed to carry rural traffic while accommodating limited transit, bicycle and pedestrian travel. These facilities serve urban reserves, rural reserves and green corridors, where development is widely scattered and usually located away from the road. These facilities are designed to allow moderate motor vehicle speeds and usually consist of two to four motor vehicle lanes, with additional lanes appropriate in some situations. Rural Roads have some street connections and few driveways. On-street parking occurs on an unimproved shoulder, and is usually discouraged. These facilities may include center turn lanes, where appropriate.

Rural Roads serve as important freight routes and often provide important farm-to-market connections. Special design treatments to improve freight mobility are therefore important in these designs. Rural Roads rarely serve transit, but may include limited amenities at rural transit stops where transit service does exist. Bicycles and pedestrians share a common striped shoulder on these facilities, and improved pedestrian crossings occur only in unique situations (such as rural schools or commercial districts).

#### **Local Street Design**

Local streets serve the immediate travel needs of the region at the neighborhood level. These facilities are multi-modal, and are designed to serve most short automobile, bicycle and pedestrian trips. They generally do not carry freight in residential areas, but are important to freight movement in industrial and commercial areas. Local streets may serve as transit routes in some situations. Local street designs include many connections with other streets, and bicycle and pedestrian connections where topography or development patterns prevent full street extensions.

The design of local street systems is generally beyond the scope of the RTP. However, the aggregate effect of local street design impacts the effectiveness of the regional transportation system when local travel is restricted by a lack of connecting routes, and local trips are forced onto regional facilities. The following connectivity principles should guide future development of local street designs:

- Planning jurisdictions should create local street system plans or performance standards to ensure connections that meet regional connectivity goals. Local streets include all facilities not identified on the regional design map in Chapter 4 of this plan;

- Local street system plans should anticipate opportunities to incrementally extend and connect local streets over time in primarily developed areas, and local design codes should encourage these connections as part of the development review process;
- Local street design codes should allow street systems to serve a mix of development types within a continuous street pattern;
- Local street designs should encourage pedestrian travel by ensuring that the shortest, most direct routes are provided to nearby existing or planned commercial services, schools, parks and other neighborhood destinations;
- Local street design and zoning ordinances should ensure that neighborhood residents have access to existing or planned commercial services that provide for daily or weekly needs, including groceries, pharmacies and gas stations, without using Throughways, Regional Boulevards, Regional Streets or Urban Roads;
- Where appropriate, local design codes should allow narrow street designs to conserve land, calm traffic or promote connectivity; and
- Closed street systems and cul-de-sac designs should be limited to situations where topography or development patterns prevent full street extensions.

### Regional Street System Management

Identifying land use priorities and serving the associated transportation needs is the first step of the transportation planning process. Once appropriate transportation systems are defined (e.g., freeways, transit, freight, etc.) and as additions to existing systems are built, the next critical step is to define the best ways of operating the facilities and systems. The following RTP goals and policies establish the region's heightened commitment to Transportation System Management (TSM). TSM addresses travel demand by managing existing transportation facilities rather than by building new roadways. TSM can relieve congestion, improve the safety and efficiency of transportation facilities during all times of day, and benefit all users of the regional system. Appropriate TSM techniques will be used to achieve specific goals of the regional street design concepts described in this section. There are four broad categories of TSM:

#### *Facility Design*

Facility design techniques address roadway safety and operations with minor roadway reconstruction. Projects might include re-stripping travel lane widths, realigning roadways to enhance sight distances and geometry at intersection approaches, channeling of turning movements (e.g., stripping or roadway widening to provide left turn pockets, right turn lanes, bus pullouts, etc.), improved signage of cross streets and activity centers and signalization control and phasing adjustment.

### *Access Management*

Access management techniques reduce opportunities for conflict between through-movements and vehicles turning off and onto the roadway. They also reduce conflict between motor vehicles, pedestrians and bicycles. Examples include closing and/or consolidating commercial driveways, minimizing connection of local streets to regionally significant arterials and selectively prohibiting left turn and "U-turn" movements at and between intersections.

### *Traffic Calming*

Traditionally, traffic calming techniques have been applied to existing neighborhood streets and collectors to protect them from *intrusion of through-traffic* seeking to avoid congested major facilities during peak periods and high-speed traffic at all hours. These "retrofit" techniques include speed bumps, traffic-rounds and traffic barriers and are rarely appropriate for use on larger regional facilities. They are, however, critical design elements that address secondary local effects of the regional system and operational policies promoted in the RTP.

Another class of calming techniques is defined in the RTP and are embedded in the design of streetscapes serving pedestrian-oriented land uses. These include narrowed travel lanes, wider sidewalks, curb-corner extensions, planted median strips and other features designed to unobtrusively reduce motor vehicle speeds and buffer pedestrians from the myriad effects of adjacent motor vehicle movements.

### *Advanced Traffic Management System (ATMS)*

ATMS refers to proven traffic management techniques that use computer processing and communications technologies to optimize performance of multi-modal roadway and transit systems. A mature ATMS will integrate freeway, arterial and transit management systems. A blueprint of the region's planned ATMS system is described in the ODOT/FHWA sponsored Portland-area ATMS Plan published in 1993. The ATMS Plan recognizes the inter-relationships between high-speed, limited access through-routes and the parallel system of regional and local minor arterials and collectors. ATMS provides techniques and management systems to facilitate region-wide auto, truck and transit vehicle mobility (i.e., ATMS prioritizes longer trips on freeway and arterial through-routes). ATMS systems also manage "short-trip" facilities that emphasize access to commercial/residential uses. Most important, the ATMS Plan emphasizes the importance of fully integrating through-route and local-system traffic management for optimum performance.

**Goal 1 - Use TSM techniques to optimize performance of the region's transportation systems.**

Selection of appropriate TSM techniques will be according to the regional street design concepts.

1. **Objective:** Implement an integrated, regional ATMS program addressing:



- Freeway Management (such as ramp meters and automated incident detection or rapid response)
  - Arterial Signal Coordination (such as comprehensive adjustment of signal timing to minimize stop-and-go travel, consistent with adjacent land use and which coordinates with freeway and interchange operations)
  - Transit Operation (such as expanded reliance on Tri-Met's computer-aided fleet location and dispatch system and its integration with freeway and arterial management systems, with special emphasis on relaying incident detection data to allow rerouting of buses)
  - Multi-Modal Traveler Information Services
2. **Objective:** Develop access management plans for urban areas that are consistent with regional street design concepts. For rural areas, access management should be consistent with Rural Reserve and Green Corridor land use objectives.
  3. **Objective:** Integrate traffic calming elements into new street designs consistent with regional street design concepts, and as a method to optimize regional street system operation without creating excessive local travel on the regional system.
  4. **Objective:** Continue to restripe and/or fund minor reconstruction of existing transportation facilities consistent with regional street design concepts.

#### **Regional Street System Implementation**

While the primary mission of the RTP is implementation of the 2040 Growth Concept, the plan must also address other important transportation issues that may not directly assist in implementing the growth concept. The plan must also protect the region's existing investments by placing a high priority on projects or programs that maintain or preserve infrastructure. The following goals and objectives reflect this need to integrate 2040 Growth Concept objectives with other important transportation needs or deficiencies in the development of the preferred, financially constrained and strategic RTP systems contained in Chapters 5, 7 and 8:

#### **Goal 1 - Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.**

1. **Objective:** Place the highest priority on projects and programs that best serve the transportation needs of the central city, regional centers, intermodal facilities and industrial areas.
2. **Objective:** Place a high priority on projects and programs that best serve the transportation needs of station communities, town centers, main streets and corridors.

3. **Objective:** Place less priority on transportation projects and programs that serve the remaining components of the 2040 Growth Concept.

**Goal 2 - Emphasize the maintenance and preservation of transportation infrastructure in the selection of the RTP projects and programs.**

**Goal 3 - Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.**

1. **Objective:** Place the highest priority on projects and programs that address safety-related deficiencies in the region's transportation infrastructure.
2. **Objective:** Place less priority on projects and programs that address other deficiencies in the region's transportation infrastructure.

### **Regional Street System Performance**

*At their May 7, 1996 meeting, the CAC will consider expanding the following section to include a more detailed discussion of performance measures for congestion, reflecting work underway in Phase I of the Regional Framework Plan.*

Implementation of the 2040 Growth Concept requires a departure from past transportation planning practice. Concentrating development in high-density activity centers, including the central city and regional centers will result in greater use of alternative travel modes, but may produce levels of congestion that signal positive urban development for these areas.

Conversely, the continued economic vitality of industrial areas and intermodal facilities largely depends on preserving or improving access to these areas and maintaining reasonable levels of mobility on the region's throughways. Therefore, regional congestion standards and other regional system performance measures are tailored to reinforce the specific development needs of the individual 2040 Growth Concept land use components.

### **Regional Motor Vehicle System**

The motor vehicle system provides access to the central city, regional centers, industrial areas and intermodal facilities, with an emphasis on mobility between these destinations. Traditionally, the automobile has been the dominant form of passenger travel, and much of the region's roadway system has been designed to accommodate growing automobile demands. However, the motor vehicle system also plays an important role in the movement of freight, providing the backbone for commerce in the region. The motor vehicle system also serves the bus element of the regional transit system (which carries the largest share of transit riders).

Although focused on motor vehicle travel, the system described in this section is multi-modal, with design criteria intended to serve motor vehicle mobility needs, while reinforcing

the urban form of the 2040 Growth Concept. While the motor vehicle system usually serves bicycle and pedestrian travel, the system is designed to limit impacts of motor vehicles on pedestrian and transit-oriented districts.

#### *Motor Vehicle System Goals and Objectives*

**Goal 1: Provide a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas, intermodal facilities and other regional destinations, and provide regional mobility.**

1. **Objective:** Maintain a system of principal arterials for long distance, high speed, interstate, inter-region and intra-region travel.
2. **Objective:** Maintain an appropriate level of mobility on the motor vehicle system during periods of peak demand.
3. **Objective:** Maintain an appropriate level of mobility on the motor vehicle system during off-peak periods of demand.

#### **Motor Vehicle Classification System**

The motor vehicle system includes principal arterials, major arterials and minor arterials and collectors of regional significance. These routes are designated on the motor vehicle system map in Chapter 4. Local comprehensive plans also include additional minor arterials, collectors and local streets. The following are the regional functional classification categories:

**Principal Arterials :** These facilities form the backbone of the motor vehicle network. Motor vehicle trips entering and leaving the urban area follow these routes, as well as those destined for the central city, regional centers, industrial areas or intermodal facilities. These routes also form the primary connection between neighbor cities and the urban area. Principal arterials serve as major freight routes, with an emphasis on mobility. These routes fall within regional freeway, highway and road design types.

#### *Principal Arterial System Design Criteria:*

- Principal arterials should provide an integrated system that is continuous throughout the urbanized area and also provide for statewide continuity of the rural arterial system.
- The principal arterial system should serve the central city, regional centers, industrial areas and intermodal facilities, and should connect key freight routes within the region to points outside the region.
- A principal arterial should provide direct service: (1) from each entry point to each exit point or (2) from each entry point to the central city. If more than one route is

available, the most direct route will be designated as the principal arterial when it supports the planned urban form.

- Principal arterial routes outside the Urban Growth Boundary should be treated as "Green Corridors," with very limited access and intergovernmental agreements designed to protect rural areas from the effects of urban through-travel.

**Major Arterials:** These facilities serve as primary links to the principal arterial system. Major arterials, in combination with principal arterials, are intended to provide general mobility for travel within the region. Motor vehicle trips between the central city, regional centers, industrial areas and intermodal facilities should occur on these routes. Major arterials serve as freight routes, with an emphasis on mobility. These routes fall within regional boulevard, regional street, urban road and rural road design types.

*Major Arterial System Design Criteria:*

- Major arterials should provide motor vehicle connections between the central city, regional centers, industrial areas and intermodal facilities and connect to the principal arterial system. If more than one route is available, the more direct route will be designated when it complements urban form .
- Major arterials should serve as primary connections to principal arterials, and also connect to other arterials, collectors and local streets, where appropriate.
- Freight movement should not be restricted on the principal arterial network.
- The principal and major arterial systems in total should comprise 5-10 percent of the motor vehicle system and carry 40-65 percent of the total vehicle miles traveled.\*

**Minor Arterials:** The minor arterial system complements and supports the principal and major arterial systems, but is primarily oriented toward motor vehicle travel at the community level connecting town centers, corridors, main streets and neighborhoods. As such, minor arterials usually serve shorter trips than principal and major arterials, and therefore must balance mobility and accessibility demands. Minor arterials serve as freight routes, providing both access and mobility. These routes fall within community boulevard, community street, urban road and rural road design types.

*Minor Arterial System Design Criteria:*

- Minor arterials generally connect town centers, corridors, main streets and neighborhoods to the nearby regional centers or other major destinations.
- Minor arterials should connect to major arterials, collectors, local streets and some principal arterials, where appropriate.

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\* These system percentages will be evaluated as part of the RTP system development phase to verify their appropriateness.

- The principal, major and minor arterial system should comprise 15-25 percent of the motor vehicle system and carry 65-80 percent of the total vehicle miles traveled.\*

**Collectors:** While some collectors are of regional significance, the collector system operates at the community level to provide local connections to the minor and major arterial systems. As such, collectors carry fewer motor vehicles than arterials, with reduced travel speeds. However, an adequate collector system is needed to serve these local motor vehicle travel needs. Collectors should serve as freight access routes, providing local connections to the arterial network. Collectors fall within the plan's local street design type.

*Collector System Design Criteria:*

- Collectors should connect neighborhoods to nearby centers, corridors, station areas, main streets and other nearby destinations.
- Collectors should connect to minor and major arterials and other collectors, as well as local streets.
- The collector system should comprise 5-10 percent of the motor vehicle system and carry 5-10 percent of the total vehicle miles traveled.\*

**Local Streets:** The local street system is used throughout the region to provide for local circulation and access. However, arterials in the region's newest neighborhoods are often the most congested due to a lack of local street connections. The lack of local street connections forces local auto trips onto the principal and major arterial network, resulting in significant congestion on many suburban arterials. These routes fall within the plan's local street design type.

*Local Street System Design Criteria:*

- Local streets should connect neighborhoods, provide local circulation and give access to adjacent centers, corridors, station areas and main streets.
- The local street system should be designed to serve local, low speed motor vehicle travel with closely interconnected local streets intersecting at no more than 660-foot intervals. Closed local street systems are appropriate only where topography, environmental or infill limitations exist. Local streets should connect to major and minor arterials and collectors at a density of 8-20 connections per mile.\*
- Direct freight access on the local street system should be discouraged, except where alternatives would create an unusual burden on freight movement.
- Local streets should comprise 65-80 percent of the motor vehicle system and carry 10-30 percent of the total vehicle miles traveled.

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\* These system percentages will be evaluated as part of the RTP system development phase to verify their appropriateness

## Regional Public Transportation

The regional public transportation system is a key component in providing access to the region's most important activity centers, and for 25 years has been the centerpiece to the region's strategies to improve air quality and reduce reliance on the automobile as a mode of travel. Since the construction of the transit mall in the early 1970s, peak-hour transit ridership to downtown Portland has grown to more than 40% of work trips. The system also has been expanded to include light rail transit.

In 1994, the region's residents overwhelmingly approved funds to extend light rail as part of the South/North transit project. Public transportation service is also prominent in Metro's 2040 Growth Concept, such that key elements of the concept, including regional centers, town centers, corridors, main streets and station communities, are strongly oriented toward existing and planned public transportation. The overarching goal of the public transportation system within the context of the 2040 Growth Concept is to provide an appropriate level of access to regional activities to everyone residing within the Urban Growth Boundary (UGB).

Transit service should be provided to serve the entire urban area, and the hierarchy of service types described in this section define what level of service is appropriate for specific areas. The public transportation section is divided into two parts. The first defines the regional public transportation system components that are the basis for implementing the 2040 Growth Concept. The second section provides specific goals and objectives for implementing the appropriate level and type of public transportation service for each 2040 Growth Concept land use designation.

### *Regional Public transportation System Components*

The following public transportation system components establish a network that serves the needs of individual 2040 land use components. This system serves as the framework for consistency among plans of local jurisdictions and Tri-Met. Underlying this network of fast and frequent service is a secondary network of local bus, park-and-ride and demand responsive type service that provide local public transportation. Specific elements of the secondary network will be developed by Tri-Met and local jurisdictions. The following sections present a description of the modes that comprise the regional public transportation system (primary and secondary), the principal 2040 Growth Concept land uses (primary and secondary) served by each mode, and facility design guidelines to provide an appropriate operating environment and level of pedestrian and bicycle accessibility.

### **Primary Transit Network**

The Primary Transit Network (PTN) is a long range transit network designed to serve the growth patterns adopted in the 2040 Growth Concept. The PTN supports intensification of specific land uses identified in the growth concept by providing convenient transit access and improved transit service connectivity. The PTN consists of four major transit modes (e.g., Light

Rail Transit (LRT), Regional Rapid Bus, Frequent Bus and primary bus service) that operate at frequencies of 15 minutes or less all day. Specific modes of the PTN will target service to primary land use components of the 2040 Growth Concept including central city, regional centers, industrial areas and intermodal facilities (includes the Portland International Airport). Some secondary land-use components such as station communities, town centers, main streets and corridors will also be served by the PTN. Any transit trip between two points in the central city, regional centers, town centers, mainstreets, stations areas or corridors can be completed on the PTN. The functional and operational characteristics of the PTN's major transit modes are described below.

#### *Light Rail Transit*

Light rail transit (LRT) is a high speed, high-capacity service that operates on a fixed guideway within an exclusive right-of-way (to the extent possible) that connect the central city with regional centers. LRT also serves existing regional public attractions (such as the civic stadium, the convention center, and the Rose Garden) and station communities (a secondary land use component). LRT service runs at least every 10 minutes during the weekday and weekend midday base periods, operates at higher speed outside of the central city and makes very few stops. A high level of passenger amenities are provided at transit stations and station communities including schedule information, ticket machines, lighting, benches and bicycle parking. The speed and schedule reliability of LRT can be maintained by the provision of signal preemption at grade crossings and/or intersections. Other rail options include commuter rail along existing heavy rail lines, which may become economically feasible for serving specific destinations in the greater metropolitan region.

#### *Regional Rapid Bus*

Regional Rapid Bus provides high frequency, high speed service along major transit routes with limited stops. This service is a high-quality bus that emulates LRT service in speed, frequency and comfort. A high level of transit amenities are provided at major transit stops and at station communities. Regional Rapid Bus passenger amenities include schedule information, ticket machines, lighting, benches, covered bus shelters and bicycle parking.

#### *Frequent Bus*

Frequent Bus provides high frequency local service along major transit routes with frequent stops. This services include a high level of transit preferential treatments and passenger amenities along the route such as covered bus shelters, curb extensions, reserved bus lanes, lighting, median stations and/or signal preemption.

#### *Primary Bus*

Primary bus service is provided on most major urban streets. This type of bus service operates with maximum frequencies of 15 minutes with conventional stop spacing along the route. Transit preferential treatments and passenger amenities such as covered bus shelters, lighting, signal preemption and curb extensions are appropriate at high ridership locations.

## Secondary Transit Network (STN)

The secondary transit network is comprised of secondary bus, mini-bus, paratransit and park-and-ride service. Secondary service is focused more on accessibility, frequency of service along the route and coverage to a wide range of land use options rather than on speed between two points. Secondary transit is designed as an alternative to the single-occupant vehicle by providing frequent, reliable service. Secondary bus service generally is designed to serve travel with one trip end occurring within a secondary land use component.

### *Secondary Bus*

Secondary bus lines provide coverage and access to primary and secondary land use components. Secondary bus service runs as often as every 30 minutes on weekdays. Weekend service is provided as demand warrants.

### *Minibus*

These services provide coverage in lower density areas by providing transit connections to primary, and secondary land use components. Minibus services, which may range from fixed route to purely demand responsive including dial-a-ride, employer shuttles and bus pools, provide at least a 60 minute response time on weekdays. Weekend service is provided as demand warrants.

### *Paratransit*

Paratransit service is defined as non-fixed route service that serves special transit markets, including "ADA" service throughout the greater metro region.

### *Park-and-Ride*

Park-and-ride facilities provide convenient auto access to regional trunk route service for areas not directly served by public transportation. Bike and walk access as well as bike accommodations for parking and storage are considered in the siting process of new park-and-ride facilities. In addition, the need for a complementary relationship between park-and-ride facilities and regional and local land use goals exists and requires periodic evaluation over time for continued appropriateness.

### **Other Transit Options**

Other transit options may become economically feasible for serving certain destinations in the metropolitan areas. These include commuter rail along existing heavy rail lines, passenger rail connecting the region to other urban areas, and inter-city bus service that provide statewide access to the region's rail and air terminals.



**Regional Public Transportation System Goals and Objectives**

Figure 1-1 on the following page provides a hierarchy of public transportation service for 2040 Growth Concept land use components. "Core service" is defined as the most efficient level of public transportation service planned for a given land use and is indicated with a solid square(s). Specific goals and objectives reference Figure 1-1.

**Figure 1.1**  
**Hierarchy of Public Transportation Services for the**  
**2040 Growth Concept Land Use Components**

	Primary Components				Secondary Components				Other Urban Components		
	Central City	Regional Centers	Industrial Areas	Intermodal Facilities	Station Communities	Town Centers	Main Streets	Corridors	Employment Areas	Inner Neighborhood	Outer Neighborhood
<b>Service Types</b>	LRT	■	■	□**	■	□					
	Regional Rapid Bus	■	■		□			□			
	Frequent Bus	■	■		□	□	■	□			
	Primary Bus	■	■	□	□	■	□	■			
	Secondary Bus	□	□	■	■	□	□	□	□	■	□
	Mini-bus	□	□	□		□	□	□	□	■	■
	Paratransit	□	□	□		□	□	□	□	□	□
	Park-and-Ride		□			□	□	□		□	■

- Best transit mode(s) designed to serve growth concept land use components
- Additional transit mode(s) that may serve growth concept land use components
- \*\* Anticipated LRT services to Portland International Airport

**Goal 1 - Develop a public transportation system that serves 2040 Growth Concept primary land use components (central city, regional centers, industrial areas, intermodal facilities) with an appropriate level, quality and range of public transportation available.**

1. **Objective:** Provide a full range of public transportation to the central city with core service provided by LRT, Regional Rapid Bus and Frequent Bus.
2. **Objective:** Provide a full range of public transportation to regional centers with core service provided by LRT, Regional Rapid Bus, Frequent Bus and primary bus.

3. **Objective:** Serve industrial areas with primary and secondary public transportation with core service provided by secondary bus.
4. **Objective:** Serve intermodal facilities with a mix of primary public transportation with core service to freight facilities provided by secondary bus and core service to the Portland International Airport (passenger facility) provided by LRT.

**Goal 2 - Develop a public transportation system to serve the 2040 Growth Concept secondary land use components (station communities, town centers, main streets, corridors) with high quality service.**

1. **Objective:** Develop a network of primary and secondary service to growth concept station communities with core service provided by either LRT and/or Regional Rapid Bus.
2. **Objective:** Develop a network of primary and secondary service to growth concept town centers with core service provided by primary bus.
3. **Objective:** Develop a network of primary and secondary service to growth concept main streets with core service provided by Frequent Bus.
4. **Objective:** Develop a network of primary and secondary service to growth concept corridors with core service provided by primary bus.

**Goal 3 - Develop a reliable, convenient and accessible system of secondary public transportation to serve the 2040 Growth Concept "other urban components" (e.g., employment areas, outer neighborhoods and inner- neighborhoods).**

1. **Objective:** Provide secondary public transportation to employment areas with core service provided by mini-bus.
2. **Objective:** Provide secondary public transportation to inner neighborhoods with core service provided by secondary bus.
3. **Objective:** Provide secondary public transportation to outer neighborhoods with core service provided by mini-bus.

**Goal 4 - Continue to develop fixed-route service and complementary paratransit services which comply with the Americans with Disabilities Act of 1990 (ADA).**

1. **Objective:** Provide service to persons determined to be eligible for ADA paratransit that is comparable with service provided on the fixed route system.
2. **Objective:** Continue to work with local jurisdictions to make public transportation stops accessible.

**Goal 5 - Continue efforts to maintain public transportation as the safest forms of motorized transportation in the region.**

- 1. Objective: Improve the existing level of safe public transportation operations.**
- 2. Objective: Reduce the number of reportable accidents involving public transportation vehicles.**
- 3. Objective: Improve the existing level of passenger safety and security on the public transportation system.**

**Goal 6 - Expand the amount of information available about the public transportation system to allow more people to use the system.**

- 1. Objective: Increase awareness of public transportation and how to use it through expanded education and public information media and easy to understand schedule information and format.**
- 2. Objective: Improve the system for receiving and responding to feedback from public transportation riders.**

### **Regional Freight System**

Developing and adopting the Regional Freight Network and associated system goals and objectives acknowledges that the movement of goods and services makes a significant contribution to the region's economy and wealth, and that it contributes to our quality of life. The region's relative number of jobs in transportation and wholesale trade exceeds the national average. The regional economy has historically, and continues to be closely tied to the transportation and distribution sectors. This trend is projected to increase. Freight volume is projected (by the 2040 Commodity Flow Analysis) to grow two to three times by 2040 - a rate faster than population growth.

The significant growth in freight projected by the 2040 Commodity Flow Analysis indicates the need to make available adequate land for expansion of intermodal facilities, manufacturing, wholesale and distribution activities, and to continue maintaining and enhancing the freight transportation network. The 2040 Land Use Scenario identifies industrial sanctuaries for distribution and manufacturing activities; the RTP freight network identifies the transportation infrastructure and intermodal facilities that serve these land uses and commodities flowing through the region to national and international markets. The following goals and objectives direct the region's planning and investment in the freight transportation system.

## ***Regional Freight System Goals and Objectives***

**Goal 1 - Provide efficient, cost-effective and safe movement of freight in and through the region.**

- 1. Objective:** Maintain a reasonable and reliable travel (transit) time for moving freight through the region in freight transportation corridors.
- 2. Objective:** Include the movement of freight when conducting multi-modal transportation studies.
- 3. Objective:** Work with the private sector, local jurisdictions, ODOT and other public agencies to:
  - develop the regional Intermodal Management System (IMS) and Congestion Management System (CMS);
  - monitor the efficiency of freight movements on the regional transportation network;
  - identify existing and future freight mobility problems and opportunities; and
  - reduce inefficiencies or conflicts on the freight network.
- 4. Objective:** Implement TSM improvements that enhance the efficiency of the existing infrastructure; coordinate public policies to reduce or eliminate conflicts between current and future land uses, transportation uses and freight mobility needs, including those relating to:
  - land use changes/encroachments on industrial lands; and
  - transportation and/or land use actions or policies that result in lower speeds or less service on the freight network.
- 5. Objective:** Ensure that jurisdictions develop local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.

**Goal 2 - Maintain and enhance the region's competitive advantage in freight distribution through efficient use of a flexible, continuous, multi-modal transportation network that offers competitive choices for freight movement.**

- 1. Objective:** Provide high-quality access between freight transportation corridors and the region's intermodal facilities and industrial sanctuaries.

**Goal 3 -Protect public and private investments in the freight network.**

1. **Objective:** Improve opportunities for partnerships between the private freight transportation industry and public agencies to improve and maintain the region's integrated multi-modal freight network:
  - Work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, the Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the state and regional economy.
2. **Objective:** Analyze market demand and linkages in estimating and expanding the life of public investments in the freight network.
3. **Objective:** Encourage efforts to provide flexible public funding for freight mobility investments.
4. **Objective:** Give priority to investments, projects and actions that enhance efficient freight movement on the designated regional freight network.
  - Where appropriate, make improvements to main freight routes that minimize freight/non freight conflicts on connector routes.

