

Department of Transportation

METROPOLITAN BRANCH

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March 7, 1979

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METRO SERVICE DISTRICT

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Metropolitan Service District
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Subject: Round 2 Workshop - East Side

During round 1 the workshop held in Gresham concerning the problems associated with east side transportation was one of the better efforts. A great deal of the workshop surrounded discussion of the Banfield Transitway regarding its ability to address some of the major corridor problems. At the same time, a number of other issues were identified but, as of yet, have not been analyzed in terms of a round 2 workshop. Some of these issues are very significant to the Oregon Department of Transportation efforts on several projects, as well as to the other local jurisdictions with interstate transfer projects.

Of great importance is the effort to define in the context of the "system" the problems associated with the development of a new interchange at 181st and the Banfield. This interrelates with the future role of the Banfield east of I-205. As I see the effort in East County, on one hand there is an effort to funnel as much traffic as possible to the Banfield; and, at the same time, there are resisters to providing for a Banfield that can handle the traffic. I have questions in terms of handling the increased traffic on the Banfield west of I-205. These are system questions which need prompt responses. X

The "Gresham bypass" concept has a number of supporters. Others indicate that Highway 212 would be a good option for bypassing travel from Portland and the metropolitan area to the Mt. Hood area. Preliminary analysis indicates that there is probably not justification for a Gresham bypass, nor is there a great amount of traffic that would utilize Highway 212 as a bypass facility. Both of these concepts should be analyzed in a systems framework to identify and conclude in the regional plan if the Gresham bypass and/or Highway 212 do or do not make any sense. X

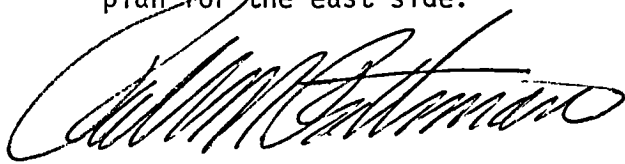
There are other areas that need to be addressed in the east side. The issue still is unresolved as to the proper function or classification of Powell in East County. Multnomah County has proposed that Powell, which is currently designated as US 26 (as a primary arterial) be downward classified to a collector between Gresham and I-205. There

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should be an intensive evaluation in order to verify the proposed changes and functions of all the facilities in East County. Another major concern is the development of the "Hook" and any future planning for Foster Road or Powell. This interrelates with the I-205 design on the east side. The basic conclusions evolving in this area and the transportation implications on systems level should be identified and verified.

Do the city and county transportation plans work? Will Powell work in the city and Division, Holgate, Sandy, etc., function to meet growth projections. If they do not, you need to propose alternatives to meet the problems, revise the projections, or whatever to make a workable plan.

There are very significant issues of regional and state concern that need to be addressed prior to the development of an updated long-range plan for the east side.

A handwritten signature in black ink, appearing to read 'R. N. Bothman', written in a cursive style.

R. N. Bothman
Metropolitan Administrator

TAS:RNB:ke