



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

April 29, 1981

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Bob Parker
Z.G.F., Inc.
111 SW Oak Street
Portland, Oregon 97204

Re: "Metro" numbers as transmitted
by Bob Hart to Keith Gilbert

Dear Mr. Parker:

Following discussions held in detail with Keith Gilbert, it was decided that a set of highway numbers based on the same population, employment and transit assumptions used in the updating of the Banfield transit ridership would be useful to Transpo in their work, offering a consistent base for analysis. This was decided on by Keith Gilbert of Transpo given the following stated and obvious shortcomings of the forecasts:

1. First and foremost, the population and employment numbers do not represent either the Gresham or the ERA assumptions, but are old, outdated Metro forecasts that are currently under significant revision.
2. There is no regional shopping center assumption.
3. The zone size in the Gresham area leaves the assignment of trips within Gresham extremely suspect. We would not recommend the use of these figures for micro-analysis in that area.
4. The highway improvements noted in Rick Walker's letter are far more applicable in the case of the redistribution and increase in growth which is being assumed in your project. Further, the impact of projects of this scale would not be well reflected in assignments unless the zone size were much smaller.
5. We have questions about the assumptions we are currently using for "external" traffic growth on U.S. 26, which would affect the Gresham area the most.

Mr. Parker
April 29, 1981
Page 2

The main point of this letter is to reiterate that the appropriate use of the highway data is to set the order of magnitude of traffic along the transit corridor with increasing confidence in the values with distance from the external cor-
don.

Sincerely,

A handwritten signature in black ink that reads "T. Keith Lawton". The signature is written in a cursive style with a long horizontal line extending to the right.

T. Keith Lawton
Principal Planner

TKL:lmk

CC: Dick Walker
Rick Walker
Steve Burdick
Keith Gilbert
Andy Cotugno