**Goal 4 -Ensure the safe operation of the freight system.**

1. **Objective:** Correct existing safety deficiencies on the freight network relating to:
  - roadway geometry and traffic controls;
  - bridges and overpasses;
  - at-grade railroad crossing;
  - truck traffic in neighborhoods;
  - congestion on interchanges and hill climbs; and
  - hazardous materials movement.
2. **Objective:** Identify and monitor potential safety problems on the freight network:
  - Collect and analyze accident data related to the freight network using the IMS data base.

## **Regional Bicycle System**

Adoption of the Regional Bicycle Plan element of the RTP continues the region's recognition of bicycling as an important transportation alternative. Metro's 1994 travel behavior survey found that places in the region with good street continuity, ease of street crossing and gentle topography experience more than a three percent bicycle mode share. Implementation of the bicycle plan element will provide for consistently designed, safe and convenient routes for bicyclists between jurisdictions and to major attractions throughout the region, will work toward increasing the modal share of bicycle trips, and will encourage bicyclists and motorists to share the road safely.

### ***Regional Bicycle System Goals and Objectives***

**Goal 1 - Provide a continuous regional network of safe and convenient bikeways integrated with other transportation modes and local bikeway systems.**

1. **Objective:** Integrate the efforts of the state, counties and cities in the region to develop a convenient, safe, accessible and appealing regional system of bikeways.
2. **Objective:** Ensure that the regional bikeway system functions as part of the overall transportation system.

**Goal 2 - Increase the modal share of bicycle trips.**

1. **Objective:** Develop and update a system of regional bikeways that connect activity centers as identified in the 2040 Growth Concept and the Regional Framework Plan.
2. **Objective:** Promote increased bicycle use for all travel purposes.
3. **Objective:** Coordinate with Tri-Met to ensure improved bicycle access and parking facilities at existing and future LRT stations, transit centers and park-and-ride locations.
4. **Objective:** Develop travel-demand forecasting for bicycles and integrate with regional transportation planning.

**Goal 3- Ensure that all transportation projects include bicycle facilities using established design standards appropriate to regional land use and street classifications.**

1. **Objective:** Ensure that bikeway projects, bicycle parking and other end-of-trip facilities are designed using established standards, and that bikeways are connected with other jurisdictions and the regional bikeway network.
2. **Objective:** Ensure that jurisdictions implement bikeways in accordance with established design standards.

3. **Objective** Ensure integration of multi-use paths with on-street bikeways using established design standards.
4. **Objective:** Provide appropriate short and long term bicycle parking and other end-of-trip facilities at regional activity centers through the use of established design standards.

**Goal 4 -Encourage bicyclists and motorists to share the road safely.**

1. **Objective:** Coordinate regional efforts to promote safe use of roadways by bicyclists and motorists through a public awareness program.
2. **Objective:** Expand upon local traffic education programs to provide region wide coverage and actively distribute safety information to local jurisdictions, law enforcement agencies, schools and community organizations that informs and educates bicyclists, pedestrians and motorists.
3. **Objective:** Reduce the number of bicycle accidents in the region.
4. **Objective:** Identify and improve high-frequency bicycle accident locations.

**Regional Pedestrian Program**

By providing dedicated space for those on foot or using mobility devices, pedestrian facilities are recognized as an important incentive that promotes walking as a mode of travel. Throughout this document, the term "walking" should be interpreted to include individuals traveling on foot as well as those pedestrians using mobility aids, such as wheelchairs. Walking for short distances is an attractive option for most people when safe and convenient pedestrian facilities are available. Combined with adequate sidewalks and curb ramps, amenities such as benches, curb extensions, marked street crossings, landscaping and wide planting strips make walking an attractive and convenient mode of travel. The focus of the regional pedestrian program is to identify areas of high, or potentially high, pedestrian activity in order to target infrastructure improvements that can be made with regional funds.

A well-connected, high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to pedestrian destinations within a short distance. Transit use is enhanced by pedestrian improvements, especially those facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. This reduces the need to bring an automobile to work and enhances transit and carpooling as commute options. An integrated pedestrian system supports and links every other element of the regional transportation system and complements the region's urban form and growth management goals.

## **Regional Pedestrian Program Goals and Objectives**

**Goal 1 - Increase walking for short trips and improve access to the region's transit system through pedestrian improvements and changes in land use patterns, designs and densities.**

- 1. Objective:** Increase the walk mode share for short trips, including walking to transit, near and within the central city, regional centers, town centers, main streets, corridors and LRT station communities.
- 2. Objective:** Improve pedestrian networks serving those transit centers, stations and stops with high frequency transit service.

**Goal 2 - Make the pedestrian environment safe, convenient, attractive and accessible for all users.**

- 1. Objective:** Complete pedestrian facilities (i.e., sidewalks, street crossings, curb ramps) needed to provide safe and convenient pedestrian access to and within the central city, regional centers, town centers, main streets, corridors and to the region's primary transit network.
- 2. Objective:** Improve street amenities (e.g., landscaping, pedestrian-scale street lighting, benches and shelters) affecting the pedestrian and transit user near and within the central city, regional centers, town centers, main streets, corridors and the primary transit network.

**Goal 3 - Provide for pedestrian access, appropriate to existing and planned land uses, street classification and transit service, as a part of all transportation projects.**

- 1. Objective:** Focus priority among regionally funded pedestrian projects on those projects which are most likely to increase pedestrian travel, improve the quality of the pedestrian system, and help complete pedestrian networks near and within the central city, regional centers, town centers, main streets, corridors and LRT station communities.
- 2. Objective:** Integrate pedestrian access needs into planning, programming, design and construction of all transportation projects.

**Goal 4 - Encourage motorists, bicyclists and pedestrians to share the roadway safely.**

- 1. Objective:** Coordinate regional efforts to promote safe use of roadways by motorists, bicyclists and pedestrians through a public awareness program.
- 2. Objective:** Expand upon local traffic education programs to provide region wide coverage, and actively distribute safety information to local jurisdictions, law enforcement agencies, schools and community organizations that informs and educates motorists, bicyclists and pedestrians.



## **Demand Management Program**

The following describes the goals, objectives and performance measures for the region's transportation demand management program.

### ***Transportation Demand Management***

Transportation demand management (TDM) is not one action, but rather a series of actions to promote shared ride and the use of alternative modes, especially during the most congested times of the day. The term TDM encompasses the strategies, techniques and supporting actions that encourage non-single occupant vehicle travel (i.e., transit, walk, bike, carpool and telecommute), as well as measures to reduce per-capita vehicle miles traveled (VMT).

The primary benefit of managing travel demand is to minimize the need to expand the capacity of the region's transportation system (i.e., building new highways or adding lanes to existing highways) and make more efficient use of non-SOV modes (transit, walk, bike, carpool and telecommute) of travel. Managing travel demand will also help the region reduce overall per-capita vehicle travel, reduce air pollution and maximize energy conservation in a relatively low-cost manner.

An important consideration for selecting demand management measures is to combine those that are mutually supportive into a comprehensive program. This approach is important to the success of TDM because of the close linkages between many TDM measures and programs at the regional and local level. Therefore, local jurisdictions should consider the design of demand management measures in a comprehensive manner in the preparation of local system plans and incorporate policies that implement those combinations of TDM measures that best support regional goals and that meet local needs for both work and non-work travel.

In addition, the state's Transportation Planning Rule (TPR) requires a 10 percent reduction in VMT per capita by 2015 and a 10 percent reduction in parking spaces per capita by 2015. In order to provide for maximum achievement of the TPR, air quality and accessibility goals, local jurisdictions should incorporate policies that support and help implement the TDM measures and projects listed in Chapter 5.

The following describes the region's TDM program goals, objectives and performance measures. Goals and objectives are in part to assist the region to meet state goals for reducing parking and vehicle miles per capita. It is understood that TDM strategies will be area specific following further analysis as part of the systems element of the RTP (scheduled to be completed in December 1996). Consequently, many of the TDM policies may not be applicable to areas such as the Central City where significant transportation demand management, transit and other alternative mode actions are in place as a result of the Central City Transportation Management Plan (CCTMP).

## ***TDM Program Goals and Objectives***

The function of TDM support programs are to: (1) provide the physical amenities necessary to make non-SOV modes more attractive; (2) provide incentives (monetary and non-monetary) to encourage people to use non-SOV modes; and (3) remove barriers such as regulation and/or restrictions that would make it more difficult for people to choose non-SOV modes.

TDM support programs are designed to help the region achieve the TPR VMT per capita and parking space per capita reduction goals, complement local jurisdiction efforts to assist employers in implementing measures to meet DEQ's Employee Commute Options (ECO) rule, and to help the region achieve its 2040 Growth Concept land use accessibility goals.

**Goal 1 - Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to transit, carpool, telecommute, bicycle and pedestrian options.**

1. **Objective:** Provide transit supportive design and infrastructure in 2040 Growth Concept regional centers, town centers, station communities, mainstreets and along designated transit corridors.
2. **Objective:** Develop local access to Tri-Met's regional carpool matching database.
3. **Objective:** Coordinate with Tri-Met on the provision of regional vanpool service to major employment centers.

**Goal 2 - Promote policies and strategies that reduce travel by single occupant vehicles (SOV) in order to help the region achieve the 10 percent reduction in vehicle miles traveled (VMT) per capita and 10 percent reduction in parking spaces per capita as required by the Transportation Planning Rule (TPR) over the planning period, and that improve air quality.**

1. **Objective:** Implement appropriate parking ratios and investigate other measures throughout the region that reduce parking demand or lead to more efficient parking design options.
2. **Objective:** Support efforts to provide maximum allowable tax benefits and subsidies to users of alternative modes of transportation
3. **Objective:** Conduct further study of market-based strategies such as parking pricing, congestion pricing and parking-cash out as measures to promote more compact land use, increase alternative mode shares and to reduce VMT.
4. **Objective:** Investigate the use of HOV lanes to reduce roadway congestion.

**Goal 3 - Provide incentives for employers and developers to build/locate in the 2040 Growth Concept central city, regional centers, town centers, station communities and transit corridors to promote more compact land use.**

1. **Objective:** Provide density bonus for employers and developers who locate or build in the central city, regional centers, town centers, station communities and along transit corridors.
2. **Objective:** As conditions permit, reduce the average local traffic impact fee for development in the 2040 Growth Concept central city, regional centers, town centers, station communities and transit corridors.
3. **Objective:** Include transit oriented design guidelines in local development approval process.

**Goal 4 - Continue to coordinate efforts to promote TDM at the regional and local level.**

1. **Objective:** Continue to use the TDM Subcommittee as a forum to discuss TDM issues and implementation procedures.
2. **Objective:** Provide TDM materials that outline available regional programs and services.

**Goal 5 - Implement TDM support programs to make it more convenient for people to use alternative modes for all trips throughout the region.**

1. **Objective:** Encourage development of public/private TDM partnerships with service providers.
2. **Objective:** Promote the establishment of Transportation Management Associations (TMAs) in areas identified as major employment, retail and/or regional centers.
3. **Objective:** Work with local jurisdictions and neighborhood organizations to develop citizen outreach efforts to provide options and marketing material to residential areas.
4. **Objective:** Promote flexible work hours and/or compressed work weeks for employees with public and private sector employers.
5. **Objective:** Work with local employers to promote telecommute as a viable option for commuting (this can include the establishment of centralized telecommute centers).

**Goal 6 - Increase public knowledge and understanding about TDM as a tool to reduce congestion, reduce air pollution, implement the 2040 Growth Concept and to help the region meet the TPR VMT per capita and parking per capita reduction targets.**

1. **Objective:** Expand Tri-Met's public outreach and education program.
2. **Objective:** Maintain information on TDM services available for local employers.

## Parking Management Program

*At their May 7, 1996 meeting, the CAC will consider expanding the following section to include a more detailed discussion of parking management policies, reflecting work underway in Phase I of the Regional Framework Plan.*

The state's Transportation Planning Rule (TPR) requires that the Regional Transportation Plan (RTP) include methods to reduce parking spaces per capita by 10 percent over the next 20 years. The requirement is one aspect of the rule's overall objective to reduce single-occupant vehicle travel, promote alternative modes and encourage pedestrian friendly urban areas. However, the mode of travel used to make a trip is directly influenced by the convenience and cost of parking. As parking in densely developed areas becomes less convenient and more costly, alternative modes of travel become relatively more attractive. In addition, as alternative modes of travel are increasingly used for work trips, scarce parking spaces are released for shopping and other non-work purposes. Parking management is therefore particularly important in areas that are currently developed at high densities (Central City) and in areas planned for new high-density development such as Regional Centers and Town Centers.

In addition, parking management programs should be complementary to other TDM strategies aimed at meeting DEQ's Parking Ratio Rule and to those aimed at increasing both ridesharing and transit use.



METRO

## Chapter 1 Glossary

**Bicycle** - A vehicle having two tandem wheels, a minimum of 14" in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

**Bicycle Facilities** - A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

**Bike Lane** - A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bicycle Network** - A system of connected bikeways that provide access to and from local and regional destinations and to adjacent bicycle networks.

**Bikeway** - A bikeway is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds. On-road bikeways include shared roadway, shoulder bikeway, bike lane or bicycle boulevard design treatments. Another type of bikeway design treatment, the multi-use path, is separated from the roadway.

**Citizen Advisory Committee (CAC)** - Selected for a specific issue, project, or process, a group of citizens volunteer and are appointed by Metro to represent citizen interests. The RTP citizen advisory committee reviews regional transportation issues.

**Community** - For the purposes of the RTP, this term refers to informal subareas of the region, and may include one or more incorporated areas and adjacent unincorporated areas that share transportation facilities or other urban infrastructure. For example, references to the east Multnomah County community usually includes the cities of Gresham, Troutdale, Fairview and Wood Village, and unincorporated areas that abut these jurisdictions (see "Regional").

**Functional Plan** - A limited purpose multi-jurisdictional plan for an area or activity having significant district-wide impact upon the orderly and responsible development of the metropolitan area that serves as a guideline for local comprehensive plans consistent with ORS 268.390.

**Greater Metropolitan Region** - Defined as the greater area surrounding and including Metro's jurisdictional area, including parts of Multnomah, Clackamas and Washington counties as well as urban areas in Marion, Columbia and Yamhill counties (see "Metropolitan Region").

**Growth Concept** - A concept for the long-term growth management of our region, stating the preferred form of the regional growth and development, including if, where, and how much the urban growth boundary should be expanded, what densities should characterize different areas, and which areas should be protected as open space.

**Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991** - The most recent federal highway/transit funding reauthorization, which provides regions and states with additional funding and more flexibility in making transportation decisions. Among other things, the Act requires the metropolitan area planning process to consider such issues as land use, intermodal connectivity, methods to enhance transit service, and needs identified through the management systems.

**Joint Policy Advisory Committee on Transportation (JPACT)** - A 17-member committee of local-area elected officials, Metro councilors and other transportation officials who coordinate transportation decisions for the region.

**Land Conservation and Development Commission (LCDC)** - The 7-member directorship of Oregon's statewide planning program. The LCDC is responsible for approving comprehensive land use plans promulgating regulations for each of the statewide planning goals.

**Local Comprehensive Plan** - A generalized, coordinated land use map and policy statement of the governing body of a city or county that inter-relates all functional and natural systems and activities related to the use of land, consistent with state law.

**Metro** -The regional government and designated Metropolitan Planning Organization (MPO - see below) of the Portland metropolitan area. It is governed by a 7-member Metro Council (see below) elected by and representing districts within Metro's jurisdictional boundaries: all of Multnomah County and generally the urban portions of Clackamas and Washington Counties. Metro is responsible for the Washington Park Zoo, solid waste landfills, the Oregon Convention Center, the Portland Center for the Performing Arts, establishing and maintaining the Urban Growth Boundary (UGB - see below), and for regional transportation planning activities such as the preparation of the RTP (see below), and the planning of regional transportation projects including light-rail.

**Metro Committee for Citizen Involvement (MCCI)** - composed of citizen representatives from the Tri-Counties area, to "advise and recommend actions to the Metro Council on matters pertaining to citizen involvement."

**Metro Council** - composed of 7 members (formerly 13) elected from districts throughout the metropolitan region (urban areas of Clackamas, Multnomah and Washington counties). The Council approves Metro policies, including transportation plans, projects and programs recommended by the Joint Policy Advisory Committee on Transportation (JPACT - see above).

**Metro Policy Advisory Committee (MPAC)** - Established by the Metro Charter and composed of local elected officials (including representatives from Clark County, WA and the State of Oregon), MPAC is responsible for recommending to the Metro Council adoption of or amendment to any element of the Charter-mandated Regional Framework Plan.

**Metropolitan Planning Organization (MPO)** - An individual agency designated by the state governor in each federally recognized urbanized area to coordinate transportation planning for that metropolitan region. Metro (see above) is that agency for Clackamas, Washington and Multnomah Counties; for Clark County, Washington, that agency is the Southwest Washington Regional Transportation Council (SWRTC, formally the Intergovernmental Resource Center - see below).

**Metropolitan Region** - Defined as the area included within Metro's jurisdictional boundary, including parts of Multnomah, Clackamas and Washington counties (see "Greater Metropolitan Region").

**Metropolitan Transportation Improvement Program (M-TIP)** - a staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan.

**Multi-use Path** - A bikeway that is physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

**Neighbor City** - Nearby incorporated cities with separate urban areas from the Metro urban area, but connected to the metropolitan area by major highways. Neighbor cities include Sandy, Estacada, Canby, Newberg, North Plains and Scappoose.

**Oregon's Statewide Planning Goals** - 19 goals in four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

**Oregon Transportation Plan (OTP)** - the State's official statewide, intermodal transportation plan that will set priorities and state policy in Oregon for the next 40 years. The plan, developed by the Oregon Department of Transportation through the statewide transportation planning process, responds to federal ISTEA requirements (see above) and Oregon's Transportation Planning Rule (TPR - see below).

**Regional** - For the purposes of the RTP, this term refers to large subareas of the region, or the entire region, and usually includes many incorporated areas and adjacent unincorporated areas that share major transportation facilities or other urban infrastructure (see "Community").

**Regional Framework Plan** - Required of Metro under the Metro Charter, the Regional Framework Plan must address nine specific growth management and land use planning issues (including transportation), with the consultation and advice of MPAC (see above). To encourage regional uniformity, the regional framework plan shall also contain model terminology, standards and procedures for local land use decision making that may be adopted by local governments.

**Regional Transportation Plan (RTP)** - The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

**Regional Urban Growth Goals and Objectives (RUGGOs)** - An urban growth policy framework that represents the starting point for the agency's long-range regional planning program.

**Rural Area** - Those areas located outside the Metro Urban Growth Boundary (UGB).

**Shared Roadway** - A type of bikeway where bicyclists and motor vehicles share a travel lane.

**State Transportation Improvement Program (STIP)** - A staged, multiyear, statewide, intermodal program of transportation projects with is consistent with the Statewide transportation plan and planning processes and metropolitan plans, TIPs and processes.

**Transit-Oriented Development** - A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. Key features include: a mixed use center and high residential density.

**Transportation Demand Management (TDM)** - Actions, such as ridesharing and vanpool programs, the use of alternative modes, and trip-reduction ordinances, which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity.

**Transportation Disadvantaged/Persons Potentially Underserved by the Transportation System** - Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

**Transportation Planning Rule (TPR)** - The implementing rule of statewide land use planning goal (#12) dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC - see above). Among its may provisions, the Rule includes requirements to preserve rural lands, reduce vehicle miles traveled (VMT) per capita by 20% in the next 30 years, and to improve alternative transportation systems.

**Transportation Policy Alternatives Committee (TPAC)** - Senior staff-level policy committee which reports and makes policy recommendations to JPACT (see above). TPAC's membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council (SWRTC - see above); there are also six citizen representatives appointed by the Metro Council (see above).

**Transportation System Management (TSM)** - Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without major new capital improvements. This may include programs that encourage transit, carpooling, telecommuting, alternative work hours, bicycling, walking, signal improvements, channelization, access management, HOV lanes, etc.

**Transportation System Plan (TSP)** - A plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

**Urban Area** - Those areas located within the Metro Urban Growth Boundary (UGB).



**Urban Growth Boundary** - The politically defined boundary around a metropolitan area outside of which no urban improvements may occur (sewage, water, etc.). It is intended that the UGB be defined so as to accommodate all projected population and employment growth within a 20-year planning horizon. A formal process has been established for periodically reviewing and updating the UGB so that it accurately reflects projected population and employment growth.

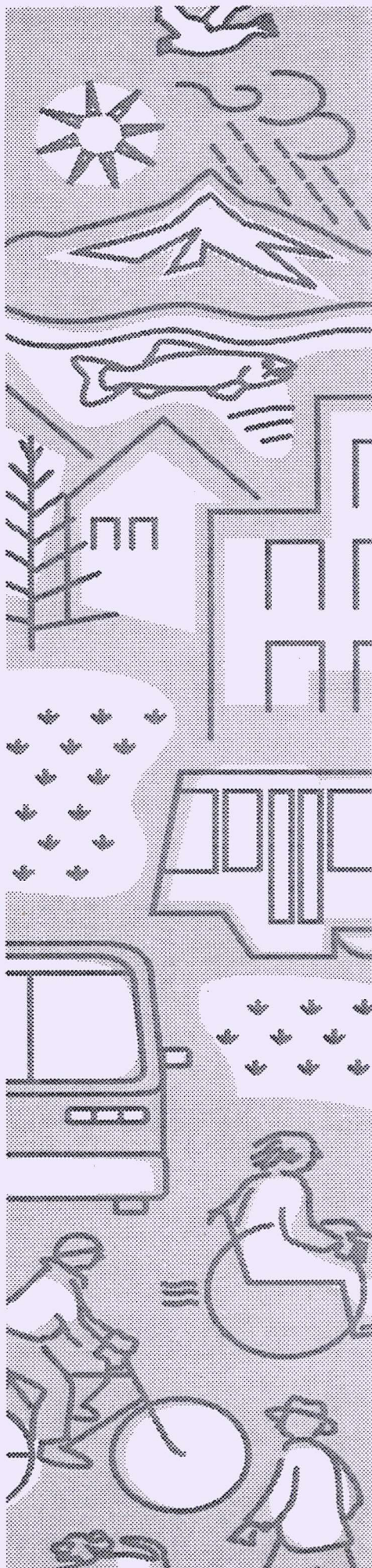
**Wide Outside Lane** - A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.



**METRO**

## **Chapter 1 Acronyms**

<b>ADA</b>	Americans with Disabilities Act
<b>ATMS</b>	Advanced Traffic Management System
<b>CBD</b>	Central Business District
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration (formerly UMTA)
<b>FY</b>	Fiscal Year
<b>HCT</b>	High Capacity Transit
<b>HOV</b>	High-Occupancy Vehicle
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
<b>JPACT</b>	Joint Policy Advisory Committee on Transportation (Regional)
<b>LCDC</b>	Land Conservation and Development Commission (State)
<b>LRT</b>	Light Rail Transit (MAX)
<b>MCCI</b>	Metro Council for Citizen Involvement
<b>MPAC</b>	Metro Policy Advisory Committee
<b>MPO</b>	Metropolitan Planning Organization (Metro)
<b>MTIP</b>	Metropolitan Transportation Improvement Program
<b>NHS</b>	National Highway System
<b>OAR</b>	Oregon Administrative Rules
<b>ODOT</b>	Oregon Department of Transportation (State)
<b>ORS</b>	Oregon Revised Statutes
<b>R.O.W.</b>	Right of Way
<b>RTP</b>	Regional Transportation Plan (Metro)
<b>RUGGO</b>	Regional Urban Growth Goals and Objectives
<b>SOV</b>	Single-Occupancy Vehicle
<b>TPAC</b>	Transportation Policy Alternatives Committee (Regional)
<b>TPR</b>	Transportation Planning Rule (State)
<b>Tri-Met</b>	Tri-County Metropolitan Transportation District
<b>TSM</b>	Transportation System Management
<b>UGB</b>	Urban Growth Boundary
<b>USDOT</b>	U.S. Department of Transportation
<b>VMT</b>	Vehicle Miles Traveled



Regional Transportation  
Plan Update

# Public Comment Report

April 10, 1996

Comments Received  
March 22 - April 9, 1996



**METRO**

## **Regional Transportation Plan Update Public Comment Report – April 10, 1996**

This report provides a compilation of public comments received on the Regional Transportation Plan Citizens Advisory Committee Policy Recommendations Discussion Draft. A public comment period was held from March 22 – April 9, 1996. Public input on the discussion draft was solicited through the 2040 Framework Spring 1996 newsletter which was mailed to 40,000 households in the region, through advertisements in community newspapers and at a series of six Regional Livability Open Houses held March 30 – April 8, 1996.

The Regional Livability Open Houses were attended by 720 area residents – in Portland 165 people attended, in Gresham 80 people attended, in Tualatin 140 people attended, in Milwaukie 70 people attended, in Aloha 150 people attended, and in Lake Oswego 115 people attended.

“Public Pulse,” an interactive electronic opinion survey, was used at the open houses to gather comments on the draft regional transportation policies as well as on Phase I of the Regional Framework Plan. Comments were also collected on comment boards and comment cards. Additional comments were received by fax, mail and e-mail. The transportation hotline did not receive any phone comments.

This report is organized as follows:

**Comments Summary** - This section provides a general summary of all comments received during the public comment period. (pp. i – iv)

**Public Pulse Survey Results** - This section includes overall results of the electronic opinion survey. (pp. 1 – 21)

**Comment Cards** - This section includes photocopies of comment cards collected at the Regional Livability Open Houses. (pp. 22 – 42)

**Comment Boards** - This section includes comments on proposed regional street design concepts and parking policies written on comment boards at the Regional Livability Open Houses. (pp. 43 – 57)

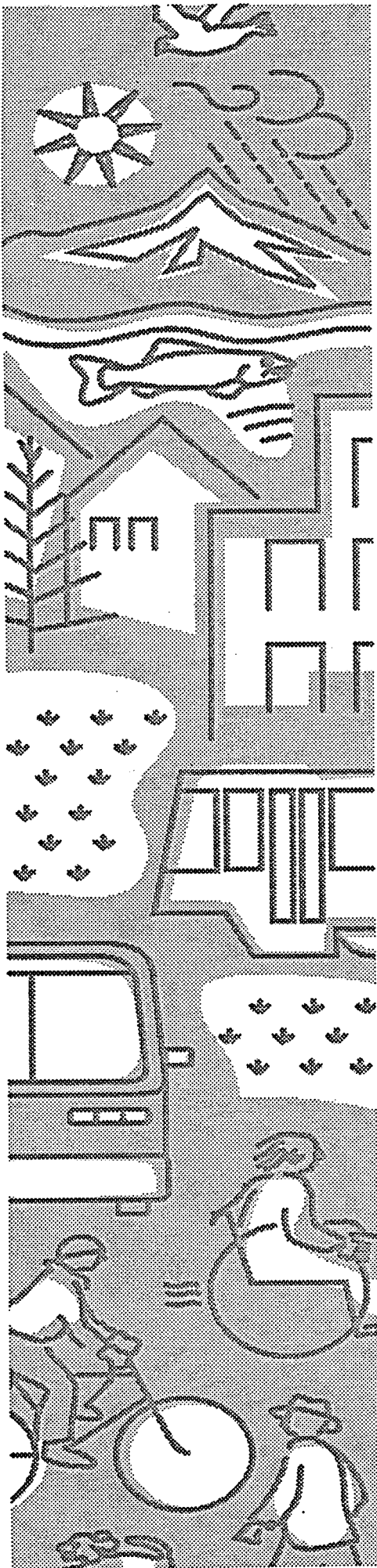
**Letters and E-mail** - This section includes synopses of comments received by fax, mail and e-mail as well as photocopies of the letters and e-mails received. (pp. 58 – 72)

**Media/Publicity Appendix** - This section includes sample copies of notices, fliers, advertisements, press clippings and other associated material. (pp. 73 – 109)

**Index** - This section includes an alphabetized list of all citizens and organizations who commented and the page(s) their comments appear on. (p. 110)

For additional information contact:

Metro Transportation Department, 600 NE Grand Avenue, Portland, OR 97236-2736  
(503) 797-1900



**Comments Summary**

# Comments Summary

## Public Pulse Survey Results

This summary includes the overall results of the Public Pulse electronic survey on transportation issues. Complete survey results for all questions are included in the next section of this report. Approximately 550 citizens participated in the Public Pulse survey.

Respondents were asked to consider a list of potential strategies to improve transportation and indicate how important each strategy was to them, using a scale of 1 – 5, with 1 indicating zero importance and 5 indicating very important. The combined result for this series, ranked by the average score each strategy received, is as follows:

1. Adding sidewalks, pedestrian crossings and other pedestrian facilities (average score 4.13)
2. Adding traffic signals and left turn lanes to improve intersections (average score 3.99)
3. Bringing homes, work and shopping closer together (average score 3.95)
4. Adding more transit service, such as more light rail, buses, park and ride lots, etc. (average score 3.93)
5. Providing information and incentive programs to encourage carpooling and vanpooling (average score 3.90)
6. Adding truck routes to better serve to better serve industrial areas and terminals (average score 3.76)
7. Slowing traffic on neighborhood streets with curb extensions, traffic circles, speed bumps, etc. (average score 3.66)
8. Adding bike lanes, bikeways, lockers, bike parking and other bicycle facilities (average score 3.54)
9. Adding traffic capacity to existing regional roads and freeways which are very congested (average score 3.50)
10. Consolidating driveways, restricting left turns on major streets to make traffic flow more smoothly (average score 3.47)
11. Adding new regional roads and bypasses (average score 3.08)

Participants were asked to indicate the biggest barrier to walking, using public transit and biking. The top three *biggest barriers* to walking for short trips were:

1. The distance to commercial areas is too great (36% of respondents)
2. Not enough time (14% of respondents)
3. No sidewalks near my home (12% of respondents)

The top three *biggest barriers* to using public transit were:

1. Lack of bus service or bus routes don't go where I need to go (40% of respondents)
2. I have to wait too long (15% of respondents)
3. I have to make a lot of stops (12% of respondents)

The top three *biggest barriers* to making short trips by bike were:

1. Doesn't apply, I don't own or ride a bike (28% of respondents)
2. Too much auto traffic, cars drive too fast (19% of respondents)
3. Not enough bike lanes, bikeways (13% of respondents)
3. Weather; too dark in the winter (13% of respondents)

Respondents were asked to rate a list of programs for commuters based on how likely they were to take advantage of the program, using a scale of 1 – 5, with 1 indicating zero likelihood and 5 indicating very likely. In the combined result for this series, telecommuting or working at home was the only program that respondents were likely to use.

## **Comments Received on Specific Issues**

### **Parking Limits**

The majority of respondents are in favor of limiting parking for new commercial development. Many of those in favor, however, felt that improving transit service was essential to make this policy work.

Some respondents suggested charging for parking throughout the region. It was also suggested that incentives be created to encourage businesses to combine parking lots. Parking structures were suggested as a good alternative to surface parking.

Concerns were expressed about the impact of the policy on churches and schools. One respondent suggested locating future schools near greenspaces to allow them to share parking.

### **Regional Street Design Concepts**

The majority of people who commented on the street designs liked the multi-modal nature of the designs. Some respondents felt that streets should be narrower to allow easy pedestrian crossing. Others were concerned that the designs did not provide adequate room for all the modes being accommodated.



Respondents liked the pedestrian buffering included in the street and boulevard design concepts, but raised concerns that the rural roads and highway designs did not provide adequate pedestrian buffering, crossings or sidewalks.

Traffic signals that beep when it is safe to cross were suggested to allow the blind to cross streets safely. Respondents asked that the designs meet the needs of people in wheelchairs.

Some respondents had questions about what the designs will cost to implement and felt that this information should have been included in the street design display.

A few respondents expressed concerns about how the designs will accommodate freight traffic and loading zones.

### **Bicycle Issues**

Respondents were split on the value of setting goals to increase bicycle trips in the region. Some respondents felt that increasing bicycle trips was unrealistic because bikes will never meet many people's travel needs. Others felt that connecting existing bike lanes, completing the bicycle system, and providing better end of trip facilities would increase bike ridership. Some felt that bicyclists should pay for any bicycle related transportation improvements.

Concerns about mixing motorized and non-motorized vehicles were raised by respondents who felt separate bike facilities were needed for safety. Others had concerns about mixing bikes and motor vehicle unless traffic laws are better enforced.

### **Pedestrian Issues**

Respondents expressed concerns about the lack of safe places to walk in the region, particularly on the westside of Portland and in Washington County. The need for better pedestrian crossing facilities, such as crosswalks and signals was also mentioned.

### **Transit Issues**

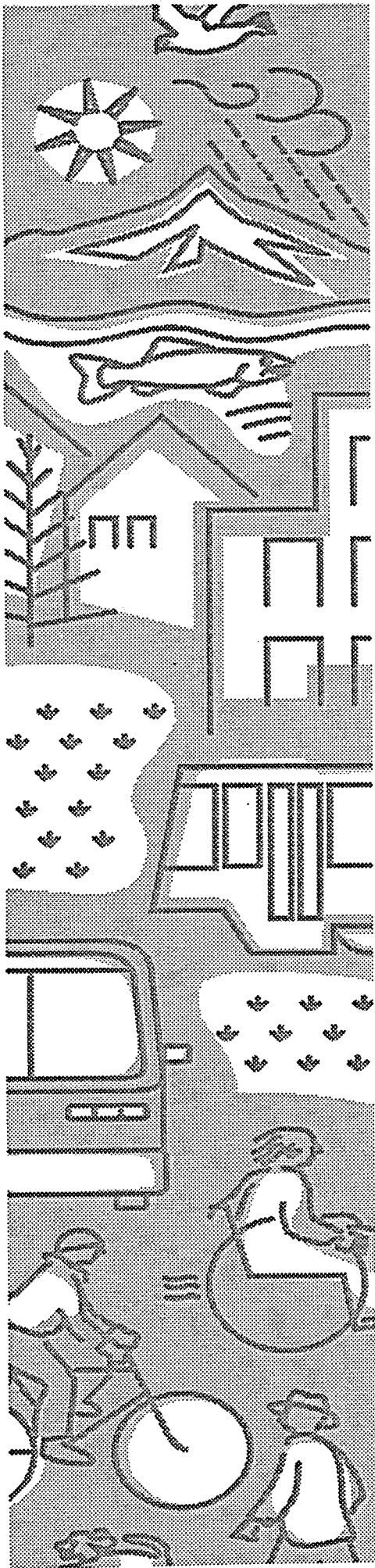
Respondents felt that transit service needs to be increased to make transit a viable alternative to the automobile. It was suggested that the goals in the Regional Transportation Plan should focus on increasing the frequency of existing service as well as expanding service to better meet the needs of people who are not commuting to downtown Portland. Respondents also expressed concerns about the lack of pedestrian crossings at transit stops to allow safe access to the bus and MAX.



## **General Comments**

Respondents offered some general comments about transportation funding and suggested that user fees and congestion pricing be implemented to fund transportation improvements.

A couple of respondents felt that the Regional Transportation Plan needs to better address transportation needs in Washington County by increasing the capacity of existing roads and building bypasses to handle increasing traffic.



## Public Pulse Survey Results



**METRO**

**REGIONAL LIVABILITY OPEN HOUSES  
PUBLIC PULSE SURVEY OVERALL RESULTS**

**BASIC INFORMATION ABOUT WHO IS IN THE GROUP**

It is useful to know a few basics about who is in this group. Please make the most accurate selection from the list of responses provided.

1. In which "Metro Council District" do you live?

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. District 1	41	7.65%
2. District 2	100	18.66%
3. District 3	123	22.95%
4. District 4	68	12.69%
5. District 5	48	8.96%
6. District 6	43	8.02%
7. District 7	88	16.42%
8. Outside	20	3.73%
9. ?	5	0.93%

Total number responding 536

2. In which age group do you belong?

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Under 18	5	0.91%
2. 18-24	12	2.19%
3. 25-34	66	12.04%
4. 35-44	147	26.82%
5. 45-54	164	29.93%
6. 55-64	82	14.96%
7. 65 +	72	13.14%

Total number responding 548

3. What is your yearly household income?

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Less \$25K	54	10.15%
2. 25-49K	142	26.69%
3. 50-74K	162	30.45%
4. 75K +	174	32.71%
Total number responding	532	

4. Which best describes your transportation habits for trips to work?

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Car primarily	343	61.91%
2. Car mostly, with other modes	59	10.65%
3. Public Transit primarily	30	5.42%
4. Public transit mostly, with other modes	16	2.89%
5. Bicycle primarily	7	1.26%
6. Bicycle mostly, with other modes	9	1.62%
7. Walk primarily	8	1.44%
8. Walk, w/ other modes	1	0.18%
9. Work at home	45	8.12%
10. Other, N/A	36	6.50%
Total number responding	554	

5. Which best describes your transportation habits for shopping, errands and social trips?

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Car primarily	406	73.02%
2. Car mostly, with other modes	113	20.32%
3. Public Transit primarily	6	1.08%
4. Public transit mostly, with other modes	8	1.44%
6. Bicycle mostly, with other modes	6	1.08%
7. Walk primarily	7	1.26%
8. Walk, w/ other modes	9	1.62%
9. Other, N/A	1	0.18%
Total number responding	556	

**GROWTH MANAGEMENT AND URBAN GROWTH BOUNDARY ISSUES**

Last year, the Metro Council adopted the Metro 2040 Growth Concept which encourages compact development to reduce land consumption and the need to convert rural land to urban uses. Currently under development is the Regional Framework Plan which implements the growth concept.

To accomplish the goal of more efficient land use, several options are available. Listed below are several different implementation strategies. Please indicate how much you agree or disagree with the following strategies.

6. \_\_\_\_\_ Allow new homes to be built on smaller lots, such as 5,000 square feet in my neighborhood.

Answer:	# responses:	% of total:
1. Strongly Disagree	99	17.90%
2. Disagree	76	13.74%
3. Neutral	60	10.85%
4. Agree	133	24.05%
5. Strongly Agree	185	33.45%
Total number responding	553	

7. \_\_\_\_\_ Fill in vacant lots with new homes, duplexes or apartments in my neighborhood.

Answer:	# responses:	% of total:
1. Strongly Disagree	94	16.85%
2. Disagree	69	12.37%
3. Neutral	71	12.72%
4. Agree	168	30.11%
5. Strongly Agree	156	27.96%
Total number responding	558	

8. \_\_\_\_\_ Allow building of "granny flats", that is, converting a portion of a home into a small rental unit in my neighborhood.

Answer:	# responses:	% of total:
1. Strongly Disagree	95	16.96%
2. Disagree	75	13.39%
3. Neutral	67	11.96%
4. Agree	156	27.86%
5. Strongly Agree	167	29.82%
Total number responding	560	

9. \_\_\_\_\_ Build houses on “flag lots”, or lots that are behind existing single family homes in my neighborhood.

Answer:	# responses:	% of total:
1. Strongly Disagree	99	17.71%
2. Disagree	85	15.21%
3. Neutral	85	15.21%
4. Agree	175	31.31%
5. Strongly Agree	115	20.57%
Total number responding	559	

10. \_\_\_\_\_ Encourage a mix of residential and commercial uses in one building.

Answer:	# responses:	% of total:
1 . Strongly Disagree	74	13.29%
2 . Disagree	56	10.05%
3 . Neutral	70	12.57%
4 . Agree	151	27.11%
5 . Strongly Agree	206	36.98%
Total number responding	557	

11. \_\_\_\_\_ Allow less parking for new commercial developments which would result in full parking lots at peak shopping times.

Answer:	# responses:	% of total:
1. Strongly Disagree	126	22.62%
2. Disagree	81	14.54%
3. Neutral	67	12.03%
4. Agree	118	21.18%
5. Strongly Agree	165	29.62%
Total number responding	557	

12. \_\_\_\_\_ Limit large scale retail stores like Costco or Walmart.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Strongly Disagree	125	22.24%
2. Disagree	73	12.99%
3. Neutral	76	13.52%
4. Agree	94	16.73%
5. Strongly Agree	194	34.52%
Total number responding	562	

13. \_\_\_\_\_ To reduce the affect of the above strategies on existing neighborhoods, accommodate new homes with a 5,000 acre expansion of the Urban Growth Boundary, which is the equivalent of adding a city the size of Oregon City

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Strongly Disagree	214	38.42%
2. Disagree	74	13.29%
3. Neutral	39	7.00%
4. Agree	73	13.11%
5. Strongly Agree	157	28.19%
Total number responding	557	

**In the future, more development may be directed to bus and light rail corridors, that is, along major streets in your community. Indicate how much you agree or disagree with the following statements.**

14. \_\_\_\_\_ I would support this type of development because it would bring more shopping, employment, and housing to my neighborhood.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Strongly Disagree	103	18.66%
2. Disagree	62	11.23%
3. Neutral	88	15.94%
4. Agree	137	24.82%
5. Strongly Agree	162	29.35%
Total number responding	552	

15. \_\_\_\_\_ I would oppose this type of development because it might bring more traffic and congestion to my neighborhood.

Answer:	# responses:	% of total:
1. Strongly Disagree	145	26.51%
2. Disagree	148	27.06%
3. Neutral	89	16.27%
4. Agree	70	12.80%
5. Strongly Agree	95	17.37%

Total number responding 547

**This region contains many stream corridors, green spaces and other natural areas. Indicate how much you agree or disagree with the following statements.**

16. \_\_\_\_\_ Protecting streams and requiring that new development address stormwater run-off are ways to protect the region's water quality.

Answer:	# responses:	% of total:
1. Strongly Disagree	37	6.62%
2. Disagree	20	3.58%
3. Neutral	28	5.01%
4. Agree	128	22.90%
5. Strongly Agree	346	61.90%

Total number responding 559

17. \_\_\_\_\_ I would be willing to accept an additional home in my neighborhood if it means being able to protect streams, green spaces and floodplains.

Answer:	# responses:	% of total:
1. Strongly Disagree	66	11.85%
2. Disagree	35	6.28%
3. Neutral	44	7.90%
4. Agree	166	29.80%
5. Strongly Agree	246	44.17%

Total number responding 557



**TRANSPORTATION ISSUES**

The Regional Transportation Plan, a 20-year blueprint linking transportation and land use policies, is currently being updated to take the Metro 2040 Growth Concept into consideration.

The following is a list of potential strategies to improve transportation. Indicate how important you think the following strategies are.

18. \_\_\_\_\_ Adding transit service such as more light rail and buses, park and ride lots, bus shelters, etc.

<b>Answer:</b>	<b># responses:</b>	<b>% of total:</b>
1. Zero Importance	46	8.44%
2. Not Important	50	9.17%
3. Neutral	45	8.26%
4. Important	159	29.17%
5. Very Important	245	44.95%
<b>Total number responding</b>	<b>545</b>	

19. \_\_\_\_\_ Providing information and incentive programs to encourage carpooling and vanpooling by commuters.

<b>Answer:</b>	<b># responses:</b>	<b>% of total:</b>
1. Zero Importance	37	6.80%
2. Not Important	45	8.27%
3. Neutral	67	12.32%
4. Important	179	32.90%
5. Very Important	216	39.71%
<b>Total number responding</b>	<b>544</b>	

20. \_\_\_\_\_ Adding new regional roads and bypasses.

<b>Answer:</b>	<b># responses:</b>	<b>% of total:</b>
1. Zero Importance	130	23.72%
2. Not Important	107	19.53%
3. Neutral	55	10.04%
4. Important	100	18.25%
5. Very Important	156	28.47%
<b>Total number responding</b>	<b>548</b>	

21. \_\_\_\_\_ Adding traffic capacity to existing regional roads and freeways that are very congested.

Answer:	# responses:	% of total:
1. Zero Importance	77	14.29%
2. Not Important	71	13.17%
3. Neutral	70	12.99%
4. Important	145	26.90%
5. Very Important	176	32.65%
Total number responding	539	

22. \_\_\_\_\_ Adding traffic signals and left turn lanes to improve intersections.

Answer:	# responses:	% of total:
1. Zero Importance	28	5.10%
2. Not Important	28	5.10%
3. Neutral	70	12.75%
4. Important	218	39.71%
5. Very Important	205	37.34%
Total number responding	549	

23. \_\_\_\_\_ Adding sidewalks, pedestrian crossings and other pedestrian facilities.

Answer:	# responses:	% of total:
1. Zero Importance	26	4.77%
2. Not Important	34	6.24%
3. Neutral	64	11.74%
4. Important	139	25.50%
5. Very Important	282	51.74%
Total number responding	545	

24. \_\_\_\_\_ Adding truck routes to better serve industrial areas and terminals such as port facilities, rail yards, airports, etc.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Zero Importance	27	5.00%
2. Not Important	38	7.04%
3. Neutral	141	26.11%
4. Important	168	31.11%
5. Very Important	166	30.74%
Total number responding	540	

25. \_\_\_\_\_ Adding bike lanes, off street bike ways, bike lockers, bike parking and other bicycle facilities.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Zero Importance	85	15.48%
2. Not Important	59	10.75%
3. Neutral	83	15.12%
4. Important	118	21.49%
5. Very Important	204	37.16%
Total number responding	549	

26. \_\_\_\_\_ Bringing homes, work locations, and shopping closer together.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Zero Importance	45	8.21%
2. Not Important	43	7.85%
3. Neutral	66	12.04%
4. Important	136	24.82%
5. Very Important	258	47.08%
Total number responding	548	

27. \_\_\_\_\_ Consolidating driveways and restricting left turns on major streets to make traffic flow more smoothly.

Answer:	# responses:	% of total:
1. Zero Importance	49	9.19%
2. Not Important	77	14.45%
3. Neutral	115	21.58%
4. Important	157	29.46%
5. Very Important	135	25.33%
Total number responding	533	

28. \_\_\_\_\_ Slowing traffic on neighborhood streets with curb extensions, traffic circles, speed bumps and other traffic calming improvements to improve safety and reduce neighborhood traffic and truck infiltration.

Answer:	# responses:	% of total:
1. Zero Importance	76	13.94%
2. Not Important	56	10.28%
3. Neutral	63	11.56%
4. Important	132	24.22%
5. Very Important	218	40.00%
Total number responding	545	

29. What is the biggest barrier to your walking for short trips?

Answer:	# responses:	% of total:
1. No sidewalks near my home	60	12.66%
2. I have to walk near fast moving cars	47	9.92%
3. No paths connect me to shopping areas	25	5.27%
4. Streets are too wide to cross	15	3.16%
5. Lack of traffic signals for pedestrians	10	2.11%
6. Distance to commercial areas too great	171	36.08%
7. Personal safety issues	26	5.49%
8. Not enough time	67	14.14%
9. Not able to walk	19	4.01%
10. Hills, weather, or other	34	7.17%
Total number responding	474	

30. What is the biggest barrier to your making trips by bus or light rail?

Answer:	# responses:	% of total:
1. Schedules hard to use	24	4.99%
2. No park & ride lots near my house or lots are full	16	3.33%
3. Lack of bus service or no routes to destination	192	39.92%
4. I have to make a lot of stops	60	12.47%
5. I have to wait too long	74	15.38%
6. No place for bags, packages, etc.	19	3.95%
7. Lack of bike parking at transit stops	6	1.25%
8. Weather, lack of covered bus shelters	15	3.12%
9. Personal safety issues	31	6.44%
10. I have to make too many transfers	44	9.15%
Total number responding	481	

31. What is the biggest barrier to your making short trips by bike?

Answer:	# responses:	% of total:
1. Lack of secure bike parking	10	1.93%
2. Not enough bike lanes / bikeways	67	12.96%
3. Weather / too dark in winter	67	12.96%
4. Bike routes don't connect to my	29	5.61%
5. No showering / changing facilities at destination	15	2.90%
6. Too much auto traffic, cars drive too fast.	101	19.54%
7. Hills and river crossings	30	5.80%
8. Physical condition	23	4.45%
9. N/A, I don't own or ride a bike	147	28.43%
10. Other	28	5.42%
Total number responding	517	

The following is a list of programs for commuters that could help reduce rush hour traffic and help make other transportation options more workable. Please rate each of the following by how likely you are to take advantage of the program. If this doesn't apply to you, in other words, if you don't make work related commuter trips, please do not answer the questions in this section.

32. \_\_\_\_\_ Carpool and vanpool matching

Answer:	# responses:	% of total:
1. Zero Likelihood	149	37.82%
2. Not Likely	102	25.89%
3. Neutral	45	11.42%
4. Likely	65	16.50%
5. Very Likely	33	8.38%
Total number responding	394	

33. \_\_\_\_\_ Telecommuting or working at home

Answer:	# responses:	% of total:
1. Zero Likelihood	80	20.00%
2. Not Likely	65	16.25%
3. Neutral	37	9.25%
4. Likely	80	20.00%
5. Very Likely	138	34.50%
Total number responding	400	

34. \_\_\_\_\_ Discounted transit pass for the bus or MAX

Answer:	# responses:	% of total:
1. Zero Likelihood	149	36.88%
2. Not Likely	58	14.36%
3. Neutral	48	11.88%
4. Likely	65	16.09%
5. Very Likely	84	20.79%
Total number responding	404	

35. \_\_\_\_\_ Pay fee to use special "fast" highway lanes put aside for rush hour traffic times (toll roads or congestion pricing)

Answer:	# responses:	% of total:
1. Zero Likelihood	164	39.81%
2. Not Likely	75	18.20%
3. Neutral	49	11.89%
4. Likely	62	15.05%
5. Very Likely	62	15.05%
Total number responding	412	

36. \_\_\_\_\_ Preferential parking for carpools

Answer:	# responses:	% of total:
1. Zero Likelihood	148	37.28%
2. Not Likely	72	18.14%
3. Neutral	79	19.90%
4. Likely	53	13.35%
5. Very Likely	45	11.34%
Total number responding	397	

37. \_\_\_\_\_ Guaranteed ride home if I need to get home quickly on a day that I commuted by transit, bike or foot

Answer:	# responses:	% of total:
1. Zero Likelihood	128	31.92%
2. Not Likely	42	10.47%
3. Neutral	55	13.72%
4. Likely	84	20.95%
5. Very Likely	92	22.94%
Total number responding	401	

38. \_\_\_\_\_ Secure bike parking or lockers and facilities for showering and changing

Answer:	# responses:	% of total:
1. Zero Likelihood	174	43.18%
2. Not Likely	54	13.40%
3. Neutral	54	13.40%
4. Likely	49	12.16%
5. Very Likely	72	17.87%
Total number responding	403	

39. **Getting information.** Which one of the following would be the most convenient way for you to get information on Growth Management, Transportation and Livability issues?

Answer:	# responses:	% of total:
1. Work	82	15.80%
2. Local government (city or county)	50	9.63%
3. Metro	80	15.41%
4. School	5	0.96%
5. Library	13	2.50%
6. Internet	44	8.48%
7. C A TV	15	2.89%
8. Newspaper	176	33.91%
9. Radio	22	4.24%
10. Other	32	6.17%
Total number responding	519	

The following are statements to help evaluate the elements of this open house event. Indicate how much you agree with the following statements.

40. \_\_\_\_\_ I thought the information and display area was valuable to me.

Answer:	# responses:	% of total:
1. Strongly Disagree	22	4.37%
2. Disagree	26	5.16%
3. Neutral	94	18.65%
4. Agree	263	52.18%
5. Strongly Agree	99	19.64%
Total number responding	504	



41. \_\_\_\_\_ I thought this "Public Pulse" session was valuable to me.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Strongly Disagree	17	3.44%
2. Disagree	28	5.67%
3. Neutral	99	20.04%
4. Agree	242	48.99%
5. Strongly Agree	108	21.86%
Total number responding	494	

42. \_\_\_\_\_ Overall, I thought the open house was valuable to me.

<u>Answer:</u>	<u># responses:</u>	<u>% of total:</u>
1. Strongly Disagree	9	1.78%
2. Disagree	23	4.55%
3. Neutral	77	15.22%
4. Agree	302	59.68%
5. Strongly Agree	95	18.77%
Total number responding	506	

**Public Pulse Survey Overall Results  
Additional Comments**

**Question 4 - Which best described your transportation habits for trips to work?**

1. I am a retired person (4).
2. I bike if under 5 miles and it is not pouring down rain.
3. I don't work.
4. I currently car pool to work.
5. Traffic on narrow SE Division Street (at 43rd) refuses to stop for me, as required, at an un-signalized, unmarked intersection crosswalk. We don't need any signals, but traffic enforcement.

**Question 12 - Limit large scale retail stores like Costco or Walmart.**

1. Unless they fit with the existing neighborhood.

**Question 13 - To reduce the affect of the above strategies on existing neighborhoods, accommodate new homes with a 5,000 acre expansion of the Urban Growth Boundary, which is the equivalent of adding a city the size of Oregon City.**

1. What size is Oregon City in population? This is not enough.
2. In reference to the statement after questions 13, I would agree as long as such development occurs in commercially zoned areas.

**Question 14 - I would support this type of development because it might bring more traffics and congestion to my neighborhood.**

1. This would bring increased bus service.

**Question 15 - I would oppose this type of development because it might bring more traffic and congestion to my neighborhood.**

1. If proper planning can absorb impact I would be in favor.

**Question 16 - Protecting streams and requiring that new development address storm water run-off are ways to protect the region's water quality.**

1. When will I or am I expected to drink stream water?

**Question 17 - I would be willing to accept an additional home in my neighborhood if it means being able to protect streams, green spaces and flood plains.**

1. Focus on afford ability without expanding the boundary.

**Question 27 - Consolidated driveways and restricting left turns on major streets to make traffic flow more smoothly.**

1. Slow down traffic and keep businesses facing onto major streets. Don't allow them to turn their backs on arterials.

**Question 29 - What is the biggest barrier to your walking for short trips?**

1. There is no answer here that fits our situation. We walk a lot.
2. The West Hills need more pathways and public trail easements, not just traditional sidewalks.
3. Too lazy until recently. We have no barriers to any of the above.
4. My neighborhood is conducive to walking.
5. Traffic signals are too short for seniors and handicapped traveling north and south on Sandy Blvd.
6. I usually walk.
7. Should include traffic and wide streets (personal safety issues).
8. None - I already walk a lot now.

**Question 30 - What is the biggest barrier to your making trips by bus or light rail?**

1. I am in sales and have to make many stops each day.
2. I am a contractor and I work out of my truck.

3. I live too far out.
4. I have a car and I prefer to use it.
5. I have to carry one baby with my groceries.
6. It is convenient to take light rail. I just don't go to Portland that often.
7. No use for it.
8. I have two children and a car.
9. It takes too much time.
10. Cross town trips increase travel time from 10 minutes to 1 hour.
11. It takes longer.
12. The cost of the tickets is too high.
13. It is not convenient.

**Question 31- What is the biggest barrier to you making short trips by bike?**

1. Always have children with me.
2. I live on a very steep hill.
3. It is too far.
4. You are wasting our transportation dollars on bikes!
5. I don't want bike lanes in my area over 6' wide.
6. I need my truck for work.
7. The time that it takes.
8. This is not an area for consistent bike use. It is not appropriate use of discussion time.
9. I currently commute 50-100 miles a day.
10. Bikes should only be allowed on bike paths.

11. Bike routes don't connect to each other.
12. These things don't stop me but they do discourage me and inhibit me.
13. No need to!
14. My two children make it difficult to use a bicycle. Need my car.
15. Please add more bike lanes.
16. I have not worked out a way to carry my young child by bike.
17. I will ride more.

**Question 39 - Getting Information**

1. CPO 9 Hillsboro.
2. OPB Radio.
3. Flyer in the mail (3).
4. My mailbox.
5. My school.
6. My neighborhood association.
7. My local chamber of commerce.
8. Public broadcast on television
9. Newsletter

**Additional Comments:**

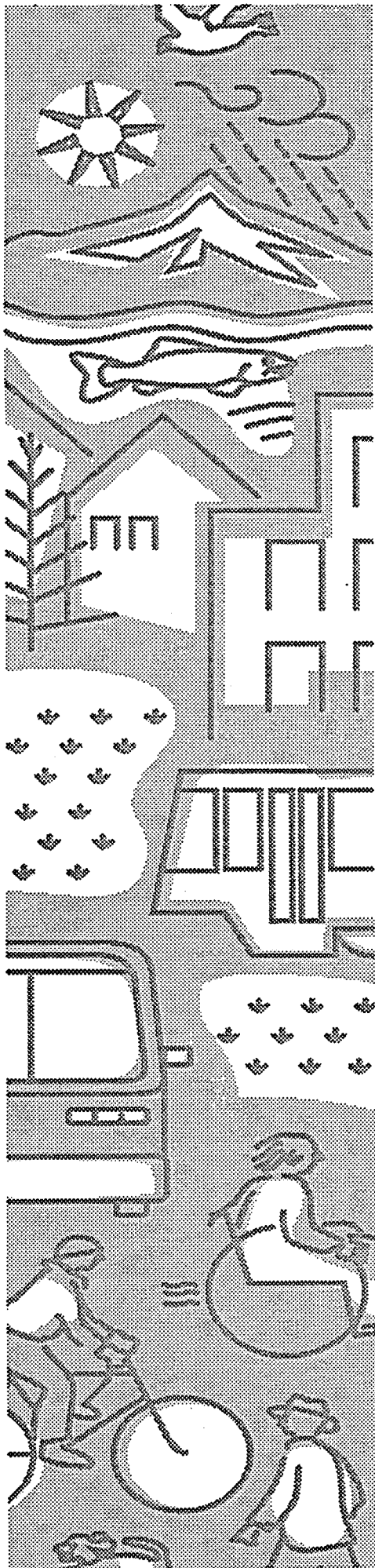
1. This open house was not valuable as I am already involved in the process.
2. I think that your questions are really slanted to achieve the data that you are already convinced is "politically correct".
3. These proposals never mean only one additional home. Your question (# 17) is very misleading! Protecting streams and flood plains should not be confused with other issues regarding housing density. Either we protect streams, wetlands,

etc. or we don't. Quite contributing to peoples uncertainties.

These changes should not be designed to increase environmental problems i.e. street run off into streams and road increases into wetlands.

4. If you are trying to find out what people think, why slant questions the way you want them!!
5. The expansion of Oregon City is not in all one area.
6. Some of your questions do not relate in suburban areas or for those of us who choose to use a car. In addition I want to voice my opinion about opening up the UGB. With house prices rising, keeping the boundaries closed will accentuate the problem as our values climb so will anxiety from corporations who can not transfer in new employees who cannot replace their current housing with equal housing. We can not hold back growth - increased density destroys peace of spirit, neighborhood and it also creates stress!
8. Teach Oregonians to read so that they can obey limit signs, etc.
9. Hold the Urban Growth Boundary.
10. We need to remove Farm/Forest tax deferral within the UGB.
11. We need to expand the roads and bypasses that we have and not add additional roads to the system.
12. Metro should address the cost of housing. Afford ability dictates where people live.
13. The Public Pulse survey was too slow. It takes too much time at this 3 hour event and it does not allow for detailed responses.
14. The available lots in my neighborhood are in an environmental protected area.
15. Please do not expand the urban growth boundary. We are at the limit of our natural resources. Degrading them further will eventually slow growth but who gains? Only developers, realtors and bankers in the short term.
16. Nothing is affordable. This is a critical issue for Metro to get involved in.
17. What about the affordable housing issue? The livability of PDX is ridiculous. Only the richest and the middle class can afford to live here. Minimum wage and service economy workers need mandated affordable housing in the area which they are employed.

18. We need subsidized taxis to feed Max and get people used to not using their cars.
19. Please do not expand the urban growth boundary.
20. It was very difficult to get a copy of the Framework Plan that we are supposedly here to comment on.
21. Allow **much** smaller single dwelling house lots. Separated house should be allowed to 2500 sf. lots.



Comment Cards



# 2040 framework



## Transportation

Comment card



METRO

Name Douy Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone 233-9661

City/State/ZIP Portland, OR 97206

Comments (please print) On-street parking should be provided for on all collectors and arterials "roads", "boulevards", and "streets". This provides a buffer for pedestrians, adds pedestrian activity, and encourages business to locate facing onto the street, instead of behind large parking lots.

Printed on recycled-content paper

# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) \_\_\_\_\_

Intersections should be as small as possible - tight corners and narrow road widths. Reduce the number of turn lanes. Never build more than one left-turn and one right-turn lane for each direction.

Printed on recycled-content paper

# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation WPC

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Comments (please print) Pedestrian-only connections  
such as in photo 16 are not  
an adequate substitute for  
full streets. In the photo,  
there is no excuse at all for not  
making a full street connection.  
Major topographical constraints  
should be the only reason to not  
build a street.

Printed on recycled-content paper

# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation W.P.C.

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) No double right turns  
should be permitted anywhere.  
They are very dangerous for  
pedestrians and bicyclists

Printed on recycled-content paper

# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland OR 97206

Comments (please print) All the "street" drawings  
show trees behind the sidewalk,  
even where there are planting  
strips. Trees should always  
be in the planting strip between  
the sidewalk and the curb.  
They can shade the street  
and the sidewalk, and provide  
a buffer between cars & pedes-  
trians. This also allows buildings  
to go up to the back of the sidewalk.

Printed on recycled-content paper

# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

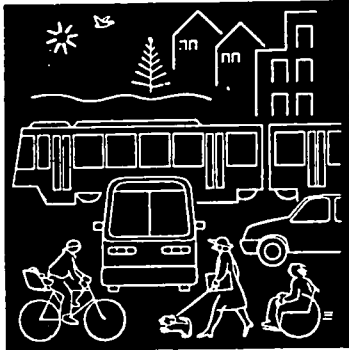
Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland OR 97206

Comments (please print) The "streets" drawing shows  
a street way too wide. The 15'  
wide center median is a useless  
waste of space, and throws  
the scale of the street out of  
whack. Left turn lanes are  
also not needed, except at a  
few spots. The whole street  
should be narrower everywhere  
else.

Printed on recycled-content paper

# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) \_\_\_\_\_

"Boulevards" should not have continuous 2-way left turn lanes. They make the street wider, and are dangerous for pedestrians to cross.

Printed on recycled-content paper

# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) \_\_\_\_\_

"Roads" should have sidewalks, whether "urban" or "rural", as long as they're inside the UGB. Both types should have "planting strips" between the sidewalk & the curb.

Picture 14 shows the wrong type of design. The trees should be near the curb, and the sidewalk behind them.

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print)

"Streets" do not always need to have center medians. They do not need left turn lanes. Both these items make the street wider & use up valuable land.

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print)

Curve radii on local streets should be 10', or 12' radius. The current 15' standard is still not tight enough to provide a pedestrian - friendly street crossing. 2 wheelchair ramps should be built on each corner, with their center lines parallel to the crosswalks they serve. Simply putting 2 ramps on the curve is not sufficient.

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# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation WPC

Address 2630 SE 43rd Ave Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) Highways should not

have continuous two-way left

turn lanes. (Like McLoughlin has

south of Milwaukie city)

These lanes make the street

wider and make it very

difficult for pedestrians to

cross. While the lane may

be perceived as a pedestrian

refuge by some drivers, it is

in fact, a dangerous place

to stand

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# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) Why do "roads" need to

be different from streets? Don't

we need to make a good pedestrian

environment in "new urban areas"

that these "roads" will serve. Aren't

we going to develop "boulevards"

in these "new urban areas".

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) The two illustrations (13 & 14) in the "roads" section with sidewalks still look very unfriendly to walk on, for two reasons:

1. Sidewalks are not separated from curb
2. There is no development that fronts on the street (or "road").

Access management potentially creates "dead" streets such as this, which discourages anything other than

Printed on recycled-content paper

high-speed auto traffic.

# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 233-9161

Affiliation \_\_\_\_\_

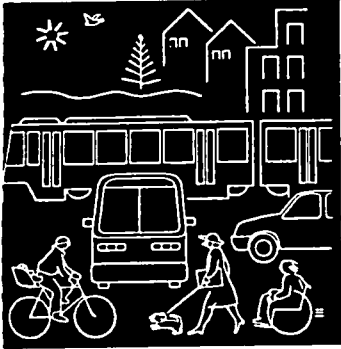
Address 2630 SE 43rd Ave. Phone \_\_\_\_\_

City/State/ZIP Portland, OR 97206

Comments (please print) we need bus shelters on "highways," "roads," "boulevards" and "streets," not just "streets"

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) "Highways" should not have "on-ramps" and "off-ramps". These types of angled intersections (where the ramp joins) are impossible or very difficult for pedestrians and bicyclists to get across. No street with sidewalks should have them. Where a ramp meets a non-freeway street, it should meet it at 90°.

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) curb return radii at intersections of collectors & arterials with local streets should be 10' radius. Walking along a collector or arterial is made difficult by having to cross wide side-street intersections

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# 2040 framework



## Transportation

### Comment card



METRO

Name DOUGLAS KLOTZ Date 3-30-96

Affiliation WILLAMETTE PEDESTRIAN COALITION

Address 2630 SE 43rd Ave Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) The only "Throughways" should be "Freeways." Highways should not have grade-separated intersections. McLoughlin at Tacoma street has been turned into a terrible street for pedestrians. Even though it has sidewalks, it is very inconvenient for pedestrians to get from businesses and apartments on one side to the other. In fact, some people cross it at grade anyway, even climbing over the "Jersey Barrier" in the middle of McLoughlin.

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# 2040 framework



## Transportation

### Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) Sidewalks on "Highways" should be separated from the curb by planting strips. Because of the high-speed traffic, there is even more necessity to buffer pedestrians from traffic than there is on Boulevards.

Printed on recycled-content paper

# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Avenue Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) The "Narrow Streets Policy" in the Regional Framework Plan & should be reinstated. Especially important for pedestrians is the 28 foot maximum curb face to curb face limit.

Maximum curb-face to curb-face limits should be written for collector & arterial streets also. 50' should be the maximum on all non-freeway streets.

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# 2040 framework



## Transportation

Comment card



METRO

Name Dipri Clark Date 4/3/96

Affiliation Citizen

Address 12625 SE Oatfield Rd. Phone 654-8929

City/State/ZIP Milw OR 97222

Comments (please print) \_\_\_\_\_

I AM IN FAVOR OF LIGHT RAIL. Wish it would go to Eugene.

I am opposed to density if it means people do not have their own space, green space preferably.

Therefore, I implore the planners to require commercial/retail/office Bldgs etc. to have lush landscaping. Please make it a goal to allow growth & development for ALL creatures (BUGS, BIRDS, 2 & 4 legged & FISH)

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AND A PLACE (NOT ASPHALT) FOR RAIN & SUN TO SOAK IN.

# 2040 framework



## Transportation

### Comment card



METRO

Name ELIZABETH MEDS Date \_\_\_\_\_

Affiliation \_\_\_\_\_

Address 3822 SE 16<sup>th</sup> Phone \_\_\_\_\_

City/State/ZIP PORTLAND, OR 97202

Comments (please print) S/N LINE SHOULD RUN ALONG

EXISTING RR R-O-W IN S.E. THROUGH THE BROOKLYN

YARDS. NOBODY WILL CROSS STINKY, LOUD, AND

DANGEROUS McCLOUGHLIN TO ACCESS THE MAX

TRAIN. ALSO, THE CARUTHERS CROSSING MAKES

THE MOST SENSE. IT WOULD SERVE AN

ESTABLISHED COMMUNITY THAT ALREADY USES TRANSIT.

FURTHERMORE, TO GET THE WESTSIDE PARCEL

DEVELOPED ALK RIVERPLACE (ON THE ~~WEST~~ WESTSIDE

OF THE PROPOSED ROSS ISLAND CROSSING),

THE CITY COULD CREATE A FEEDER LINE

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OUT OF THE EXISTING TROLLEY LINE TO

DOWNTOWN PORTLAND. THE CITY SHOULD NOT

BE PRESSURED BY DEVELOPERS INTO PURSUING  
THE ROSS ISLAND CROSSING.

### Regional Transportation Plan

Planning Department

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

# 2040 framework



## Transportation

Comment card



METRO

Name TODD STEWART Date 3/30  
 Affiliation \_\_\_\_\_  
 Address 6328 SW HAINES Phone TODD@STEPTECH.COM  
 City/State/ZIP PORTLAND 97219  
 Comments (please print) \_\_\_\_\_

I LIVE WITHIN 1 MILE OF WORK, COLLEGE,  
 AND FROD MEYER (TIGARD) YET AND WOULD  
 LOVE TO WALK OR BIKE MOST OF THE TIME,  
 BUT I FEEL FORCED TO DRIVE MY CAR.  
 WHY? THERE IS NO SAFE PLACE TO WALK!  
 MOST ROADS IN MY PART OF TOWN HAVE  
 NO SHOULDERS, MUCH LESS SIDEWALKS. THE  
 MAIN STREETS DO HAVE SIDEWALKS, BUT ARE  
 RIGHT NEXT TO 40-50 MPH TRAFFIC AND ARE  
 UNSAFE TO WALK ON - (AND VERY UNPLEASANT EXPERIENCE)

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# 2040 framework



## Transportation

Comment card



METRO

Name MARIAN WHITCOMB Date 3/30/96  
 Affiliation BELMONT NEIGHBORHOOD (8-10 PEOPLE ON 1000 BLOCK)  
 Address 1509 SE BELMONT ST Phone 234-4528  
 City/State/ZIP PORTLAND OR 97214  
 Comments (please print) \_\_\_\_\_

N-S LIGHT RAIL SHOULD STAY  
 ON EAST SIDE OF RIVER.  
 PLANS FOR EAST RIVER FRONT  
 PARK & INDUSTRIAL AREA COMMUTERS  
 POINT OUT THIS NEED. ONE TRANSFER  
 TO CROSS RIVER ON WEST SIDE LINE  
 IS NOT UNREASONABLE. SO NICE  
 THAT EXPANSION IS OCCURRING, NOW  
 HELP ME GET TO WORK!!

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# 2040 framework



## Transportation

Comment card



METRO

Name Fred Nussbaum Date 3/30

Affiliation \_\_\_\_\_

Address 6510 SW Barnes Rd Phone 292-5549

City/State/ZIP Portland 97225

Comments (please print) Transit goals + objectives are totally inadequate, the stress is wrong. Primary focus should be on increasing ridership and share of regional trips. The ~~repetitive~~ long section on service classification and the repetitive language in the G&O section is confusing and is more oriented toward transportation engineers and planners than for the public.

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# 2040 framework



## Transportation

Comment card



METRO

Name Robert Wentzien Date 3-30-96

Affiliation \_\_\_\_\_

Address 1312 SW 10<sup>#</sup> 312 <sup>Phd</sup> ~~Street~~ Phone 503-241-9119

City/State/ZIP PHd OR 97201

Comments (please print) I'm very concerned about the decision to place the north-south light rail on the transit mall. From what I know it would destroy much of the mall's benefit to the city. I hope the decision can be reconsidered.

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# 2040 framework



## Transportation

### Comment card



METRO

Name Gerri Sue Leut Date 3/30/96

Affiliation BTA

Address 1834 SE Spokane Phone 231-7533

City/State/ZIP Portland, OR 97202

Comments (please print)

End of trip facilities for  
Bicyclists include safe, covered parking  
for bicycle, locker for helmet, raingear  
& gloves, water to wash & drink, &  
a toilet perhaps.

Thanks!

Printed on recycled-content paper

# 2040 framework



## Transportation

### Comment card



METRO

Name Gerri Sue Leut Date 3/30

Affiliation BTA

Address 1834 SE Spokane Phone 231 7533

City/State/ZIP PDX OR

Comments (please print)

Close the Sellwood & Hawthorne  
Bridges to vehicles (just for  
pedestrians & bicycles) & build  
new vehicles bridges. Build  
new ped & bike bridge N. of  
Broadway Bridge

P.S. Thanks for striping on  
Broadway Br. It's a beginning!

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# 2040 framework



## Transportation

### Comment card



METRO

Name Sharon Stern Date 3/30

Affiliation none

Address 833 NE Mason Phone \_\_\_\_\_

City/State/ZIP 97211

Comments (please print) I try to ride my bike / take bus as much as possible although I own a car. We need more bike lanes as in photo. 12 - although it still often feels dangerous to be between 2 lanes of heavy traffic. I would like more bike lanes on bridges - its not realistic that people will walk over Steel bridge + Menuson bridge is frightening even on foot. Also, I can't get to my house to NW w/o driving or adding 2 miles ea way to the trip. What about - although I can't really think of a good answer to that one. Thanks.

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for 7th Ave + B'way bridge work. I support as much conversion of car lanes to bike lanes as possible. Also, if you don't give an easy way to park, I won't drive.

# 2040 framework



## Transportation

### Comment card



METRO

Name SADAFUMI UCHIYAMA Date 3/30 '96

Affiliation \_\_\_\_\_

Address 10750 SW Boones Ferry Rd. Phone (503) 245-7349

City/State/ZIP Portland, OR 97219

Comments (please print) 1) maintain multi-modal streets as much as possible 2) increase permeable street surface and better control of surface run-off and potential soil erosion along the street.

3) more tax on gas to discourage driving and encourage use of public transportation

4) better public transportation, especially railway system to expand

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# 2040 framework



## Transportation

Comment card



METRO

Name Paul Slichter Date 4-1

Affiliation \_\_\_\_\_

Address 700 NE 18th Ct Phone \_\_\_\_\_

City/State/ZIP Gresham, OR 97030

Comments (please print) When designing new MAX routes, ~~and~~ be creative in providing faster access to downtown by finding ways to speed up the train. Service from Galloway is pretty fast, but is much slower in East County. To win more riders, we need to cut down on the time MAX takes to get downtown. Currently it takes about 45 min from the end of the line, but when I can drive the distance in 20-25 min, the temptation to use the car becomes very great!

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# 2040 framework



## Transportation

Comment card



METRO

Name KEN PARROKE Date 4/1/96

Affiliation GRESHAM PARKROSE

Address \_\_\_\_\_ Phone \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Comments (please print) ALTERNATIVE (PARROKE) ROUTE

ON WIEGANOT INSTEAD OF STAY TRAIN  
99th TO 115 IN THE PARKROSE DISTRICT

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# 2040 framework



## Transportation

Comment card



METRO

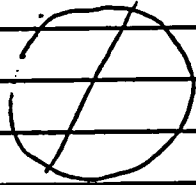
Name Gerri Sue Lent Date 3/30/96

Affiliation RTP Metro

Address 1834 SE Spokane Phone 231-7533

City/State/ZIP Portland, OR

Comments (please print) \_\_\_\_\_



Sunrise Corridor

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# 2040 framework



## Transportation

Comment card



METRO

Name TERRY REYNOLDS Date 4/1/96

Affiliation CITIZEN

Address \_\_\_\_\_ Phone \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Comments (please print) LANES GETTING TOO NARROW (AS  
BIKE LANES AS WELL) ON SOME OF THE RESTRICTIONS  
IN FAVOR OF BIKE LANES, BUT CONCERNED THAT  
SOME RESTRICTIONS ARE TOO TIGHT

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2040  
framework



Transportation

Comment card



METRO

Name Cheryl Lamette Date 3/30/96

Affiliation PSU (faculty)

Address 3426 NE 11th Phone 281-4968

City/State/ZIP PDX 97212

Comments (please print) Re: the bus system. I opt  
to bus to work (11th & Fremont, #41 →  
PSU) partly to support transit, also  
due to reduced cost (we can get a  
\$21.50 mthly pass which includes  
4 Park days/mth). BUT - I am not  
pleased with the often late buses  
which then cause me to be late for  
work - very unreliable & frustrating.  
Also - I've witnessed several terrible  
scenes recently on the bus - a

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knife pulled, fighting. I think there  
needs to be a significant expansion

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

id like to have  
the bus system  
work - I support it  
but am getting

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Planning Department

Metro

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of safety / response to make busing safe.  
My children ride, too, but I am becoming  
less rather than more comfortable. The  
drivers often are rude to them, and they  
see scary & threatening things so often.

# 2040 framework



## Transportation

Comment card



METRO

Name THOMAS "JEFF" COLE Date 3/30/96

Affiliation CITIZEN

Address 1334 NW 25TH #206 Phone \_\_\_\_\_

City/State/ZIP PORTLAND, OR 97210

Comments (please print) NEVER WIDEN ROADS -  
BUILD NEW FREEWAYS, OR OTHERWISE  
INCREASE CAPACITY - IT ONLY LEADS TO  
FUTURE CONGESTION. NEW CAPACITY  
MUST ONLY BE OFFERED THRU  
PUBLIC TRANSIT - WHICH MUST BE  
FREQUENT & CONSTANT. NEW DEVELOPMENTS  
WITHIN BOUNDARY NEED TO DESIGN A  
MINIMUM OF PAVED AUTO ACCESS ROUTES.

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# 2040 framework



## Transportation

Comment card



METRO

Name Douglas Klotz Date 3-30-96

Affiliation \_\_\_\_\_

Address 2630 SE 43rd Ave. Phone 233-9161

City/State/ZIP Portland, OR 97206

Comments (please print) Congestion pricing is a  
good idea. Should be implemented.  
Make sure that all roads in a  
corridor have congestion pricing  
monitors, so drivers won't find a  
local street route around the  
monitors. Drivers should pay the  
cost of their actions

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# 2040 framework



## Transportation

Comment card



METRO

Name Robert D. Hostetter Date 4-4-96

Affiliation Retired Forester

Address 14295 SW Wilson Drive Phone 503-646-4056

City/State/ZIP Beaverton, OR 97008-6142

Comments (please print)

① It is imperative (and common sense) to simultaneously consider plans for improving the location of rural roads in the Tualatin Valley;

② establishing the western urban growth boundary, and

③ planning the location of a future 4-or 6-lane highway connecting Tigard and Sherwood to Hillsboro and the Sunset Highway. That R/W should

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be the UGB.!

I don't need you to define types of transport for me as these documents primarily do.

Date 3/30/96

# 2040 framework



## Transportation

Comment card



METRO

41

Name BRYAN Hull

Affiliation PCC (Faculty)

Address 1117 SE 41st Phone 234-1688

City/State/ZIP Portland, OR 97214-4411

Comments (please print) I want more specifics on improved mass transit.

For me the 14 Hawthorne <sup>transit</sup> bus is the model for

which all lines should be brought up to. For example,

the 15 Belmont line runs at 15 minutes per

bus at peak times -- and I would push for all

bus lines (except the 14) to be more frequent +

(secondarily) to expand service as far as late

night service. The 15 Belmont could strive for

every 12 minutes -- The 98x (a wonderful idea) should

run to PCC more often -- Foremost people complain

about the frequency of mass transit -- overall buses

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here are safe, clean + the cost is reasonable. What plans do you have for increasing actual service?

# 2040 framework



## Transportation

Comment card



METRO

Name Eric Johansen Date 4-4-96  
 Affiliation Various City committees, commissions etc.  
 Address 8175 SW Corcor Ct. Phone 524-4754  
 City/State/ZIP Beaverton, OR 97008

Comments (please print) . . . Waiting, still waiting for a transportation plan that is relevant to Washington County's expected development under 2040. When Washington County has a "cadillac" freeway system like Portland, when Wash. Co has a grid system like Portland, then, ~~and~~ only then, can we begin a realistic discussion of aided densification, transit corridors etc. Under the best of scenarios, the majority of Washington County's new residents over the next 45 years will continue to rely on ~~their~~ their cars (just like Portland). Yet there is no rational discussion of expanded freeways, the Western Bypass and other necessary transportation improvement in Washington County. The issue to me is equity. When Washington County has ~~a~~ a road and freeway system, connected roads, and a funded transit system, then the concepts in 2040 may be acceptable. more →

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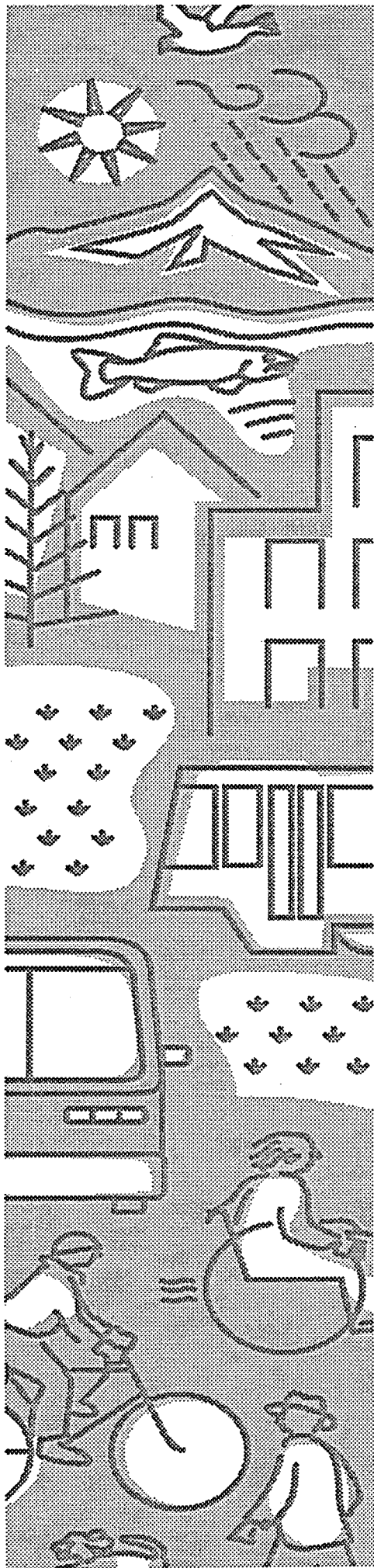
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**Regional Transportation Plan**  
 Planning Department  
 Metro  
 600 NE Grand Ave.  
 Portland, OR 97232-2736

*Without major freeway improvements to the Sunat 217, I-5/217 interchange and the Western Bypass, Washington County cannot accommodate the growth Metro is projecting.*



Comment Boards

**Portland Open House  
Regional Street Design Comments  
March 30, 1996**

1. More design attention needed for pedestrian crossing for multi-lane streets and roads.
2. Figure out ways to slow traffic in residential areas.
3. Bikeways are needed, however, the vehicle travel lane to the left of the bikeway causes conflicts for right turns for vehicles over the bikeway because vehicle drivers look for pedestrians on sidewalks - and may be looking for cyclists - but cyclists often don't look for right turning cars at intersections and come up from behind the car at a greater speed than a pedestrian - often in the driver's blind spot. We need some other means of appropriating bike lanes.
4. More pedestrian crossings over multi-lane streets and highways.
5. Bicyclists need a safer place to ride than a bike lane on a slow street. I wonder how many people might cycle to work downtown if a street such as Division was reserved for bicycles only. A paved bicycle path that is separate from the street would be another solution.
6. Balance local freight traffic with neighborhood traffic, appropriate limits to trucks on local streets.
7. We need to address street as *public* spaces, and access people's "private" use of them. The sentiments "*I own the road*" and "*road hog*" need to subside! I am all for pedestrian and bike facilities encroaching upon the LOS for autos!
8. Handicapped accessibility is great. But many of the curb cuts in residential areas will never be used (except to break ankles). These should be constructed on an "as needed" basis at citizen request, not universally.
9. I would with the blind and address pedestrian issues on an hourly basis, every day as we negotiate crossing streets, rounded corners, curb cuts placed inconsistently, poles designs in the center (or close to the center) of sidewalks, bushes that overlay and debris that collects, cars that park on an over the sidewalk or on the sidewalk in the street. I am very concerned that our sidewalks are beautiful to the eye but also consistent and can be understood by "blind users" and accessed by "chair-users".
10. We need a balanced street system for all modes. Picture # 14 should have a tree area next to street to protect the sidewalk from cars. Town centers like Hillsdale should have more street "lanes" for connections and on-street parking.
11. We must provide central eastside access to the Regional Freeway system. This will

eliminate a lot of traffic now going through downtown to access I-5 south and US 26 West.

12. Where bike lanes are added next to on-street parking, please make them wide enough to allow for car doors opening without forcing bicyclists into traffic.
13. I don't get it. The mural to the left of this easel does an inadequate job of describing the Regional Street Concept. For the future, please explain in an understandable manner. How does it differ from what we have now? What does it cost? How would it affect my life?

I agree with these comments. The display looks nice but it is not clear to me what you are trying to show me. I want more substance.

14. Too much emphasis on auto traffic. Even the pictures don't show the multi-modal use that these facilities are supposed to provide. I agree with above comments above.
15. Multnomah Blvd. is the only east/west access to Washington County from I-5. Please address Vermont, Garden Home Rd, Taylors Ferry. These are all collectors that will be impacted. Please address these issues.
16. Left turn lane off Multnomah Blvd. to access proposed apartment complex (approximately SW 52nd on south side) with 2 lane road (no passing) bicycle lanes on both sides and a 45 foot drop off on both into Woods Creek. There is a blind approach heading west - where will the left turn lane fit? The property is totally in an EP/EC zone.

On the northside of # 3 - 100 R 75 - covering what would be access road and dept easement to clean trash on Woods Creek.

17. Congestion financing - who is on your steering committee - the public is not informed. Please include Portland neighborhood associations in your public involvement outreach - CPO's are in Washington County!
18. **Rural roads:** Most existing in SW do not have shoulders for pedestrians or bikes. Ditches start immediately at edge of 30-40 mph traffic lanes. Could we at least get storm drains and shoulder on side? Walking and biking with current conditions is life threatening. We can't even walk to existing bus lines!
19. **Sidewalks in # 7, 10, 13 & 14:** Exposure to fast traffic is an unpleasant experience. Allowing on-street parking provides a massive barrier (cars) between pedestrians and traffic. It looks cluttered in photos, but it is a much nicer walking experience.
20. Sidewalks should always have planting strips between them and the curb especially on "highways" and "roads" that have high speed traffic. This is in addition to the buffering provided by parked cars.



21. Highways such as 99E (McLoughlin) should have good pedestrian facilities - sidewalks with planting strips between sidewalk and curb. "Highways" should have at-grade intersections with signals to facilitate pedestrian crossings. "Highways" should not have grade-separated "interchanges" such as the Tacoma Street overpass. This area has been made much worse by this project. Pedestrians must walk up to a 1/4 mile of their way, up stairs and ramps, just to get from one side of the street to the other. Previously, a signal at Tacoma allowed easy pedestrian crossing. In addition, the four streets south of Tacoma used to be functional intersections, with legal pedestrian crosswalks. Now, a "Jersey Barrier" stops all crossing at these four points, although frustrated pedestrians do cross at them, climbing over the barrier in the middle.
22. Loading zone and parking on alignment access.
23. Highways can be more pedestrian friendly.
24. Busways outside sidewalks are preferable to bike lanes inside the parking strip.
25. Parking and loading zones directly on community boulevards severely detracts from the "community" feel/aesthetics of the boulevard. Such boulevards should strive to include parking in compact structures behind the boulevard and loading zones in some type of alley. Thus, the boulevard would serve primarily as a place for people to interact with people rather than moving vehicles of all sizes, types and speeds.
27. Many service industries depend on automobiles and trucks; concerned that survey was skewed toward non-auto modes.
28. Your survey questions are black and white. Need for design standards when thinking about developing on smaller lots.
29. Traffic speed on neighborhood streets detract from livability.
30. What about costs of transportation? What can we afford? Trade off of bikelanes vs. sidewalks.
31. Biggest barrier to transit is service quality. The bottom line is time. It takes longer to take the bus
32. Idea of private sector jobs to homes. To live closer to work.
33. Because of career changes, aging issues, etc can't always be living close to where you work.
34. South/North should go down Interstate Avenue.
35. Density seems to be the driving force in growth plans. Not recreation activities.

This is cart before the horse. How do we change this? We need community first in planning.

36. How come downtown alternative was not separated into different alternatives?
37. Line 41 has safety issues. This is a growing concern. How about the rest of the region?
38. There should be some park-and-ride stations closer in.
39. Transportation infrastructure outside of the Metro area is needed. Where does the money come from? The roads need to be improved.
40. Can Metro implement tax?
41. Importance of transportation infrastructure for economic growth.
42. How can average citizens get better service from Tri-Met?
43. Who makes decision on where S/N LRT goes? More LRT service is needed on the central eastside.
44. Potential of Metro oversight of Tri-Met.
45. South/North impact on transit mall.

**Gresham Open House  
Regional Street Design Comments  
April 1, 1996**

1. No more 20' streets - Multnomah County streets are 50'.
2. Street design should definitely accommodate and encourage walking, cycling, running and use of less typical transportation vehicles - in addition to the use of automobiles. This means streets should be functional, attractive and safe also.
3. Sidewalks are not an option.
4. If streets are too narrow, cars will park on the sidewalk.
5. I love the divided street model in place in the Sandstone development (162nd & Halsey). The gently winding street with walking path in the center provides a number of advantages; room for cars, bikes, walkers; curves that reduce car speed; green space that enhances the aesthetics of the street.
6. Larger sidewalks, small streets in neighborhoods.

**Tualatin Open House  
Regional Street Design Comments  
April 2, 1996**

1. Western Bypass beltway to avoid congestion.
2. Additional crossing of Willamette River.
3. SE Portland/Mt. Hood Freeway.
4. Funding - Vote of the People.
5. Freight movement and truck access.
6. High speed rail.
7. Vote on South/North LRT.
8. Users should pay for transit and roads.
9. High density along transit corridors.
10. Toll roads (public and private).
11. More sidewalks, bikeways and overpasses/underpass.
12. Slow traffic.
13. Extend the Banfield LRT to MHCC and extend LRT to downtown McMinnville.
14. Trees are important.
15. Sidewalks off set from street with planting strip.

**LaSalle High School Open House  
Regional Street Design Comments  
April 3, 1996**

1. Encourage skinny neighborhoods, planting strips and street trees, sidewalks. Make better provisions on all roadways for pedestrian and bikes.
2. Personal safety in the evening should be a priority.
3. Require planting strips along with street trees that are required. Comprehensive traffic calming programs, speed bumps, curb extensions. You should design streets for neighborhoods that encourage 25 MPH speeds to keep streets safe and livable.
4. Smaller is better for all government, development, community and environment.

**Aloha High School Open House  
Regional Street Design Comments  
April 4, 1996**

1. # 9 shows no handicapped curb-cut. This is a poor example of a sidewalk area.
2. TV Highway needs attention now!
3. Rural roads with increased density need a drastic reduction in speed limits or changes more reflective of # 18 (the north side of Cooper Mountain, Gassner Rd).
4. Washington county needs more frequent bus service and more connectivity of bus lines.
5. Let's stop cul-de-sacs and do thru streets.
6. There is too much emphasis on bike lanes which are not utilized. They take up too much space and are costly. Utilize sidewalks for bikes and walkers.
7. Decrease drastically planned cul-de-sacs. We need parallel roads north of T.V. Highway. Reduce traffic on residential streets
8. Bike lanes are important. If you seriously want to commute on a bicycle, the sidewalk is not an alternative.
9. More extensive bus service to downtown (or in combo with Max) would be great.
10. Concerns about adding capacity vs. changing pedestrian options. Need to watch the land and road widths - we need less, not more.
11. Bike lanes are not used because they aren't continuous. Complete the system!
12. Concentrate on upgrading existing streets.
13. Complete bikeway system.
14. Develop grid network of neighborhood streets in suburban areas.
15. Another vote for a completely usable system of bike paths. Also, zoning needs to be drastically modified to enable more pedestrians and bicycle trips.
16. I like the increased emphasis on pedestrian and bicycle use.

**Marylhurst College Open House**  
**Regional Street Design Comments**  
**April 8, 1996**

1. Metro's plan for lightrail is great and Max is great. However, there are not enough sidewalks for people to get to the waiting areas to take advantage of these services. We put our lives at great risk to get to these services. (i.e. Hart Rd, 231st, Baseline)
2. We need more traffic calming devices and discentivies to single occupancy vehicles.
3. I suggest car pool lanes similar to Seattle's.
4. A better system to efficiently allocate the limited amount of street space i.e. electronic toll collection during peak commuting hours is needed.
5. Keep the roads narrow enough for bike and pedestrian use.
6. The first priority should be to maintain existing infrastruture. New "growth" finances itself with toll roads, LID's, unearned increment and SDC's.
7. Explore the idea of speed cusions which allow for emergency vehicles to drive at speeds appropriate to "fast" response (putting aside the congestion factor) and keeps cars at T.C. speeds.
8. Need to use speed bumps in neighborhoods more.

## METRO OPEN HOUSE - Metro Council Chambers - 3/30/96

### Q: What do you think of limiting parking?

1. Up the gas tax 1 cent and use the money for ped/bike/transit facilities. Educate people on hidden subsidies to automobiles.
2. Strongly in favor. Invest in transit and pedestrian ways instead.
3. Strongly favor. Charge parking fees, or provide financial incentives to land owners who do.
4. Strongly disagree- parking limitations force people to use mass transit! I choose the freedom of personal transportation provided by the automobile!
5. Americans don't like to give up "freedom" = convenience(?) For the sake of a better community!
6. Strongly agree. It's part of developing a responsible community- responsible development.
7. Strongly agree: It's time to invest more in transit instead of continuing to subsidize the automobile.
8. It seems the huge mall parking lots -- while they remain empty much of the time-- provide consumers with the belief that there's "plenty of parking" -- since many Americans place a great deal of value on convenience. It would be key, therefore, to take this psychology into consideration when (re)designing parking. How do you make consumers feel as if they will have easy access to the stores? Simplicity, clarity and variety seem important. I do, however, hate parking lots with a vengeance. But it's not me you need to convince -- it's people like my mom who spend a good deal of \$ at these malls that the new parking will be safe and easy for people like herself.
9. I agree with a limit on parking and charging for parking regionwide, either directly to consumers or via a per space fee on owners of parking lots. If parking is uniformly less convenient, people will drive less and use alts.
10. Agree with directly above comment, but note that transit to other than downtown needs to improve concurrently. The hub pattern is basic (so is used universally) but is only step one.
11. Sorry - I disagree. We are nowhere near an accessible alternative. We still don't even have sidewalks much less transit in Southwest. Lloyd mall use of land seems very smart.
12. Limited parking is only part of the larger regional transportation issue. We need less congestion on roads. We want high level of air quality. Congestion pricing should be applied. Planning supports this approach. And yes, limited parking should be part of the



mix.

13. Perhaps developers can be assessed "congestion pricing" fees. They have the money.
14. We need mandates for affordable housing. Where are the people earning \$5/hr at Starbucks supposed to live? Yes very important, agree! Metro needs to focus on this issue.
15. Not only does limiting parking free up more land for other uses, but it also reduces pollution from parking lot run off (oil, anti-freeze, etc.)
16. Parking for commercial uses throughout the region should be limited, perhaps using a ration similar to that proposed for the Lloyd District under the CCTMP. There should be a fee charged to the driver for all off-street commercial parking throughout the region.
17. Where are you thinking of limiting parking? What do you mean by limiting? Only the well-to-do get to "drive to the malls"?
18. We should create incentives for businesses to combine parking, rather than having a "Home Depot" style business needing 5 acres of parking down the street from a Wal-Mart lot. Let's save some land!
19. I strongly support limits in parking but only when done in a way to discourage the wealthier among us to leave their cars at home too. Currently, they just pay the garage fees, parking tickets etc. Also, bus service needs to improve. If it takes me an hour to go across town or I can only catch my bus every 1/2 hr, I don't feel like I can afford to take the bus. And finally, there needs to be affordable housing close in.
20. I think limiting parking is a good idea. On street parking is very important for protection of the pedestrian and helps slow down cars. It will also allow people to explore other modes.
21. If you have lots of packages to carry after shopping at a small or large mall, it's difficult to carry sacks to the bus. Why not have special carts available to take packages to the bus or transit stops?
22. Place more emphasis on parking limits in suburban business/industrial areas. Need better local bus service in Sunset corridor area.
23. Stop City Center Parking's 14 story park block fiasco!
24. Why limit parking? That is what we want- parked cars! Make it continually easier for people to leave them parked. More and better pedestrian facilities.
25. It seems most important to focus on using limited space overall for parking.
26. Limit parking to minimize traffic!

27. Parking lots could be designed in such a way so that pedestrians getting to business are easily accommodated. It doesn't hurt to walk from your parked car.
28. Decentralize government services so that those of us who must drive don't congest the central city.
29. You need to get support and buy-in from commercial/retail folks who still want lots of parking for their customers, and lenders (banks, etc) who lend \$ based on a pre-conceived notion of # of parking spaces to be built.
30. Bike lockers for safe, secure parking with a space for cycling clothes, helmet, please.
31. The need for parking will diminish as other forms of transportation improve and increase. Expand bus service watch car volume decrease

### **METRO OPEN HOUSE - Gresham - 4/1/96**

#### **Q: Parking comments.**

1. Be careful not to shortchange parking around schools. They must serve school staff and visitors during the day and community use during evenings and weekends. Side streets can't handle the volume.
2. Vertical structures for parking and retail will save much more precious land than has occurred in the past 30-40 years. Do give ample consideration to this approach in city design. Also parking structures should be beautiful to behold.
3. I concur!
4. Structures should be designed with security in mind.
5. See 2-19-96 Engineering News Record
6. Ban all cars from downtown PDX!
7. Put stores around building on street level and add plenty of covered, secured bicycle parking.

### **METRO OPEN HOUSE - Tualatin - 4/2/96**

#### **Q: What do you think about limiting parking?**

1. Was this trip necessary?

2. Employer subsidized parking for downtown or other crowded areas makes possible mass transit, but only if it is available to more rural areas.
3. In areas where transit is limited, parking restrictions make no sense.
4. Parking should be limited to encourage use of transit or carpooling.
5. Transit service must precede parking limitations, other than that, the market will ultimately decide.
6. Limiting parking is OK if we can change the way Mega-retail stores (Costco, Safeway...) rely on huge parking lots.
7. Make sure that destinations are accessible to bicycles and pedestrians not just cars.
8. Shoppers won't stay home or walk because a lot is full - they'll drive further increasing pollution and traffic. Don't limit parking.
9. Agree - how many people go to Clackamas rather than Washington Square?
10. No - do not limit . Be realistic in any proposed changes- look at the park and ride lots- the cars park all over the place - when the lots are full!
11. Limit commercial parking. More shared parking.
12. Yes. Limit employer provided parking to encourage employers to offer "cash out" options that increase carpooling and mass transit use.

## **OPEN HOUSE - Milwaukie - 4/3/96**

### **Q: Surface parking limitation.**

1. Please limit surface parking all this paving of our area increase run off, adds to urban and suburban blight, puts valuable and limited land to a poor use. Forbid big box development with huge parking lots i.e. 82nd Ave.
2. I agree.
3. Less parking spaces on 82nd (i.e Home Base and Home Depot)
4. Hey you guys, do multi-level parking ! You know, build parking structure, duh!

### **Q: Density comments.**

1. Excellent to have a slide show of density. Any other educational work with n'hood associations would be appreciated. I.e. how about a cooperative effort to ID "good design" projects in specific n'hood areas with n'hood activists?
2. I moved here, a single home on a large parcel, quiet neighborhood, yet convenient to everything. I don't want to share my lot with more homes.
3. We do not want high density housing in Milwaukie. I live here for large lots, single family dwellings and quiet and livable neighborhoods - I I wanted high density I'd live in Los Angeles. We do not -(read out lips) want high density!! High density works for people who choose to live or invest in real estate that provides that- but don't forget the tax payer's who haven't had a choice - whose homes are being demolished for others livability standards - these may be my children's choices some day - good - but my investment- time and hopes are all being taken away for a body of government that thinks it knows what is best for my future.
4. High density means big back yards, vacant lots or small farms for kids to learn and enjoy. Only a public park with questionable safety for the children of the future.

#### **METRO OPEN HOUSE - Aloha - 4/4/96**

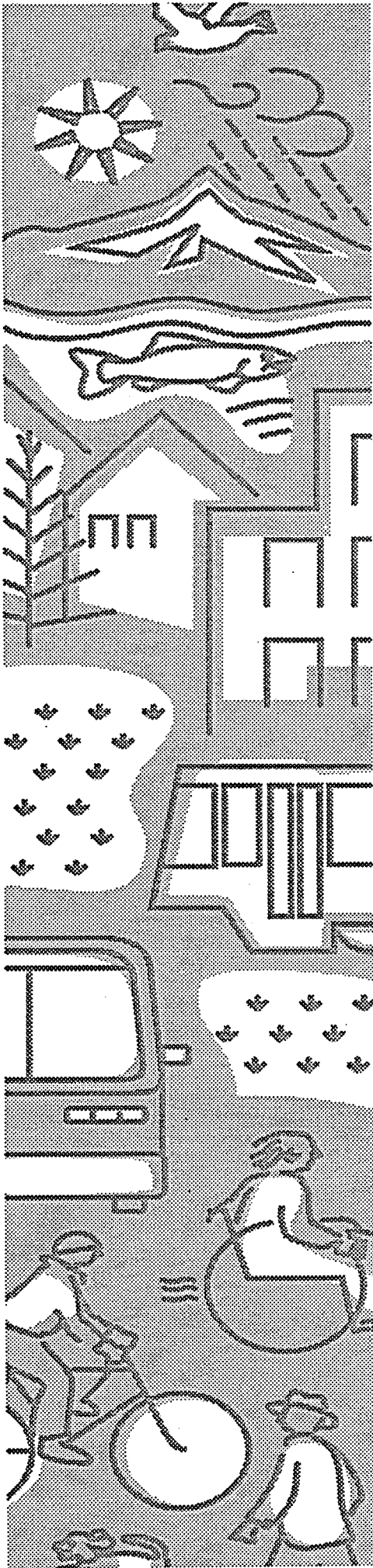
#### **Q: What do you think about limiting parking?**

1. Have malls - pay full property taxes for parking area, as if fully developed.
2. If less parking is available - people may be more inclined to use mass transit, to car pool, or to limit the number of trips- therefore reducing congestion and pollution.
3. More underground parking at malls or parking structures. More effective mass transit should help too.
4. Read the letter to the editor in the Oregonian today (4-4-96) on the subject of taxing parking vs. raising busfare 5 cents! Limiting parking is at least as important to transit success as densifying development, i.e. you need both. Expensive parking in downtown Portland makes people think twice about driving. Parking needs to become less easy and transit more available in the 'burbs as well.
5. Well said. If we're looking for more developable land let's use parking lots! But we do need to pervade enough transit - and good and safe pedestrian and bike access so other people have some real choices.

## **METRO OPEN HOUSE - Lake Oswego - 4/8/96**

### **Comments on parking??**

1. Cut parking spaces- have region-wide parking fees - otherwise people drive to the parking, clogging roads.
2. I don't agree about your concept on parking to cut back on spaces. Try going out to an eating place. Most don't have enough parking!
3. Use parking structures!
4. What about church parking?
5. Need more affordable downtown parking.
6. Transit service so I can go to downtown events and get home... right now service ends so I have to drive and have to park.
7. Limiting parking is not realistic for many people. Public transportation does not work for everyone.
8. Charge for all parking!!! Establish regional parking lid!!
9. Parking structures could provide parking needs in condensed space.
10. Lack of parking can cause dangerous situations for our neighborhoods and communities.
11. I feel we need more park and ride stations to limit the need to drive into regional centers.
12. Encourage "mixed use" development... residential parkers could use same spaces as short term customers or day time workers.
13. Parking space is a waste - bus, walk, bike, car pool!! Encourage other enjoyable ways to get around - versus adding to the addiction! Cars!!



Letters and E-mail

**SUMMARY OF WRITTEN COMMENTS (3/22/96 – 4/9/96)**

The following are brief summaries of written comments received via letters or e-mails. Complete copies of all written comments are included at the end of this section. The specific page a letter or e-mail appears on is listed in the index.

NAME AND ADDRESS	COMMENTS
<p>Claude Moss                      MOSSCL@kpnwoa.mts.kpnw.org</p>	<p>Mixing motorized and non-motorized (bikes) vehicles will not work. Many a third world country has tried and some are trying to undo. Bicyclists do not obey traffic regulations, cannot keep up with motorized vehicles and in a collision the bicyclist will lose. I propose: bike zones – in areas where this mode would work and seems to be prevalent, dedicated bike streets, dedicated bike hours, enforcement of traffic rules.</p>
<p>Duane H Funk                      4405 Kenthorpe Way                      West Linn, OR 97068                      LCDRFUNK@aol.com</p>	<p>Your spring 1996 2040 Framework addresses the issue of downsizing parking lots for business. What policy is Metro developing towards church parking? Where do churches fit in with respect to commercial parking? Studies have shown that churches without parking are the first to fail.</p>
<p>Timothy Linn                      2644 SE 141st Ave.                      Portland, OR 97236                      T39L@aol.com</p>	<p>I support establishing guidelines for regional growth and the concept of urban villages and higher density development within the area. However, a couple of items mentioned in the last newsletter did not pass the common sense test. First is the idea to reduce the amount of parking required for area businesses. The standard should be designed to provide parking for 80% of the shoppers, not 80% of the time. The obvious answer is parking garages, which are more expensive in the short run, but it is an investment that will pay off in the long run. The second area of concern is the establishment of skinny streets. Having driven on the narrow streets of Vancouver, B.C., I can say that is an uncomfortable if not dangerous experience on any but the quietest of streets. Finally, don't restrict superstores just put them in the most efficient location. These stores are only successful because the majority of shoppers want them.</p>

**COMMUNITY BRIDGE AND ROAD PROGRAM  
SUMMARY OF WRITTEN COMMENTS (11/28/95 – 1/3/96)**

<p>E.R. Frimoth 3344 SE Raymond Portland, OR 97202 WDprod@aol.com</p>	<p>If we are trying to make Portland more livable and inviting to "densify" rather than extend our boundaries, unimproved side streets in SE Portland need attention. Some are so bad that 4x4s use them as challenges, especially after it rains. Another concern is the street I live on (SE Raymond), there are a number of blind corners and many near-accidents as well as a recent real one. Signs should be placed on the street to slow traffic. I'm also concerned about the excess speed with which drivers within the city travel. I suspect its the attitude of the times that we're all in a hurry, but with denser populations in future years this is bound to become an increasingly dangerous problem.</p>
<p>Steve and Beckie Hocker 13980 SW 158th Terrace Tigard, OR 97224-1265</p>	<p>Land should be set aside now for additional schools that will be needed to accommodate the influx of new students coming to the region. The location of a school is a critical element of a successful transportation plan. It makes sense to locate schools near a greenspace area so they can share parking facilities as they tend to have peak uses at different times of the week. Secondly we need to coordinate with the Greenspaces Program so that sites identified as natural areas are protected from other land uses. This needs to be addressed quickly as potential sites for greenspaces, parks and playgrounds are being developed rapidly. This should be included as part of the Regional Transportation Plan as access to these parks should be addressed.</p>
<p>Fran Edwards 4032 NE Cleveland Portland, OR 97212</p>	<p>Parking is problem, but if Tri-Met serves an area, less parking is needed. Skinny streets may pose a problem for wide trucks. Beeping signals are needed at intersections to allow the blind to cross the street safely. Curbs also need to be fixed so people in wheelchairs can get around.</p>
<p>Theresa Enroth 8222 SW Capitol Highway Portland, OR 97219</p>	<p>Pedestrian improvements are needed, particularly crosswalks! Crosswalks are needed on Capitol to allow people to access bus stops safely. The bus route on Capitol serves destinations like the Community College, Wilson High School, and two branches of the library. Parents would feel more comfortable with their kids riding the bus if crosswalks were there to help people get safely to the bus and to remind drivers that pedestrians deserve a bit of attention if not courtesy.</p>



**SUMMARY OF WRITTEN COMMENTS (3/22/96 – 4/9/96)**

<p>Gary Duell 531 NE 123rd Portland, OR 97230</p>	<p>I am encouraged by the direction Metro is taking in the area of transportation. We have two challenges: Diffusion of responsibility – the more individuals are involved in a problem the less likely any of them are to do anything about it. Tyranny of the newcomer – These folks have fouled their nests and then come up here with jaded sensibilities to foul ours. Your council's first loyalty should be to existing residents be restoring and protecting quality of life. Your plan includes nothing about economics. Who should pay for these changes? I submit that the people who make the impact should shoulder the cost. Systems development and permit charges for buildings should cover the entire net costs of their construction and future use, including traffic and pollution generated, and the need for more schools. Toll roads and other user fees should go toward all impact costs – current and future – of operating a motor vehicle. The way things work now, we all pay when a new road or school is needed, even when our behavior or lifestyle have not changed. The longer one is here the more one pays, it should be the opposite. Current residents should not have to keep paying and paying for the impact of newcomers.</p>
<p>Mrs. Mits Tamura 2309 SW First Ave #1843 Portland, OR 97201</p>	<p>I strongly disagree with your proposed goals for increased bike trips for the following reasons:</p> <ul style="list-style-type: none"> <li>• there is no incentive for bicyclists to obey the law</li> <li>• bicyclists do not have fiscal liability when they cause accidents</li> <li>• bicyclists do not pay for their use and upkeep of the bikeways, roads or streets</li> <li>• bicycles are not useful when shopping</li> <li>• many disabilities and infirmities cannot be accommodated on a bicycle</li> <li>• bicycles are too dangerous in rainy weather or at night</li> <li>• bicycles do not accommodate taking friends out, or even wearing certain apparel</li> <li>• bicycles cause congestion because they can't keep up with the speed of traffic – remember a car going as slow as a bike can get a ticket</li> </ul>

To: MetCen.Met4(peckp)  
From: Claude Moss 813-4690|749 X4690 <MOSSCL@kpnwoa.mts.kpnw.org>  
CC:  
Subject: 2040 Framework Update  
Date Sent: Thursday, March 21, 1996 4:40 PM

Mike Burton/Susan McLain

**YOU ARE NOT PAYING ATTENTION!**

Your current update states under "Proposed New Regional Transportation Plan Goals":

Develop street designs that provide for a mixture of transportation modes.

Increase bicycle trips in the region and encourage bicyclists and motorists to share the road safely.

I have previously provided comments that mixing motorized and non-motorized (bikes) vehicles will not work. Many a third world country has tried that and some are trying to undo.

Specifically, bicyclists do not obey traffic regulations, bicyclist cannot keep up with motorized vehicles, and in a collision the bicyclist will lose.

I would propose:

Bike zones; areas where this mode would work and seems to be prevalent.

Dedicated bike streets

Dedicated bike hours

Enforcement of traffic rules

Sincerely

Claude Moss  
3564 SW Council Crest Dr.  
Portland, OR 97201

**To:** MetCen.Met4(peckp)  
**From:** <LCDRFUNK@aol.com>  
**CC:**  
**Subject:** Chruch Parking  
**Date Sent:** Friday, March 22, 1996 4:24 PM

Your spring 1996 2040 Framework addresses the issure of downsizing Parking lots for business. What policy is Metro developing toward Chruch Parking?

Where to Chruches fit in with respect to commercial parking? Studies have shown that Churches without parking are the first to fail.

Duane H Funk  
4405 Kenthorpe Way  
West Linn Or 97068

To: MetCen.Met4(peckp)  
From: <T39L@aol.com>  
CC:  
Subject: Framework 2040  
Date Sent: Sunday, March 31, 1996 2:02 PM

Timothy Linn  
2644 SE 141st Ave  
Portland, OR 97236

March 30, 1996

Metro Transportation Dept  
Portland, OR 97232

Dear Metro:

I have taken every opportunity to participate in the process of establishing guidelines for regional growth here in the Portland area. Like many, I believe it is critical to undertake this process now and I applaud your efforts to involve the community in this process. You're doing some good work.

I do have some feedback based on the latest information I have received. I fully support the concept of urban villages and higher density development within the area. It only makes sense to take maximum advantage of the areas that have yet to be developed. Almost any idea that would reduce traffic seems worthy of consideration to me. In fact, it would be a dream to be able to walk to shopping and work.

Having said this, there were a couple ideas mentioned that did *\*not\** pass the common sense test. The first and most important is the idea to reduce the amount of parking required for area businesses. With the exception of businesses that cater to businesses (as opposed to consumers), you can bet that 80% of the time a parking lot isn't going to be filled to capacity because most people are at work. The standard should be designed to provide adequate parking for 80% of *\*shoppers\**, not 80% of the *\*time\**. If the end result of our efforts is that when I want to do some weekend shopping (the only time I can go shopping) I have a convenient, traffic-free drive to my local shopping area and then can't find a place to park the whole process will have been a failure in this regard.

In my mind, the obvious answer to parking problems is parking garages. This is certain to be more expensive in the short run than just paving over more ground but it is an investment that will pay off in the long run, providing convenient parking while preserving valuable real estate. If it costs 50c for shoppers who don't make a purchase, that seems like a fair tradeoff.

Those who choose not to pay the 50c are not worse off than if there was no parking available at all.

The second area of concern would be the establishment of skinny streets - at least based

on my experience and understanding of them. You did not elaborate on which streets might be skinny, but having driven on the narrow streets of Vancouver, B.C., I can say that it is an uncomfortable if not dangerous experience on any but the quietest of streets. I hope that the folks involved in making this decision have actually driven on them at peak traffic times.

Finally, a comment about the idea of restricting the establishment of superstores in industrial areas. Put these stores where you think they would be most efficient but \* don't\* restrict their establishment. These stores are only successful because the majority of shoppers want them. The margins at which these stores operate are so small that if public sentiment changes and their market share drops off they will disappear on their own. They can't survive without huge volume.

Again, thanks for your work and your efforts to involve the community in the process. I think that this will be the key to finding an innovative solution that will help our community best achieve its goals.

Regards, Timothy Linn

To: MetCen.Met4(peckp)  
From: <WDprod@aol.com>  
CC:  
Subject: Response to your request for input  
Date Sent: Saturday, April 6, 1996 10:11 PM

### Regional Transportation Policies...

To the person(s) who read emails I offer a few comments and ask some questions.

First, I appreciate the good publications. While I have some difficulties with some of the information, what I understand is helpful.

Several concerns which may or may not be your concerns.

I live in SE Portland and there are a number of unimproved side streets between Holgate and Steele, 28th to 39th. There are others I've seen in areas of the city. If we are trying to make Portland more liveable and inviting to "densify" rather than extend our boundaries, these side streets need attention. Some are so bad that 4x4s use them as challenges, especially after it rains... and it has rained a lot this winter !

Another concern has to do with the street on which I live. It is a fairly plain street for the first few blocks off 39th going west. Then Raymond street becomes almost like a boulevard and is going downhill. The speed of many drivers also accelerates and there are a number of blind corners - especially 34th and Raymond where we live. We have seen any number of near-accidents and one real one which involved a motorcycle and a car . That one was on a clear day with very little traffic, yet the collision took place. Fortunately no major injuries were sustained but they could have.

My question has to do with either placing slow signs on the street near the intersections, or painting them on the street. How are these paid for. I'm sure other parts of the city would like such things as well. Speed bumps aren't needed but some kind of reminders should be made for drivers.

Finally many of us are concerned about the excess speed with which drivers within the city travel. I often use McLoughlin which has a reasonable 45mph speed. But if I stay to the posted limit I'm always being passed or feel pushed by those behind me. I suspect that it's the attitude of the times that we're all in a hurry, including me ! I prove it by using this e-mail as a means of getting this message to you quicker. The point being that if we have denser populations in the years ahead then speed will be an increasingly dangerous problem. We need to think of public transportation but with our love affair with the car and reasonable gasoline prices it's a tough problem to overcome. But that's what you people are asked to consider.

This epistle was written by E.R. Frimoth, 3344 S.E. Raymond, PDX 97202.

E-mail WDProd@AOL.com which you learned at the top of the page. Thanks for having the email - it saves me typing an envelope, putting on a stamp and then getting it to the closes mailbox about 5 blocks away.

To: METRO Transportation Department  
From: Steve & Beckie Hocker, Tigard, OR  
Date: April 4, 1996  
Re: Comments on the Regional Transportation Plan

Two issues that we feel are important to consider for the 2040 plan are:

First, setting aside land now that will be needed for additional schools to accommodate the influx of new students coming to the Portland Metro area. Our area in particular is forecasted to need to build at least 3 more schools on Bull Mountain over the next 3 to 5 years. The location of a school is a critical element of a successful transportation system. It would make sense that the City of Tigard and Washington County identify those larger parcels of land that would meet the criteria needed for a new school site now, and then take steps to protect this land from other uses until such time as the funds become available to start construction. Private landowners could have some sort of incentive granted to them that would prevent them from selling out to profit-motivated developers. This incentive would allow them to continue the short term use of their land knowing that ultimately, the funds would be available to build the school. This type of program if done properly, could encourage land owners to come forward with potential sites for schools that may have never been considered or known about. Additionally, I think it makes sense to locate a school near a greenspace area so that they can both share the same parking facilities as they tend to have peak uses at different times of the week. These types of issues need to be discussed in the Regional Transportation Plan, especially in the high growth areas.

Secondly, we need to coordinate the efforts of the Greenspaces program so that sites that have been identified as natural areas are protected from other land uses. Again, this is particularly true in the Bull Mountain area as the developers are gobbling up all of the remaining buildable land for subdivisions without parks, playgrounds and open spaces. The City of Tigard has identified this area as in need of a larger regional park to accommodate the tremendous growth happening. Yet, because there is no concrete source of funds available right now, most of the sites that would make good parks and natural areas are going unprotected. This needs to be addressed very quickly as there are very few sites left. Again, there could be some type of incentive adopted to give private landowners a reason to hold onto these sites until the funding becomes available. This should also be included as part of the Regional Transportation Plan as access to these parks should be addressed.

Thank You!  
Steve & Beckie Hocker  
13980 SW 158th Terrace  
Tigard, OR 97224-1265

3-21-96  
WW WW WW WW WW WW

Hello Folks - your  
Parking is a problem  
But if Trimet is  
aligned to that area  
Parking can be like  
Lloyd Center Parking  
is Enough - Except  
for Holidays needs  
just need 5-10%  
more Parking.

Please Have Vallet  
Scams under Control  
Managing Retail in  
Jobs areas - Can there  
be a store who will  
Buy Hobbies for Sale.

②

not Everyone can  
go to Saturday Market  
or flea market.  
Getting too Crowded.

Will there be jobs  
for the uneducated  
who needs a little  
job to make ends  
meet. The poor need  
jobs reallllllly  
Bad - So they can  
get some dignity  
from welfare.

3-24-96  
WW WW WW WW WW WW

Skippy may pose  
a Big Problem for  
Wide Huge Loads  
Trucks.

Need Beeping  
Signals for the  
Blind to walk out  
safely like N.E.  
Halsey Transit  
Area. It would be  
Nice if Every area  
Dangerous to Blind  
People in High Risk  
areas. Dogs may  
Catch on in using them

to know when to  
take a chance to  
cross over. Blind  
People dogs or just  
dogs Roaming around.  
Save a lot animal  
Control Pick-ups.

Don't forget to fix  
curbs on new neighbor  
hoods so wheel chairs  
can use them easier -  
do it early to save \$.

Have a Nice  
Easter Holiday  
Love

Fran Mx.  
Edwards



MEMO

=====  
To: METRO, Transportation Dept.  
600 N. E. Grand Ave.  
Portland, OR 97232-2736

From: Theresa Enroth  
8222 S.W. Capitol Highway  
Portland, OR 97219 phone 977-2539

Date: March 25, 1996

Subject: "access to the transit systems through pedestrian  
improvements"  
=====

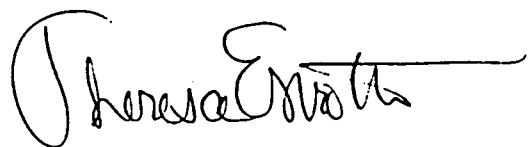
We pedestrians may need improvement, and I, myself, would certainly welcome greater agility and fleetness--especially since I broke my ankle trying to walk home from Multnomah Village in the rain. But let's talk about improving the streets.

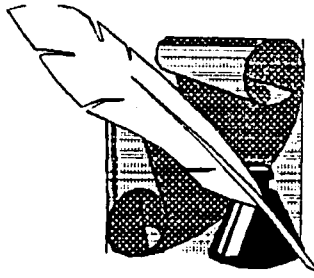
I have mentioned one simple thing in letters and in meetings, but I have no reason to believe I have been heard: **CROSSWALKS!** As you see, I live on Capitol Highway--about three blocks south of Multnomah, and in the course of using the bus have walked into the traffic that roars up and down this residential corridor. Please consider two situations:

1. When I get off the bus at the top of the hill where 40th joins Capitol, I must slip between the cars that are trying to get through the stop sign (so eagerly that rear-end collisions are not uncommon), then dodge the cars headed northwest off Capitol onto 40th, then run across both lanes of Capitol Highway. A crosswalk would be helpful.

2. I also wait in front of my neighbor's house when I bus downtown, pacing warily because on the northbound lane I have seen several collisions, caused by drivers who can't bear to stop to allow the car in front of them to turn left onto 40th. (One driver took out the bus sign and skinned a tree, another sent two women leaping into my front yard to avoid his car's sweeping offside around the turning car.) I have seen kids and others sitting on the ground by the bus-stop sign post, vulnerable in their innocence.

I use personal experiences not to plead for myself in particular, for I can easily drive downtown and pay the price at meters. (I'm not eager lately to use the parking garages and risk being beaten up for loose change.) But the bus on Capitol serves the Community College, Wilson High, and two branches of Multnomah County Library. I am sure parents of the kids who make much use of this bus line would feel more comfortable if there were some cross walks on Capitol, not only to help bus riders to get safely across, but to remind drivers that pedestrians (who may legitimately be in the middle of the street) deserve a bit of attention if not courtesy.





**Gary Duell**  
**531 NE 123rd**  
**Portland OR 97230**  
**256-4237**

March 21, 1996

**TO:** Metro  
**RE:** Regional Transportation Plan policies

I am encouraged by the direction Metro is taking, especially in the area of transportation. We have two huge challenges:

1. Diffusion of responsibility- The Kittie Geddes murder [during which a host of bystanders watched the repeated assault and eventual murder] precipitated studies that indicated that the more individuals that are involved in a problem, the less likely *any* of them are to do anything about it.

2. Tyranny of the newcomer- During lunch with an associatè last week he expressed his love of Portland due to lack of crime, pollution, and traffic! He's from L.A. These folks foul their nests and then come up here with jaded sensibilities to foul ours. I, on the other hand have lived here 39 years and know what the quality of life used to be. Your council's first loyalty should be to existing residents by restoring and protecting that quality.

Which brings me to my point: Your Plan goals include nothing about economics. **Who should pay** for these changes? I submit that the people that make the impact should shoulder the cost to the extent they can be identified and charges. That would imply the following:

1. Systems development and permit charges for buildings that cover the *entire* net present costs of their construction and future use. "Costs" include traffic and pollution generated, need for more schools, protecting the quality of life, etc.

2. Toll roads and other means of user targeting, the proceeds of which go toward pollution control and abatement, road repairs, greenway preservation, noise abatement, safety measures and all other impact costs- current and future -of operating an motor vehicle.

The way things work now, if new roads are "needed", new schools, abatement measures, etc. **we all pay** even though my behavior and lifestyle have not changed. And we pay and we pay and we pay. The longer one is here the *more* one pays, in total. ***It should be the exact opposite!*** By targeting the "users" and making them pay the *full* net present cost (that's and important concept, net present cost) of their use, you accomplish two things:

1. You stop the gross injustice of current residents having to keep paying and

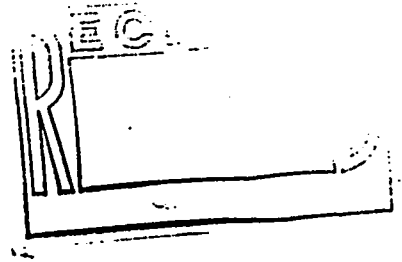
paying for the impact of newcomers.

2. You stand a chance of diminishing and redirecting the offensive behavior.

If you leave it up to the altruism of the public at large, a transportation system that works will not happen. If so, it would have happened already in L.A. But economics talks.

Sincerely,

Gary Duell



From: Mrs. Mits Tamura  
2309 SW First Ave. #1843  
Portland, Oregon 97201  
503-274-7016  
March 21, 1996

To: Metro, Transportation Department  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Re: Proposed goals for increased bicycle trips

I strongly disagree with your proposed goals for increased bicycle trips for the following reasons:

- o there is no incentive for bicyclists to obey the laws;
- o bicyclists do not have fiscal liability when they cause accidents;
- o bicyclists do not pay for their use and upkeep of the bikeways/roads/streets/etc;
- o bicycles are not useful when shopping because they do not have the capability to hold many packages;
- o many disabilities and infirmities (including the old "bad back" problem) cannot be accommodated on a bicycle;
- o bicycles are too dangerous in rainy weather or at night;
- o bicycles do not accommodate taking out friends or, even, certain wearing apparel;
- o bicycles cause congestion because they cannot keep up with the speed of traffic - remember, a car going as slow as a bicycle can get a ticket.

I walk every day either in the NW 23rd area or on Waterfront Park. Not one day goes by that at least one bicyclist disobeys the law. (I have been walking these areas for about five years). I saw a bicycler stop for a stop sign today (normally unheard of), but it was probably because a police car was crossing the intersection. I have been bowled over coming out of shops on NW 23rd and then cursed at for being "in the way". I am regularly yelled at to move off of the walkway into the grass area so that bikers can get by. Bikers regularly swerve from street to walkway to street and then blame car drivers and walkers for not accommodating them. Bikers drive on both left and right sides of each road lane as well as between cars according to wherever there is room. And why not? As one biker screamed at me, "So what are you going to do about it, lady?". If you really think the police are going to consider bicycle violations high priority, I have a bridge I want to sell you.

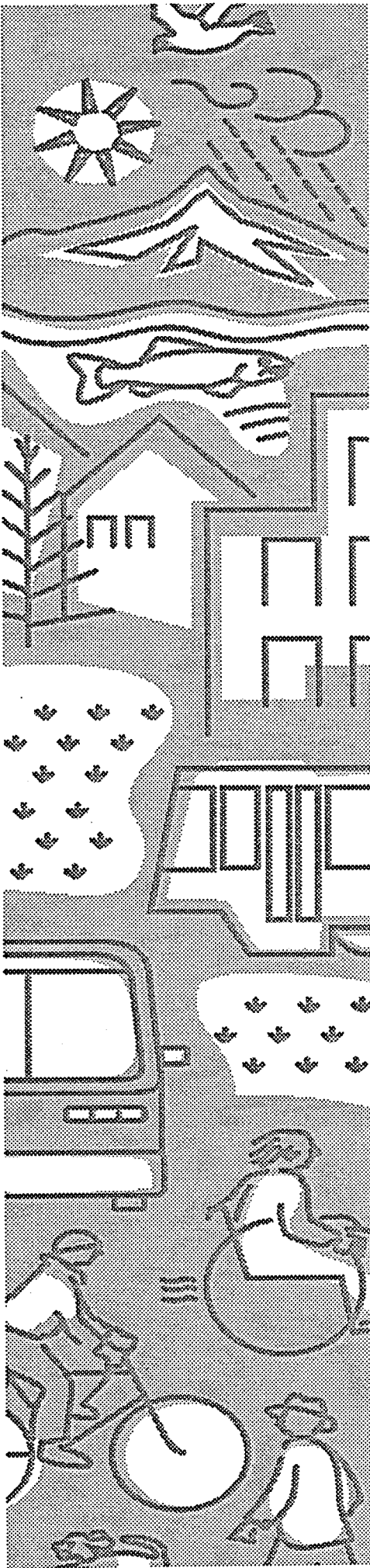
Unlike cars which need to have insurance, bicyclists do not need such. When I got knocked over coming out a store, the biker had no fiscal responsibility for my wounds. Nor could I even get his bicycle license.

Automobiles pay for road maintenance through gas taxes, so "he who drives, pays". How do bikers pay for their bikeways? They don't. I think it is only fair that they should carry the largest financial burden for bikeway deveopment and repair.

Thank you for your attention.

Respectfully,

*Muriel (Mrs. Metz) Janicka*



Media/Publicity Appendix

# Hillsboro Argus

## Public input sought on growth

4/24/96

By DOUG BROWNING  
Of the Argus

Western Washington County residents can get information about how the region's proposed growth-management plan will affect them—and what has upset some of their elected officials—during an open house next Thursday evening in Aloha.

It will run from 5 p.m. to 8 p.m. at Aloha High School, 18550 SW Kinnaman Road. There is no set program; people can come and go as they wish and examine maps, charts and other exhibits.

The goal of the growth-management plan, known as Region 2040, is to accommodate another 450,000 people in the tri-county urban area over the next 20 years while minimizing expansion of the urban growth boundary.

Among ways to maximize use of land inside the UGB, Metro says, is to have more intense development along major transportation corridors, like Westside MAX, and to reduce

the size of streets and parking lots.

The Aloha open house is one of six around the metropolitan area over the next two weeks where Metro and local governments hope to get public feedback about the suggested measures.

Workshop participants also can get information about proposed revisions to the regional transportation plan (RTP) and an update on how Metro is spending the "greenspaces" money voters approved last year.

Participants says Metro, "will be able to talk directly with local and regional officials, get questions answered and find out how to become more involved in decision making in your community."

And they'll be able to take part in "an innovative electronic survey (that) will gather opinions about regional growth management, transportation and greenspaces policies under consideration."

Meanwhile, some elected of-  
(Continued on page 2A)

## Growth control said flexible

(Continued from page 1A) officials say they aren't being given enough time to implement portions of the growth-management plan. They also object to Metro's first draft of a "regional framework plan," saying that it's far too specific.

As Hillsboro's assistant city manager, Dave Lawrence, put it: "There are a lot of ways to do it (manage growth), and each jurisdiction will do it differently. That's the key. Having blanket regional standards won't work."

Metro Executive Officer Mike Burton said Monday that

Metro has heard the complaints and is responding to them. "We're already changing it; this is very much a work in progress.

"If a local jurisdiction says it can't achieve the (population) densities (called for in the plan) and that they have a different way, then fine, that's okay. Show us how you plan to do it.

"It's going to require changes that might be hard for people to accept. We realize that.

"It's a fair criticism to say that we're moving fast, but we need to hurry. Population is

growing every day, traffic congestion is getting worse, check-out lines at the supermarket are getting longer . . ."

If Hillsboro's experience with plans for managing growth around Westside MAX stations is an indication, citizens don't respond to planning theories, Mayor Gordon Faber said last week, but they do respond when they learn that a theory could change how they live.

When you begin to implement the growth management plan, he said, "You're going to find that you have to start the educational process all over

Lake Oswego

# Review

Thursday, March 28, 1996  
Lake Oswego, Oregon

## Government: Several events on schedule

Lake Oswego area residents are invited to attend an open house set for 5 to 8 p.m. Monday, April 8, at Marylhurst College. The event, sponsored by Metro, is part of a series of meetings scheduled to obtain people's ideas about regional standards for managing growth.

The college is between Lake Oswego and West Linn on Highway 43.

Called the Regional Framework Plan, the proposed guidelines will make changes in local zoning ordinances that may affect people in their neighborhoods as well as where they work and shop.

Residents may come at any time during the open house and stay for any length of time. Elected leaders and staff members from the cities of Rivergrove, Lake Oswego, West Linn and Oregon City will be at the session, as will representatives of Clackamas County.

The session will feature something Metro is calling "an innovative electronic survey" intended to gather opinions about growth management, transportation and open space.

Sessions also are set for 9 a.m. to noon Saturday at Metro headquarters, 600 N.E. Grand, Portland; 5 to 8 p.m. Monday at Gresham High School; 5 to 8 p.m. Tuesday at Tualatin High School; 5 to 8 p.m. Wednesday at LaSalle High School in Milwaukie; and 5 to 8 p.m. Thursday at Aloha High School.

### Assisting schools topic of session

The Lake Oswego City Council is scheduled to talk Tuesday about the timing of a proposed bond measure to help local schools, as well as a process for public comment on the idea.

The topic is set for a study session discussion at 5:30 p.m. in City Hall, 380 A Ave.

At 7 p.m., the council is expected to award a bid for repairs to the Iron Mountain Overlook and hear a presentation on a state road project at State Street and Terwilliger. A discussion of Playboy magazine at the Lake Oswego Public Library also is on the 7 p.m. agenda.



# The Oregonian

March 28, 1996

## GROWTH

### Metro wants to hear from public on growth's effects

Metro will hold six open discussions about its land-use and transportation planning, inviting the public to talk about how Metro's planning could affect individual communities. For more information, call Metro's growth management hot line at 797-1888 or transportation hot line at 797-1900.

The schedule:

- PORTLAND: 9 a.m. Saturday, March 30, Metro headquarters, 600 N.E. Grand Ave.
- GRESHAM: 5 p.m. Monday, April 1, Gresham High School, 1200 North Main St.
- TUALATIN: 5 p.m. Tuesday, April 2, Tualatin High School, 22300 S.W. Boones Ferry Road.
- MILWAUKIE: 5 p.m. Wednesday, April 3, La Salle High School, 11999 S.E. Fuller Road.
- ALOHA: 5 p.m. Thursday, April 4, Aloha High School, 18550 S.W. Kinnaman Road.
- LAKE OSWEGO: 5 p.m. Monday, April 8, Maryhurst College, Oregon 43.

# Hillsboro Argus

March 28, 1994

## Growing 'up' gist of 2040 proposal

By DOUG BROWNING  
Of the Argus

Twenty years from now, another 450,000 or more people could be living in the Portland metropolitan area, and they won't all be ex-Californians—many will be your children and grandchildren.

If we continue developing raw land as we have for the past decade or so, some planners estimate that we'd need to expand the urban growth boundary by as much as 20,000 acres to make room for the new folks.

Los Angeles and other major metropolitan areas which have tried to accommodate growth

by growing "out" haven't had much success.

The Portland area is committed to trying a different method, growing "up."

For the past several years, Metro has worked with local governments to design a growth-management plan called Region 2040.

Its main emphasis is to limit expansion of the metropolitan "footprint" while maintaining livability. It would preserve "greenspaces" in and out of the urban area and limit air pollution by providing other transportation alternatives.

Obviously, if we are to fit another 450,000 people into vir-

tually the same amount of land, many of us will have to live closer to each other.

Region 2040 assumes that a higher proportion of tomorrow's households will live in apartments, townhouses, condominiums, row houses and similar developments that gobble less land than a traditional single-family house.

Today, single-family homes

account for 68 percent of new construction; multi-family dwellings 27 percent, and townhouses 5 percent.

Under Region 2040, according to a non-Metro analysis, the share of the market met by townhouses would be 15 percent and the single-family share would decline slightly to 50 percent. Multi-family would provide the remaining 35

percent.

Under 2040, those new developments would be concentrated along major transportation corridors, such as the Westside MAX line and major streets, and in "nodes" called regional centers, town centers and main streets.

In addition to four and five-story buildings that are mostly (Continued on page 8A)

## Regionwide cooperation key

(Continued from page 1A)

living units, such areas also would have offices, shops and stores, restaurants, churches, schools, and other amenities.

The idea is that if the places they need to go are nearby, people could walk, ride bikes or use transit instead of having to hop into their cars.

The areas would be designed to make them attractive for non-auto use. They'd have good illumination, signalized crosswalks, lower speed limits, convenient transit stops, landscaping, etc.

With a significant portion of growth accommodated in these areas, planners say, single-family neighborhoods in "outer" areas such as Hillsboro will need to make fewer changes.

Unless, of course, there's bare land there now, because a significant portion of growth is to be accommodated via "infill," putting buildings where there are none today.

Still another substantial por-

tion of the growth will be accommodated via "redevelopment," that is, old buildings torn down and new ones erected.

In some residential areas, owners of large lots may find that they can make considerable money by subdividing the property to make room for additional houses.

Region 2040 can succeed only if all 24 cities and three counties in the area work to make it happen, notes Metro Executive Mike Burton.

That will require them to change some development regulations and re-zone certain areas, a process that will be controversial.

The plan is enormously complex, and there are far too many details to recite here. Nothing on this scale has been tried anywhere else in the United States.

That makes some people nervous, especially elected officials. They don't want to get too far out in front of what they

perceive the public will accept.

If you want to know how your neighborhood might change, try to get to an open house at Aloha High School next Thursday night, April 4. It's not a formal presentation. People can come and go as they like between 5 p.m. and 8 p.m.

Officials from Metro and some local governments will be there to explain the plan or answer questions. You'll be able to look at photographs, maps, charts, etc.

# BEAVERTON VALLEY TIMES

Thursday, March 28, 1996

## Metro plans local community meetings

PORTLAND — Metro will hold several local meetings over the next few weeks on issues ranging from open spaces to transportation.

Phase 1 of the Regional Framework and Transportation Plans will be the subject of a meeting April 4 from 5 to 8 p.m. at Aloha High School, 18550 S.W. Kinnaman Road. There will also be a meeting Tuesday at Tualatin High School, 22300 S.W. Boones Ferry Road, from 5 to 8 p.m. For more information, call Metro at 797-1790.

The Open Spaces Program, including possible purchase of land along the Fanno Creek Greenway, will be the subject of a meeting planned at Beaverton City Hall, 4755 S.W. Griffith Drive, April 16, from 7 to 8:30 p.m. That meeting will be followed by discussion of the Fanno Creek Greenway at Metro on April 25. For more information, call Metro at 797-1919.

# West Linn Tidings

Thursday, March 28, 1996

WEST LINN, OREGON

Vol. 30, No. 13

50¢

## Metro plans open house at Marylhurst

West Linn area residents are invited to attend an open house set from 5 to 8 p.m. Monday, April 8, at Marylhurst College. The event, sponsored by Metro, is part of a series of meetings scheduled to obtain people's ideas about regional standards for managing growth.

The college is between West Linn and Lake Oswego on Highway 43.

Called the Regional Framework Plan, the proposed guidelines will make changes in local zoning ordinances that may affect people in their neighborhoods as well as where they work and shop.

Residents may come at any time during the open house and stay for any length of time. Elected leaders and staff members from the cities of West Linn, Rivergrove, Lake Oswego, and Oregon City will be at the session, as will representatives of Clackamas County.

The session will feature something Metro is calling "an innovative electronic survey" intended to gather opinions about growth management, transportation and open space.

A session also is set for 9 a.m. to noon Saturday at Metro headquarters, 600 N.E. Grand, Portland.

# THE TIGARD TIMES

TIGARD, OREGON

A COMMUNITY NEWSPAPER

Thursday, March 28, 1996

## Some riled over Metro plans

By MIKE LUCAS  
and STEVE CLARK  
Of the Times

TIGARD — Mayor Jim Nicoli finds Metro's efforts to forge a regional growth plan to be too much too soon.

He's all in favor for Metro's 2040 concept, a long-term plan to control growth in Portland and the surrounding cities in the tri-county area. It's the proposed regional framework guideline — one component of the 2040 plan — that's got him and other Washington County city officials concerned.

But there are other officials who are not as concerned as Tigard's mayor, officials who say Metro is simply forcing a debate which must take place for the 2040 concept to become reality.

Metro Executive Officer Mike Hillsboro, Forest Grove and Sherwood Tuesday night at Tigard City Hall. Nicoli was unable to attend the meeting.

### Tell Metro your thoughts

TIGARD — City officials are encouraging local residents to attend either of two open-house gatherings sponsored by Metro, the regional government in the tri-county area.

The first open house will be held Tuesday from 5 to 8 p.m. in the commons area of Tualatin High School, 22300 S.W. Boones Ferry Road. A second one will be held April 4 from 5 to 8 p.m. in the cafeteria of Aloha High School, 18550 S.W. Kinnaman Road.

The purpose behind the informal gatherings is for citizens to air their thoughts on the first phase of Metro's Regional Framework Plan, which will set standards for cities in Metro's urban growth boundary, including Tigard. Moreover, Metro officials are seeking comments on proposed changes to the policy component of the Regional Transportation Plan.

For more information, call Metro's growth management hotline at 797-1888.

plan, he said. For another, the plan, although in its draft stage, contains specific language on planning issues such as street width, lot size, parking ratios, a Metro-wide speed limit and land-use zoning. But Nicoli said such requirements would make half of the businesses in downtown Tigard nonconforming land uses. And Metro is forcing cities to comply with Metro's planning template, he explained.

"We don't want to see this level of planning going on at Metro," Nicoli said. "We just take great offense to Metro coming to downtown Tigard and telling us which businesses are conforming and which are not."

Nicoli said he and other mayors in Washington County felt that Metro's 2040 plan should provide broad goals that the cities should fulfill through citizen involvement and planning. Work on the regional

"I don't have a problem with 2040 in general, but there is an undertone here," Nicoli said Thursday. For one, Metro is proceeding too fast with creating the framework

■ See METRO, Page A3

# THE TIGARD TIMES

TIGARD, OREGON

A COMMUNITY NEWSPAPER

## Metro: 'It's the beginning of a discussion'

■ Continued from Page A1

framework plan is not citizen-driven nor city-driven, he said, likening it to "having the cart before the horse" because the details are being carved out first.

"To us, it's out of control," Nicoli said. "If they want to move forward, we want them to back off on fine tuning and deal with the major issues."

The amount of paperwork and meetings on the subject is tremendous, said Nicoli. Even though three key staff members — City Administrator Bill Monihan, Community Development Director Jim Hendryx and Nadine Smith, a city planner — have been assigned to follow the Metro process and attend the meetings, Nicoli said, the city is being buried.

"The pace at which we get material from Metro is mind-boggling," Nicoli said. "We get drafts in almost every week. It's hard to keep up with reading of the (paperwork), let alone to get citizen involvement."

And citizen involvement in designing the framework plan — or lack thereof — is another bone of contention with Nicoli. Aside from two open house forums that Metro is sponsoring next week, for the most part the public has been left out of the equation, he said.

"For what they're trying to do, they're not getting the proper public input into the process," Nicoli said.

During Tuesday's meeting, Metro, Washington County and city officials discussed the framework plan, Metro's push for early implementation and the level of detail presented in drafts of the plan.

The key thing to remember, Burton emphasized, is that the plan right now is just a draft.

yet," Burton told the group.

It's up for discussion, too, he said. "That's the intent."

Beaverton Mayor Rob Drake agrees with Burton and sees the current discussion as necessary. "The idea is to get it out there, then let the cities come back with alternatives," Drake said. "Metro is more than willing to talk about them, but you have to have a starting point."

Nevertheless, Sherwood Mayor Walt Hitchcock said he was under the impression that Metro would establish a general framework, and how the cities met the goals in the plan is to be up to them. It's territory Metro doesn't belong in, he said.

The specifics of the plan, Hitchcock said, "quite frankly, raises the question of why we do even bother to exist" as elected city officials.

Cornelius City Councilor Jean-

nine Murrel questioned the need for parking ratios to promote public transportation in suburban communities such as Cornelius and Forest Grove.

"We don't have Tri-Met," said Murrel, a member of the Metro Policy Advisory Committee, which has crafted the drafts. "We don't have light rail." Metro is going too fast with the process, she said.

Metro is working under a state mandate to provide the regional framework by December 1997, said Burton. "I have been pushing this schedule up," he said. "I think we're all in this together, and I think you know that, too."

As for the framework plan affecting downtown businesses or other land uses, Burton noted that "none of the changes will be applied to existing development. I'm not interested in deciding what the speed

limits of your city should be, or the lot size, quite frankly."

Metro has some interest in parking as a regional issue, McLain said. Local officials have talked about it, she added. "These are 20-year planning processes we're talking about here."

There are areas of government that have been traditionally a city function, said Bob Rohlf, Tigard city councilor. "The whole process makes me feel disfranchised as a councilor," he said.

"I know it's an early draft, but it's the beginning of a discussion," said Peggy Lynch of Beaverton, a citizen activist and an MPAC member. "It's a workable, changing document."

After the meeting, Lynch explained that fellow MPAC members Murrel and Tualatin Mayor Lou Ogden had been trying to get local elected officials involved in the framework discussion.

# The Oregonian

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SATURDAY, MARCH 30, 1996

## Growth on the ground

*Get information and give opinions  
as officials start to practice what they preach*

**G**rowth is coming to your street. Soon. And your city, county and regional officials are going to begin handling it by making zoning and other changes that will affect your life. Your neighborhood could end up looking different. You could end up traveling to work a new way and shopping in another place.

If you want to find out just what your officials are planning and how it might affect you — and tell them what you think — now's your chance.

Starting today, Metro is having six open houses where people can ask questions and give their opinions about growth management, transportation and open spaces. Local officials, who must turn the rhetoric into reality, will be there.

Go to the gathering in your area

and get in on the ground floor. Growth is coming to your street. Soon.

□

Here's the hearing schedule:

Today: 9 a.m. to noon at Metro, 600 N.E. Grand Ave., Portland.

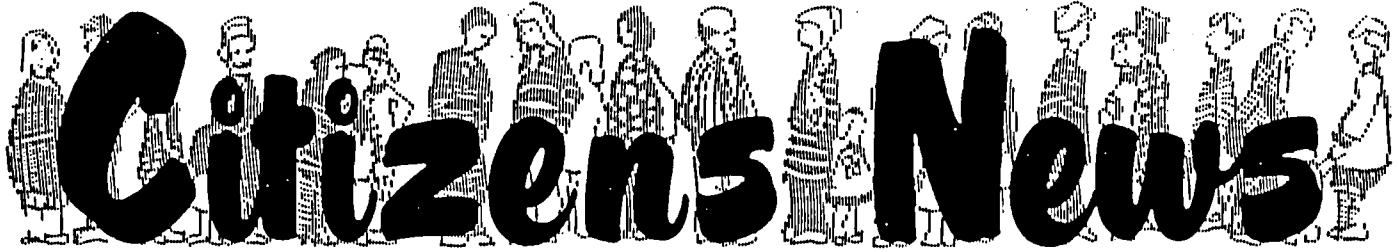
Monday: 5 p.m. to 8 p.m. at Gresham High School, 1200 N. Main St., Gresham.

Tuesday: 5 p.m. to 8 p.m. at Tualatin High School, 22300 S.W. Boones Ferry Road, Tualatin.

Wednesday: 5 p.m. to 8 p.m. at La Salle High School, 11999 S.E. Fuller Road, Milwaukie.

Thursday: 5 p.m. to 8 p.m. at Aloha High School, 18550 S.W. Kinnaman Road, Aloha.

April 8: 5 p.m. to 8 p.m. at Marylhurst College, off Oregon Highway 43, Lake Oswego.



# Citizens News

PUBLISHED BY CLACKAMAS COUNTY

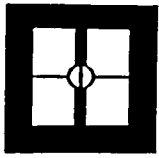
MARCH, 1996

## *F.Y.I. For Your Interest County Residents*

● **Metro Open House** - An informal gathering of Milwaukie, Johnson City, Happy Valley and Gladstone area residents is planned for 5 to 8 p.m. on Wednesday, April 3 at LaSalle High School, 11999 SE Fuller Road in Milwaukie to get citizen input as Metro develops the first phase of the Regional Framework Plan, setting regional standards with which cities must comply. A similar gathering is planned for 5 to 8 p.m. on Monday, April 8 at Marylhurst College on Highway 43 for Rivergrove, West Linn, Lake Oswego and Oregon City residents.

Metro is also seeking comment on proposed changes to the policy component of the Regional transportation plan (RTP). Citizens are encouraged to come at any time during the open house to discuss with neighbors how proposed regional policies will affect them. For questions or additional information, call Metro's growth management hotline, 797-1888.





# Municipal Musings

Volume 4.1

A Newsletter for and about City of Hillsboro Employees

March 1996

## **Metro's Open House to Cover Local Issues**

Hillsboro residents are invited to an open house sponsored by Metro from 5 to 8 p.m., Thursday, April 4 at Aloha High School cafeteria, 18550 SW Kinnaman Rd., Aloha.

The informal gathering is designed to get input as Metro develops the first phase of the Regional Framework Plan which will set regional standards on such issues as housing and employment growth, parking, wetlands, and rural areas. The city will have to comply with these standards.

Also to be discussed are proposed changes to the policy components of the Regional Transportation Plan. This plan addresses strategies for highways, streets, freight, bikes, and pedestrians.

For more information, call Metro at 797-1888.

## It's Your Community!

We need your voice. The Coalition for a Livable Future (CLF), and its member organizations, is currently developing "The People's Transportation Plan" in response to Metro's recommended Regional Transportation Plan (RTP). The RTP, the twenty year transportation plan for our cities and suburbs, is in "phase 1, the adoption of policies which will then shape the design of transportation projects throughout our region.

Beginning March 30th (through April 8th, 1996), Metro will be conducting "Open Houses" regarding regional growth issues. These meetings are designed to discuss implementation of development throughout the region during the next 20 years. This is the 2040 "Framework Plan." There will also be information regarding the RTP draft policies.

Please attend these open houses. Ask these questions, which are designed to raise critical issues we hope will be included in the final RTP policy language. Thanks!

## People's Transportation Plan

### Our Vision:

*A people-oriented transportation system connects all of the communities in our region with safe, convenient, affordable and accessible transportation choices and adds to the vitality, character, and health of our communities and our economy.*

General questions to ask. Will the RTP policies:

- support the already adopted Region 2040 Growth Concept?
  - If so, how?
  - If not, why not, and how does it vary from the intention of the 2040 growth concept?
- support and connect communities rather than disrupt them?
- promote a transportation system that is safe, affordable and convenient for all users?
- enhance the social, environmental and economic well-being of our communities?
- make \_\_\_\_\_ better? And how? (Pick your favorite: the environment, transportation affordability, transportation accessibility, etc)
- ♦ be evaluated to determine their performance toward achieving regional goals?

### GOAL 1: PROMOTE COMPACT, TRANSIT-ORIENTED, MIXED USE

#### DEVELOPMENT THROUGHOUT THE REGION.

*Ensure the transportation system results in well-designed, compact urban development throughout the region. It should build on existing infrastructure; minimize the need for auto travel; protect public open spaces and the natural environment, encourage walking, bicycling and transit use, and add to the vitality, character, and health of our communities.*

Questions to ask. Will the RTP policies:

- lead to projects which reduce the need to travel? Lead to a reduction of vehicle miles travelled?
- result in transportation projects designed on a human/pedestrian scale to create a sense of community and neighborhood?

### GOAL 2: OFFER PEOPLE REAL TRANSPORTATION CHOICES.

*Make public transit, bicycling and walking safe, convenient, and accessible throughout the urban region. Ensure public transit competes effectively with the auto and provides all people with full and affordable access to jobs and other destinations without reliance on the auto.*

Questions to ask. Will the RTP policies:

- ensure safe, convenient, and equitable access for all people?
- provide public transit that allows easy, affordable access to all potential users throughout the region at all times?
- provide a wide range of choices to minimize dependence on the auto?
- lead to designs which include and encourage bicycling and walking?

### GOAL 3: MAKE THE TRANSPORTATION SYSTEM EFFICIENT, COST-EFFECTIVE, AND SOCIALLY EQUITABLE.

*Make transportation systems safe, cost-effective, geographically equitable, resource efficient, and free from biases toward specific transportation modes.*

Questions to ask. Will the RTP policies:

- require cost estimates that include the lifetime cost of road maintenance, repairs, operations, and social and environmental factors?
- discourage subsidies for that favor cars (e.g., parking)?
- ensure access to affordable transportation for all communities, particularly low income?

### GOAL 4: PROMOTE A HEALTHY, DIVERSE ENVIRONMENT TO ENSURE COMMUNITY LIVABILITY.

*Design transportation system with the landscape, and with the least negative impact possible on the environmental system. Consider runoff, water quality, air quality, habitat, and natural and open spaces.*

Questions to ask. Will the RTP policies:

- reduce adverse environmental impacts?
- conserve \_\_\_\_\_ (water quality, air quality, open spaces) within and around our communities?
- require projects be evaluated on the basis of environmental impacts? Require projects with the least environmental impact be given a higher priority than those with greater harmful impact? For example, a decrease in VMT = a decrease in air pollution = higher rating than a project which increases VMT).

### GOAL 5: EDUCATE AND INVOLVE THE COMMUNITY IN TRANSPORTATION PLANNING AND DECISION MAKING.

*Effectively educate and involve all members of the community in all aspects of planning and construction of the transportation system. Ensure transportation projects advance the well-being of all segments of the community.*

Questions to ask.

- Can all citizens effectively participate in the definition of transportation issues in their community and shape solutions?
- Does the public involvement process ensure equal representation for non-drivers?
- Is on-going, easily accessible, public education provided regarding the inter-relatedness of land use, transportation and environmental quality?
- Will the plan alternatives, to be studied, be broad enough to give us real choices?
- How will these forums and our input, be used in modifying the RTP? How do I know you are listening and incorporating our ideas?

# Daily Journal of Commerce

Tuesday, April 2, 1996

## Survey: Build mixed-use projects

By BRUCE SOLBERG  
Daily Journal of Commerce

Residents sought answers to growth questions and provided their opinions at Metro's first Regional Liveability Open House Saturday.

Through an electronic survey, 85 residents gave their opinions on development-related issues. More people filled out the survey by hand, but their responses had not yet been tallied Monday morning.

Those who participated in the electronic survey strongly endorsed mixed-use buildings, combining street level offices with housing above them. Other popular strategies included allowing more housing on smaller lots and filling in vacant lots.

Expanding the urban growth boundary was not a popular option among people taking the survey, according to Pamela Peck, associate public involve-

ment planner at Metro. Other unpopular ideas included creating toll lanes for commuting, adding capacity to current highways or constructing new highways.

The survey asked questions about transportation habits, public transportation use or barriers to use,

*"What we hope to provide through our planning are more choices for how people live, not less. We want to provide opportunities for a variety of living situations within the urban growth boundary."*

— Metro Councilor Rod Monroe

attitudes toward smaller residential lots and filling in vacant lots, preserving natural resources and development strategies.

cally representative sample of the Portland metropolitan community. Instead, it is an opportunity for people who want to participate in the process to express their opinions. The computerized survey will be available at a series of open houses this week and next.

At the conclusion of the open houses the information will be compiled to create a source of citizens input for Metro.

"We were very glad about how enthusiastic people were using this method of participation," Peck said. "People were obviously very well informed and I was very impressed with the level of involvement and how informed people were in the

development processes and concepts."

Nearly 140 people attended Saturday's three-hour open house. Besides the survey, information booths explaining aspects of the Metro 2040 growth plan, transportation and development strategies gave vital information on the future development in the Portland metropolitan area. Metro staff and council members circulated through the area answering questions and soliciting comments.

In small-group meetings with metro councilors, people had the opportunity to raise questions and concerns about urban growth strategies.

Rod Monroe, Metro councilor

from District 6, headed a question and answer session mid-morning Saturday where citizens voiced concerns about increased density, public safety issues, regional public transportation and liveability.

"What we hope to provide through our planning are more choices for how people live, not less," Monroe said. "We want to provide opportunities for a variety of living situations within the urban growth boundary."

Here is a list of Metro's remaining open houses:

- Tuesday, 5 to 8 p.m., Tualatin High School cafeteria, 22300 S.W. Boones Ferry Road.
- Wednesday, 5 to 8 p.m., LaSalle High School cafeteria,

# News-Times

Serving Forest Grove, Cornelius, Banks and Gaston

OFFICE  
Wednesday, April 3,

1996

## How to manage growth is focus of Metro open house

Citizens of western Washington County have been invited for informal discussions during an Open House hosted by Metro Thursday, April 4, 5 p.m.-8 p.m., at Aloha High School Cafeteria, 18550 S.W. Kinnaman Road. Susan McLain, Metro Councilor for this district, will be in attendance.

The open house will provide residents an informal opportunity to learn more about how growth will be accommodated within our cities, and what transportation network will be needed to make it all work.

At the open house, citizens can review information and com-

ment on the early implementation measures that comprise "Phase I" of the Regional Framework Plan prior to completion and adoption of the plan by the Metro Council.

The early implementation measures have been developed by Metro with assistance from city staff, the Metro Policy Advisory Committee (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT).

"This plan has gone through many changes," said Jeannine Murrell, MPAC representative for Washington County small cities. "We need to make sure

that the end product incorporates regional goals but also allows cities to obtain their goals and objectives."

An innovative electronic opinion survey technique that allow results to be viewed immediately will be at the open house to register your opinions.

Citizens of western Washington County are asked to attend and comment on the Regional Framework Plan for their cities.

For more information, contact Karl Mawson or Robert Tiernan at the Forest Grove Community Development Department, 359-3227.

# BEAVERTON VALLEY TIMES

Thursday, April 4, 1996

## Citizens asked to eye plan

### Meeting tonight offers 2040 ideas

By K.D. NORRIS and MIKE LUCAS  
Of the Times

ALOHA — After getting verbally roughed up by some local city officials recently, Metro officials are taking their regional growth planning framework to the public tonight.

Metro will hold an open house on the first phase of its regional framework and transportation plans at Aloha High School, 18550 S.W. Kinnaman Road. The program starts at 5.

The open house will cover a variety of Metro-related issues. It follows a similar public meeting held in Tualatin on Tuesday. The open houses also follow a meeting held March 26 in Tigard in which some local city officials were critical of Metro's growth management plans.

Metro is working to establish regional planning standards for a wide-range of urban planning issues such as street sizes, parking and structural requirements for buildings, even speed limits. The planning standards are part of the Metro 2040 long-range urban planning process.

While some Washington County mayors have expressed concern over Metro's plans, Beaverton Mayor Rob Drake said he is not opposed to the planning process moving forward.

"The idea is to get it (the standards) out there, then let the cities come back with alternatives," Drake said. Drake is a member of the Metro Policy Advisory Committee, the group assisting Metro to develop the standards. "Metro is more than willing to talk about them, but you have to have a starting point."

## Citizens: Drake process on track

■ Continued from Page A1

Drake does not see Metro parking and street standards as an "end-all"-mandate, but as a starting point for discussion.

"Collectively, you will see (the standards) massaged a bit," he said. "Clearly, what is right for a parking standard in Portland is not right for Sherwood."

Drake is not alone in his support for keeping an open mind about Metro's plans. But there are local officials who almost seem to have their mind made up against the plans.

Tigard Mayor Jim Nicoli, for one, finds Metro's efforts to forge a regional growth plan to be too much, too soon.

"I don't have a problem with (Metro) 2040 in general, but there is an undertone here," Nicoli said.

He said that Metro is proceeding too fast with creating the framework plan. Nicoli also said he is concerned that draft plan contains specific language on planning issues such as street-size width, lot size, parking ratios, a Metro-wide speed limit and land use zoning.

Nicoli said such requirements would make half of the businesses in downtown Tigard nonconforming land uses. Metro is forcing cities to comply with Metro's planning template, he said.

"We don't want to see this level of planning going on at Metro," Nicoli said. "To us, it's out of control. If they want to move forward, we want them to back off on fine tuning and deal with the major issues."

Nicoli said he and other mayors in Washington County feel that Metro's 2040 plan should provide broad goals that the cities should fulfill through citizen involvement and planning. But he feels work on the regional framework plan is not citizen driven, nor city driven. It is, instead, driven by the Metro bureaucracy.

"The pace at which we get material from Metro is mind boggling," Nicoli said. "We get drafts in almost every week. It's hard to keep up with reading of the (paperwork), let alone to get citizen involvement. For what they're trying to do, they're not getting the proper public input into the process."

However, Metro Executive Mike Burton said that the current plan is just a draft.

"Nobody's voted on anything yet," Burton said. "The standards are open to discussion and that's the intent."

Burton said that Metro is working under a state mandate to provide the regional framework by December 1997.

"Nobody's done this before — nobody," Burton said of the regional framework plan. "I have been pushing this schedule up ... (but) I think we're all in this together."

As for the framework plan affecting downtown businesses or other land uses, Burton noted that "none of the changes will be applied to existing development. I'm not interested in deciding what the speed limits of (cities) should be, or the lot size, quite frankly."

Drake is not alone in his support of Metro's planning process.

"I know it's an early draft, but it's the beginning of a discussion," said Peggy Lynch, a Beaverton resident, citizen activist and Metro Planning Advisory Committee member. "It's a workable, changing document."

Lynch said fellow planning advisory committee members Cornelius city councilor Jeannine Murrell and Tualatin Mayor Lou Ogden have been trying to get local elected officials involved in the framework discussion.

"The frustration has been trying to figure out a way to engage everyone," Lynch said.

Ogden said he understands the concerns of both Metro and city officials, but the framework plan's guidelines "must be specific enough to force change."

# Rivergrove Report

April 1996

News and Notes for the Citizens of Rivergrove

## Metro Open House

Residents of the City of Rivergrove and Clackamas County are encouraged to attend an Open House sponsored by Metro, the regional government in the tri-county area. The Open House is an informal gathering designed to get your input as Metro develops the first phase of the Regional Framework Plan, setting regional standards by which the city must comply. In addition, Metro is seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the Open House and stay as long as you like...

What: METRO OPEN HOUSE  
When: Monday, April 8th, 5 to 8pm  
Where: Marylhurst College, Highway 43,  
Commons Dining Hall

Issues include:

- highways, streets, transit, freight, bikes and pedestrians
- protecting stream corridors, wetlands, floodplains

During the past three years, Metro, with participation from the region's cities and counties, has worked to develop and adopt the Region 2040 growth concept, encouraging more compact growth in cities throughout the region while maintaining our livability. The Regional Framework Plan, mandated by voter-approved Metro Charter, will implement the growth concept and will likely require the City to change its comprehensive plan and zoning. While this is a regional effort, most of the changes will be made at the county, city and neighborhood level. Your input and feedback is vital to both the City and to Metro. For more information, call Metro's growth management hotline at 797-1888.

## Flood Facts...

Flood debris hauled out of Rivergrove:  
138 TONS, 27 dumpster loads!!

Number of Rivergrove homes affected:  
25 homes received "Substantial" damage while 6 to 8 homes received "Minor" damage; 18 homes were uninhabitable (and many still are)

Meridian Park Flood Relief Fund:  
1st Allocation of \$8,409.08 was divided among those sustaining "substantial" damage; 2nd Allocation of \$1,236.25 will be divided among those sustaining "minor" damage.



## DAYS TO REMEMBER

All city meetings are held at the  
River Grove Elementary School Library  
5850 SW McEwan Road  
(see April agendas on reverse side)

### Planning Commission

Monday, April 1, 1996 at 7:30pm

### City Council

Monday, April 8, 1996 at 7:30pm

### Joint PC and CC Work Session

Monday, April 22, 1996 at 7:30pm

### City Recorder Office Hours

Tuesday & Thursday  
1:00pm - 3:00pm

or leave a message anytime... 639-6919

# SW Neighborhood News

All-household mailing

SW Neighborhood Information, 97688 S.W. Capitol Hwy., Portland, OR 97219, Phone 823-4592, Fax 823-3161, Volume 17, No. 4

## Southwest Community Happenings

### Public hearings

**Thursday, March 28, 2 pm,** city council hearing on amendments to historic resource code. City Council Chambers, 1220 SW 5th.

**Wednesday, March 27, 7:30 pm,** informational meeting on amendments to Chapter 33.286, Signs, followed by Planning Commission hearing on April 9, in afternoon, on same subject. Both meeting and hearing in Portland Building, 2nd Floor, Room C, 1120 SW 5th.

**Saturday, March 30, 9 am to noon,** Metro open house regarding phase 1 of the regional framework plan, at Metro, 600 NE Grand Avenue.

**Metro Policy Advisory Committee:** MPAC meets the second and fourth Wednesday of each month, at the Metro Regional Center, 600 NE Grand. Call 797-1562 for agenda information.

**Multnomah County Board of Commissioners:** MCBC meets at the Multnomah County Courthouse, Room 602, 1021 SW 4th. Call 248-5222 for information.

**Portland Planning Commission:** PPC meets the second Tuesday of each month at 12:30 pm and the fourth Tuesday of each month at 7 pm, and in special session as required. Meeting agendas are published in the Metro section of the Friday edition of *The Oregonian* the week prior to the meeting. Call 823-7700 for more information.

**Public Utilities Review Board:** Sewer Committee meets April 1, 5:30 to 7:30 pm; Water Subcommittee meets April 3, 7:30 to 9:30 am; PURB meets April 3, 5:30 to 7:30 pm; Solid Waste Committee meets April 11, 9:30 to 11:30 am. Call Ann Madsen at 823-6848 for locations and to confirm times.

**Regional Rail Summit:** Saturday, May 18, at Benson High School. The summit will begin with a plenary session in the morning, and end with tours in the afternoon.

**Miscellaneous:** Metro has submitted its Regional Urban Growth Goals and Objectives (RUGGOs) to the Department of Land Conservation and Development. The Land Conservation and Development Commission will review the submittal on May 30-31, at the State Capitol. Comments and objections are due April 15. All liquor licenses south of Burnside and within the Portland city limits expire on June 30. Advise the Bureau of Licenses of opposition to renewal of any license by April 15.

## Regional Framework Plan Open House Sponsored by Metro

Metro is sponsoring an open house designed to get input about the Regional Framework and Transportation plans. The Framework will lead to regional growth-related standards with which Milwaukie must comply. The meeting will be 5 - 8 pm on Wednesday, April 3rd in the LaSalle High School Cafeteria, 11999 SE Fuller Rd.

The Regional Framework Plan was mandated by the voter-approved Metro Charter. It impacts Milwaukie because our comprehensive plan and zoning ordinances must be consistent with the region's.

- ✓ reviewing proposed policy changes to the Regional Transportation Plan

Milwaukie residents are encouraged to drop by to learn more about the Regional Framework Plan. It will be an informal gathering, so people can drop in and stay as long as they like. Those who attend will

be able to participate in an electronic survey designed to collect opinions about growth-related issues. Local and regional officials will be available to answer questions.

For more information, please call Metro's growth management hotline at 797-1888.

### Specific issues featured in the open house include:

- ✓ accommodating housing and employment growth
- ✓ establishing a regional parking policy
- ✓ updating regional transportation policies
- ✓ protecting stream corridors, wetlands, and natural areas to ensure water quality
- ✓ protecting rural areas outside the urban growth boundary

## South/North Light Rail: Moving into Draft Environment Impact Study

Currently, two possible light rail alignments through Milwaukie are being studied in a Draft Environmental Impact Study (DEIS). The DEIS performs four primary tasks:

- Studies population projections, transit and road conditions through 2015
- Provides technical information to decision-makers
- Identifies the impacts of the alternatives
- Provides a basis for the mitigation of impacts of the preferred alternative



It will take approximately a year to complete this detailed process. During this time, Metro and Tri-Met staff will be meeting individually with property owners along the alignments. If you would like to set up a meeting, please call Susan Shepherd at Metro, at 797-1872.

### Alignment descriptions:

From Clackamas Town center, both alignments run westward along Railroad Avenue, behind the Milwaukie Marketplace to Monroe Street. One alignment splits and goes north along the Tillamook Branch Line railroad to McLoughlin Boulevard toward Portland. The other alignment proceeds west on Monroe to 21st Avenue, and then follows 21st Avenue north to McLoughlin Boulevard toward Portland. A choice between the alignments will be made following a public comment period on the DEIS. If you would like more information, or to be put on the Milwaukie South/North mailing list, call 786-7657.

## City Broadens Support to Neighborhood Program

In March, Milwaukie's neighborhood program achieved a milestone when the City Council officially recognized the Waverly/Downtown neighborhood: all residential areas are now represented by neighborhood associations.

Just as the associations have been organizing, so has the city. Two new initiatives to integrate neighborhood services throughout the city are being pursued: a Neighborhood Services Team and Department Head Liaisons to neighborhoods.

The Neighborhood Services Team is made up of staff from every department, including code enforcement, recycling, traffic, transportation and crime prevention. These folks already interact with the neighborhoods quite a bit. As a new team, they will improve and increase their communication and coordination to better serve your needs.

Upper level commitment will be strengthened with the addition of the department heads serving as liaisons to the neighborhoods. Their function will be to increase two-way communications, to serve as an information and referral source, and to help increase city awareness of neighborhood concerns.

Through both of these programs, we are striving to improve city responsiveness to the concerns of our citizens.



### Neighborhood Association Meetings

**ARDENWALD**  
 2nd Tuesday of the month  
 7:30 pm, Ardenwald Elementary  
 Contact Michelle Greeley Roberts,  
 653-2823

**HECTOR CAMPBELL**  
 Last Monday of the month  
 7 pm, Hector Campbell School  
 Contact Valori Fletcher, 786-2962

**LAKE ROAD**  
 3rd Thursday of the month  
 7 pm, Milwaukie Lutheran Church  
 Contact Chuck Kersey, 654-9913

**LEWELLING**

### Liaisons to Neighborhoods

ARDENWALD

Linda Mullen  
 Neighborhood  
 Services Coordinator

## Lake Road Area Modal Plan

A new study to identify improvements to increase, safety, accessibility and connectivity of all travel modes will soon begin in the Lake Road area. Residents and other interested people are encouraged to attend the kick-off meeting at Milwaukie Lutheran Church on May 23rd. The meeting will explain the project objectives and process, begin soliciting public comments on problems and needs, and establish a citizen participation plan.

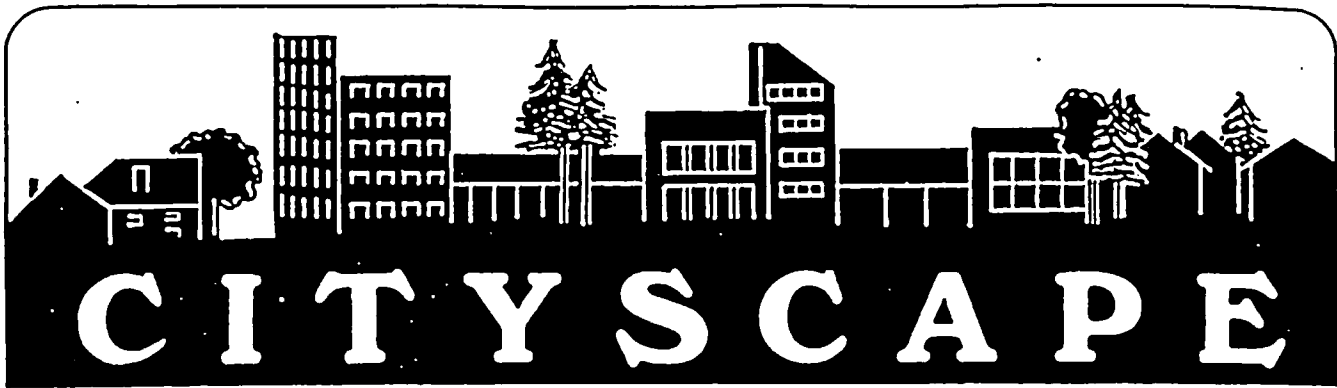
Some items to be included in the study are the development of a local street circulation plan for the study area and an access management plan along Lake Road. The study will look at areas north and south of Lake Road, between SE 21st Avenue and Kuehn Road.

If you would like more information, to be added to the mailing list, or are interested in serving on a citizen working group, please call 786-7652.

Kickoff Community Meeting  
 Thursday, May 23, 1996 • 7:00 PM  
 Milwaukie Lutheran Church  
 3810 SE Lake Road • Milwaukie, Oregon







## Mayor's Corner

Transportation issues continue to be among the most difficult problems facing Tigard, Washington County and the State of Oregon. The Legislature has not allocated additional funding for our state highways for the last six years. In addition, the Federal Highway Administration continues to reduce funding assistance to states for maintenance and new highway construction costs.

The situation has grown to the point that many cities and counties, including Tigard, have financed projects on state highways.

There are several state highways — Interstate 5, Highway 99, Highway 217, and Hall Boulevard — which pass through or are adjacent to our city. All of these roads need maintenance and upgrades to handle the increased traffic.

The State Legislature has primary authority and responsibility to determine the funding for the State Department of Transportation. In November, we will be selecting new senators and representatives for the 1997 Legislature. If transportation is of concern to you, then you may want to ask the candidates what their positions are on resolving our state transportation needs.

We, the City Council and Tigard staff, will do what we can to fund

upgrades and repairs as needed with our available resources. In addition, we will continue to attend county and regional transportation planning meetings to make Tigard's needs and interests known — to be ready to tap into any resources that become available.

James Nicoli, Mayor



## Tell Metro what you think!

Residents of Tigard are encouraged to attend an open house sponsored by Metro, the regional government in the tri county area at one of the following locations:

### Tuesday, April 2, 1996, 5-8 PM

- Tualatin High School Commons
- 22300 SW Boones Ferry Road, Tualatin, Oregon

### Thursday, April 4, 1996, 5-8 PM

- Aloha High School Cafeteria
- 18550 SW Kinnaman Road, Aloha, Oregon

The open house is an informal gathering designed to get your input on Metro's first phase of the Regional Framework Plan. This plan will set regional standards which will apply to the City. In addition, Metro is

seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the open house and stay as long as you like.

During the open house, you and your neighbors can discuss how proposed regional policies will affect you. An innovative electronic survey will gather your opinions about growth management, transportation and greenspaces policies under consideration. You can talk directly to local and regional officials about issues that concern you, get your questions answered and view survey results instantaneously.

For more information, call Metro's growth management hotline at 797-1888.

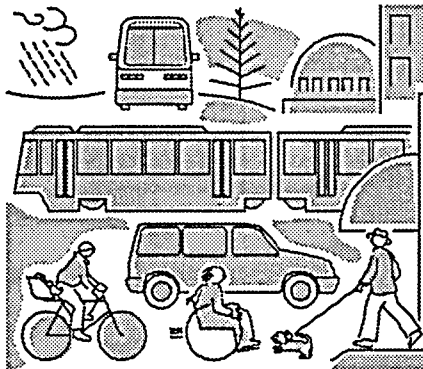
# How do open spaces, growth, traffic, housing, water and parking fit together in your community?

Find out at Metro's Regional Livability open houses.

Your input on policies designed to manage growth and transportation in our region is needed. We want to share new information and answer your questions.

The open houses will include "Public Pulse," an interactive electronic survey that displays results instantly. Participate and let us know what you think.

Come any time – and bring a friend!



Call Metro's growth management hotline, (503) 797-1888 for more information.

For information on taking the bus or MAX to the open houses, call Tri-Met, 238-RIDE.



**METRO**

**Saturday, March 30**

9 a.m. – noon  
Metro  
600 NE Grand Ave.  
Portland

**Monday, April 1**

5 – 8 p.m.  
Gresham High School  
1200 N. Main  
Gresham

**Tuesday, April 2**

5 – 8 p.m.  
Tualatin High School  
22300 SW Boones Ferry Rd.  
Tualatin

**Wednesday, April 3**

5 – 8 p.m.  
LaSalle High School  
11999 SE Fuller Rd.  
Milwaukie

**Thursday, April 4**

5 – 8 p.m.  
Aloha High School  
18550 SW Kinnaman Rd.  
Aloha

**Monday, April 8**

5 – 8 p.m.  
Marylhurst College  
Highway 43  
South Lake Oswego



METRO

Bulk Rate  
U.S. Postage

PAID

Permit # 2025  
Portland OR

## Phase 1 – Regional Framework Plan

**A** series of open houses is planned to get your input as Metro develops Phase 1 of the Regional Framework Plan, which sets regional standards for managing growth by which all cities and counties in the region must comply.

The Regional Framework Plan will entail changes in local zoning ordinances that may affect people in their neighborhood and where they work and shop. In addition, Metro's open houses will ask for comments on proposed changes to policy aspects of the Regional Transportation Plan.

During the open house, you and your neighbors can discuss how proposed regional growth policies will affect you. Come any time during the open house and stay as long as you like.

Metro has invited elected leaders and staff members from the local jurisdictions to participate in the open house and help answer questions. In addition, the open houses will feature an innovative electronic survey to gather your opinions about growth management, transportation and open spaces.

Please attend one or more of the open houses and participate, as Metro and our local partners develop specific measures for managing growth in each local community.

For more information, send e-mail to [2040@metro.or.gov](mailto:2040@metro.or.gov) or call Metro's growth management hotline, 797-1888.

# Open house schedule

**Open Houses**      **Jurisdictions Invited**      **Transit Info**  
(Call 238-RIDE for more transit information.)

9 a.m. - noon Metro 600 NE Grand Ave. Council Chamber Portland	City of Portland City of Maywood Park Multnomah County	MAX Bus 6
--	--	--------------

5 p.m. - 8 p.m. Gresham High School Cafeteria 1200 N. Main Gresham	City of Gresham City of Wood Village City of Fairview City of Troutdale Multnomah County	MAX Bus 4, 23, 9 26, 80, 81
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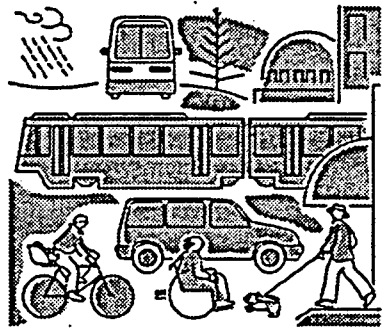
5 p.m. - 8 p.m. Tualatin High School 22300 SW Boones Ferry Rd. Tualatin	City of Tigard City of Durham City of Sherwood City of King City City of Tualatin City of Wilsonville Washington County	Bus 96
---	---	--------

5 p.m. - 8 p.m. LaSalle High School 1999 SE Miller Rd. Cafeteria Milwaukie	City of Milwaukie City of Johnson City City of Happy Valley City of Gladstone Clackamas County	Bus 28, 72, 71 29, 79
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5 p.m. - 8 p.m. Aloha High School Cafeteria 18550 SW Kinnaman Rd. Aloha	City of Forest Grove City of Hillsboro City of Cornelius City of Beaverton Washington County	Bus 52, 88
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5 p.m. - 8 p.m. Maryhurst College Highway 43 Commons Dining Hall Maryhurst	City of Rivergrove City of Lake Oswego City of West Linn City of Oregon City Clackamas County	Bus 95
--	---	--------

# How do open spaces, growth, traffic, housing, water and parking fit together in your community?



Find out at Metro's Regional Livability open houses.

Your input on policies designed to manage growth and transportation in our region is needed. We want to share new information and answer your questions.

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Come any time – and bring a friend!

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For information on taking the bus or MAX to the open houses, call Tri-Met, 238-RIDE.

**Saturday, March 30**

9 a.m. – noon

Metro

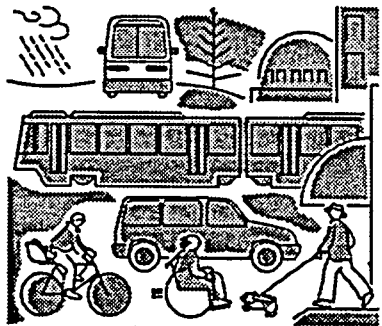
600 NE Grand Ave.

Portland



**METRO**

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**Tuesday, April 2**

5 – 8 p.m.

Tualatin High School

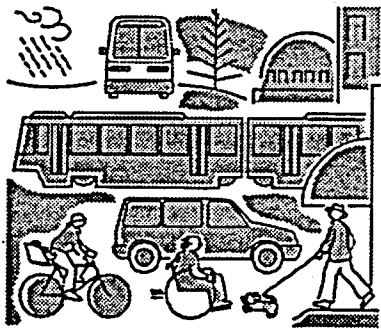
22300 SW Boones Ferry Rd.

Tualatin



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## **Wednesday, April 3**

5 – 8 p.m.

LaSalle High School  
11999 SE Fuller Rd.  
Milwaukie

## **Monday, April 8**

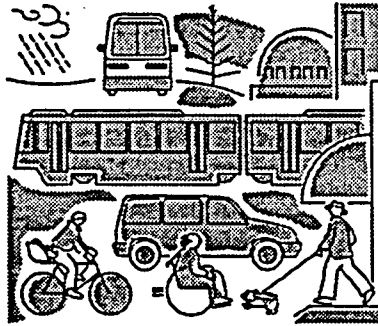
5 – 8 p.m.

Marylhurst College  
Highway 43  
South Lake Oswego



**METRO**

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**Thursday, April 4**

5 – 8 p.m.

Aloha High School

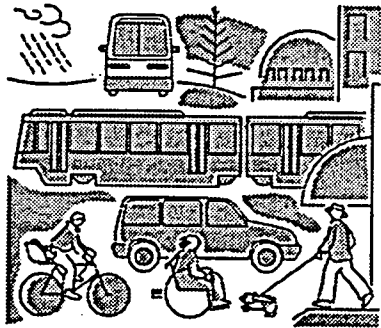
18550 SW Kinnaman Rd.

Aloha



**METRO**

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**Monday, April 8**

5 – 8 p.m.

Marylhurst College

Highway 43

South Lake Oswego



**METRO**



# M E D I A   A D V I S O R Y

600 NORTHEAST GRAND AVENUE  
TEL 503 797 1510

PORTLAND, OREGON 97232 2736  
FAX 503 797 1799



**METRO**

March 26, 1996

For immediate release

For more information, call Karen Blauer, 797-1790

## **Marshall High students to test electronic survey for Metro**

Students at Marshall High School will help Metro test "Public Pulse," an electronic survey in which participants select their choices about regional livability issues with results available instantaneously.

Students in the first segment of a four-year technology program will participate in the demonstration at the high school (3905 SE 91st Ave.) at 10 a.m. Thursday, March 28, in room PERU B-30. Reporters who wish to observe the demonstration are required to check in at Marshall's front office upon arrival.

Metro will use the electronic survey at a series of upcoming open houses to gather opinions from residents in the region about growth management, transportation and greenspaces policies.

On hand at the Marshall High School demonstration will be Metro Councilor Rod Monroe, who has worked on other projects with the class, and Metro staff. Also available will be visual displays (including the Region 2040 growth concept map) and information about the survey device.

Metro's open houses begin Saturday, March 30, at Metro Regional Center and continue through April 8 at five locations throughout the region. Participants can review standards that will help the region accommodate growth and comment on the direction of long-range regional transportation policies. Local and regional officials will be available at the informal sessions to answer questions and to provide information on local implementation plans.

###

# NEWS RELEASE

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1510 | FAX 503 797 1799



**METRO**

Feb. 22, 1996

**For immediate release**

For more information, call Karen Blauer, 797-1790.

## **Tell us and Metro what you think**

Residents of Clackamas County are encouraged to attend an open house sponsored by Metro, the regional government in the tri-county area. The scheduled open house for residents of Milwaukie, Johnson City, Happy Valley and Gladstone is from 5 to 8 p.m., Wednesday, April 3, at LaSalle High School Cafeteria, 11999 SE Fuller Rd., Milwaukie. The scheduled open house for residents of Rivergrove, West Linn, Lake Oswego and Oregon City is from 5 to 8 p.m. Monday, April 8, at Marylhurst College, Highway 43, in the Commons Dining Hall.

The open house is an informal gathering designed to get your input as Metro develops the first phase of the Regional Framework Plan, setting regional standards by which the city must comply. In addition, Metro is seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the open house and stay as long as you like.

During the open house, you and your neighbors can discuss how proposed regional policies will affect you. An innovative electronic survey will gather your opinions about growth management, transportation and greenspaces policies under consideration. You can talk directly to local and regional officials about issues that concern you, get your questions answered and view survey results instantaneously.

Specific implementation issues featured at the open house include the following:

- more -

- accommodating housing and employment growth within the city
- establishing a regional parking policy with parking space minimums and maximums
- accommodating housing and employment growth within the city updating the regional transportation policies in the Regional Transportation Plan. The RTP, the transportation element of the Framework Plan, addresses strategies for highways, streets, transit, freight, bikes and pedestrians. The RTP is being updated and the policy component will be adopted by the Metro Council in May of 1996.
- protecting stream corridors, wetlands, floodplains and natural areas, and ensuring water quality
- protecting rural areas outside of the urban growth boundary.

During the past three years, Metro, with participation from the region's cities and counties, has worked to develop and adopt the Region 2040 growth concept, encouraging more compact growth in cities throughout the region while maintaining our livability. The Regional Framework Plan, mandated by the voter-approved Metro Charter, will implement the growth concept and will likely require the city to change its comprehensive plan and zoning. While this is a regional effort, most of the changes will be made at the county, city and neighborhood level. Your input and feedback is vital to both the city and to Metro.

For more information, call Metro's growth management hotline at 797-1888.

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**METRO**

Feb. 26, 1996

For immediate release

For more information, call Karen Blauer, 797-1790.

### **Tell us and Metro what you think**

Residents of Washington County are encouraged to attend an open house sponsored by Metro, the regional government in the tri-county area. The open house scheduled for residents of Tigard, Durham, Sherwood, King City, Wilsonville and Tualatin is from 5 to 8 p.m., Tuesday, April 2 at Tualatin High School Commons, 22300 SW Boones Ferry Rd., Tualatin. The open house scheduled for residents of Forest Grove, Cornelius, Hillsboro and Beaverton is from 5 to 8 p.m., Thursday, April 4 at Aloha High School Cafeteria, 18550 SW Kinnaman Rd., Aloha.

The open house is an informal gathering designed to get your input as Metro develops the first phase of the Regional Framework Plan, setting regional standards by which all cities in the region must comply. In addition, Metro is seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the open house and stay as long as you like.

During the open house, you and your neighbors can discuss how proposed regional policies will affect you. An innovative electronic survey will gather your opinions about growth management, transportation and greenspaces policies under consideration. You can talk directly to local and regional officials about issues that concern you, get your questions answered and view survey results instantaneously.

Specific implementation issues featured at the open house include the following:

- accommodating housing and employment growth within the city.

- more -

- establishing a regional parking policy with parking space minimums and maximums
- accommodating housing and employment growth within the city updating the regional transportation policies in the Regional Transportation Plan. The RTP, the transportation element of the Framework Plan, addresses strategies for highways, streets, transit, freight, bikes and pedestrians. The RTP is being updated and the policy component will be adopted by the Metro Council in May of 1996.
- protecting stream corridors, wetlands, floodplains and natural areas, and ensuring water quality
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**METRO**

Feb. 26, 1996

**For immediate release**

For more information, call Karen Blauer, 797-1790.

### **Tell us and Metro what you think**

Residents of Multnomah County are encouraged to attend an open house sponsored by Metro, the regional government in the tri-county area. The scheduled open house for residents of Portland and Maywood Park is from 9 a.m. to noon, Saturday, March 30 at Metro Regional Center, 600 NE Grand Ave., Portland. The scheduled open house for residents of Gresham, Wood Village, Fairview and Troutdale is from 5 to 8 p.m., Monday, April 1 at Gresham High School Cafeteria, 1200 N. Main, Gresham.

The open house is an informal gathering designed to get your input as Metro develops the first phase of the Regional Framework Plan, setting regional standards by which all cities in the region must comply. In addition, Metro is seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the open house and stay as long as you like.

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During the past three years, Metro, with participation from the region's cities and counties, has worked to develop and adopt the Region 2040 growth concept, encouraging more compact growth in cities throughout the region while maintaining our livability. The Regional Framework Plan, mandated by the voter-approved Metro Charter, will implement the growth concept and will likely require the city to change its comprehensive plan and zoning. While this is a regional effort, most of the changes will be made at the county, city and neighborhood level. Your input and feedback is vital to both the city and to Metro.

For more information, call Metro's growth management hotline at 797-1888.

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# NEWS RELEASE

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 3736  
TEL 503 797 1510 | FAX 503 797 1799



**METRO**

Feb. 26, 1996

**For immediate release**

For more information, call Karen Blauer, 797-1790.

## **Tell us and Metro what you think**

Residents of Washington, Clackamas and Multnomah counties are encouraged to attend an open house scheduled in their communities sponsored by Metro, the regional government in the tri-county area (a list of meeting locations, dates and times is attached).

The open house is an informal gathering designed to get your input as Metro develops the first phase of the Regional Framework Plan, setting regional standards by which all cities in the region must comply. In addition, Metro is seeking comment on proposed changes to the policy component of the Regional Transportation Plan (RTP). Come any time during the open house and stay as long as you like.

During the open house, you and your neighbors can discuss how proposed regional policies will affect you. An innovative electronic survey will gather your opinions about growth management, transportation and greenspaces policies under consideration. You can talk directly to local and regional officials about issues that concern you, get your questions answered and view survey results instantaneously.

Specific implementation issues featured at the open house include the following:

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- more -



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During the past three years, Metro, with participation from the region's cities and counties, has worked to develop and adopt the Region 2040 growth concept, encouraging more compact growth in cities throughout the region while maintaining our livability. The Regional Framework Plan, mandated by the voter-approved Metro Charter, will implement the growth concept and will likely require the city to change its comprehensive plan and zoning. While this is a regional effort, most of the changes will be made at the county, city and neighborhood level. Your input and feedback is vital to both the city and to Metro.

For more information, call Metro's growth management hotline at 797-1888.

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# NEWS RELEASE

600 NORTHEAST GRAND AVENUE  
TEL. 503 797 1510

PORTLAND, OREGON 97232 2736  
FAX 503 797 1799



**METRO**

March 5, 1996

**For immediate release**

For more information, call Karen Blauer, 797-1790

## **Citizen opinions sought on livability issues during open houses**

How do we maintain livability while the population continues to increase? Metro is inviting citizens around the tri-county area to participate in a series of open houses where they can review standards that will help the region accommodate growth. Standards include modifications to city comprehensive plans, as well as local zoning and design code revisions. Citizens are also being asked to comment on the direction of long-range regional transportation policies.

Two open houses are planned in Multnomah County, one for residents of Portland and Maywood Park from 9 a.m. to noon, Saturday, March 30, at Metro Regional Center, 600 NE Grand Ave., Portland; and a second one for residents of Gresham, Wood Village, Fairview and Troutdale from 5 to 8 p.m. Monday, April 1, at Gresham High School Cafeteria, 1200 N. Main, Gresham.

The informal sessions are designed to answer questions about how growth will be accommodated within the region and to gather comments on proposed changes to regional policies. Questions might include:

- How many and what kind of housing units will be built in my neighborhood?
- Will there be a park down the street where my children can play?
- How many more lanes will be added to the roads in my area and will there be any bike lanes?
- What are parking maximums and minimums and will they make it easier for me to find a place to park when I shop?

- more -

- Are we trading in our wetlands for more business parks?
- How is all of this growth affecting our rivers and streams?

An innovative electronic survey will be used to gather opinions from participants about growth management, transportation and greenspaces policies under consideration. Survey results will be available instantaneously. Local and regional officials will be available to answer questions and to provide information on local implementation plans. Photographs and drawings of proposed local projects and existing 2040-style developments will be posted.

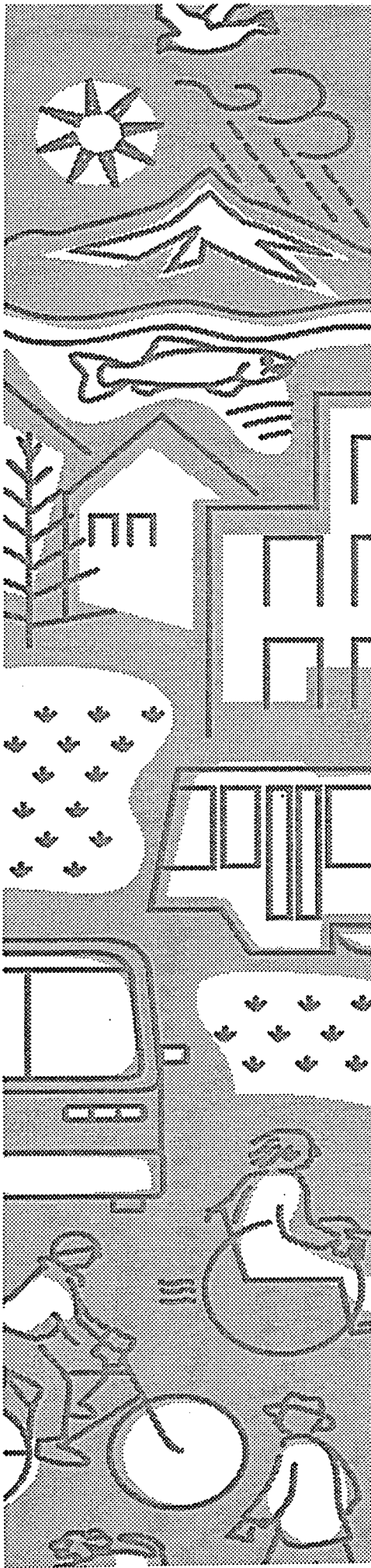
During the past three years, Metro, in cooperation with the region's 24 cities and three counties, has worked to develop and adopt the Region 2040 growth concept, maintaining the region's livability while encouraging more compact growth in cities throughout the region. The Regional Framework Plan, mandated by the voter-approved Metro Charter, will implement the growth concept and will likely require cities to change their comprehensive plan and zoning.

While this is a regional effort, most of the changes will be made at the county, city and neighborhood level. Citizen input and feedback is vital to both the cities involved and to Metro.

Metro is also seeking comment on proposed changes to the policy component of the Regional Transportation Plan.

For more information, call Metro's growth management hotline at 797-1888 or Metro's transportation hotline at 797-1900.

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