

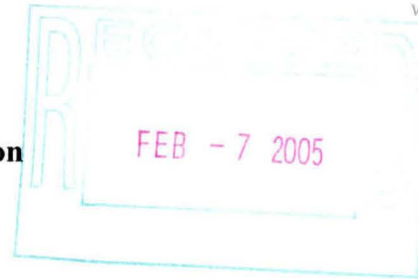


SPECHT PROPERTIES
SPECHT DEVELOPMENT

February 4, 2005

15400 S.W. Millikan Way • Beaverton OR 97006
503/646-2202 Fax 503/626-8903
www.spechtprop.com

Rod Park
JPACT Chair
Joint Policy Advisory Committee on Transportation
600 NE Grand Avenue
Portland, OR 97232-2736



Dear Mr. Park:

I represent Specht Development, Inc. ("Specht"), which has developed 884,000 sf of industrial and retail product in Wilsonville since 1988. Specht still retains ownership (though affiliates) of over 500,000 sf of industrial product in Wilsonville.

Freeway access (especially along the I-5 spine) is the lifeblood for any industrial development and one of the main reasons we have developed in Wilsonville for the past 17 years. Freeway access allows employees to move to and from the site. Freeway access allows efficient movement of raw materials to the site, and finished goods to be shipped from the site. Without easy access to the freeway system, industrial land loses a significant amount of economic value. The lost economic value is not just a reduction in land price paid to a land owner, but a reduction in the potential tax base for Wilsonville and lost industrial wages as land without access remains undeveloped.

Due to the lack of capacity at the Wilsonville Road/I-5 Interchange, Wilsonville has now reached a point where virtually all development is prohibited south of Boeckman Road. The result is that approximately 170 acres of the most valuable industrial/commercial land in the State of Oregon lies fallow. The proposed Wilsonville Road/I-5 Interchange upgrade will add the traffic capacity necessary to unlock the economic potential of these 170 acres.

I encourage you to support the funding of an upgrade to the Wilsonville Road/I-5 Interchange. There are good companies, who pay good industrial wages, looking for land along I-5 today. Let's not give them reason to look north of the Columbia River for industrial land with adequate freeway access.

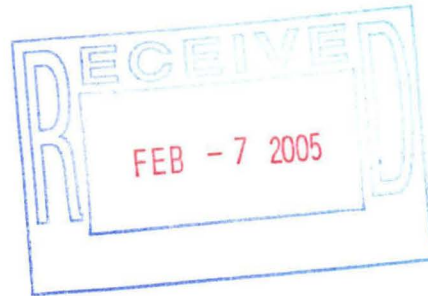
Thank you for your support and consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Todd R. Sheaffer'.

Todd R. Sheaffer
Chief Operating Officer

CC: Danielle Cowan, City of Wilsonville



February 4, 2005

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

RE: Beaverton Powerline Trail Project at Mt. Williams

Dear Metro President David Bragdon, members of Metro Council, and JPACT Chair and Metro Councilor Rex Burkholder and members of JPACT:

The Beaverton Powerline Trail (North) Project at Mt. Williams ("Mt. Williams") deserves Metro's MTIP 06-09 funding on both technical and non-technical grounds.

Mt. Williams true technical merit can only be understood if it is placed within its proper context. Mt. Williams is a key missing segment on a key regional trail, the Powerline Trail. (The Trail's importance is explained in greater detail below; and also remember Metro's Green Ribbon Committee put the Powerline Trail on a short list of projects that it recommended Metro build first.) The relationship of Mt. Williams to this important regional trail can be seen on the attached "Yellow Map". And also remember that Metro already funded construction of the Powerline Trail from the northern foot of Mt. Williams to the MAX line intersection, in the last round of MTIP funding. So funding Mt. Williams is a logical next step.

Mt. Williams strongly supports economic development in priority land use areas, for the following reasons:

Mt. Williams completes a gap on the regional Powerline Trail, a trail that runs right by and "links" to two extraordinary generators of "traded-sector jobs," namely Oregon's only Fortune 500 company, NIKE and the Columbia Sportswear Company. NIKE's headquarters is located, immediately northeast of Powerline Trail's intersection with MAX, and Columbia Sportswear's headquarters lies immediately east of the Powerline Trail's intersection with Cornell Road. (Again see the Yellow Map.) These companies could not be more critical to Oregon's 4th largest traded-sector, apparel/sporting goods. Moreover, this Trail and its associated activities will fit perfectly with those

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

companies' missions. No better proof of the above "links" can be found than in Columbia Sportswear's recent donation of \$15,000 towards Mt. Williams.

Mt. Williams could help knock down one of Washington County's most significant transportation barriers to development in 2040 priority land use areas, namely the lack of a good, direct north-south pedestrian/bicycle connection through the heart of urbanized eastern Washington County. The Yellow Map shows how Mt. Williams and the rest of the North Powerline Trail runs on a straight line right through Washington County's densest network of: major roads (including many with sidewalks and bike lanes), bus lines and the MAX line. No where else in Washington County would a MTIP trail project intersect with so many transit lines. And most transit lines in this part of the County run towards two priority 2040 land use areas: the Beaverton Regional Center (the Beaverton Transit Center), and (the transit transfer point at) Washington Square Regional Center. This is an excellent way to "develop a multi-modal transportation system."

Mt. Williams strongly supports livability and attractiveness of the region. MTIP funding would help save a truly special and attractive place.

Mt. Williams possesses outstanding natural resource values -- over 30 acres of older, upland forests and understory growing on an extinct lava plug some 200 plus feet above Beaverton and Aloha. The property provides extraordinary views (over the West Hills) of Mt. Hood, Mt. St. Helens and the Coast Range. The Mt. Williams property if fully purchased (including the North Powerline Right-of-Way) would allow a wide range of active and passive recreational activities. (Please see the attached "Conceptual Site Plan.")

Completion of the Mt. Williams purchase would also add far greater value to two existing and adjoining park fragments, wooded Thornbrook Park and Burntwood West Upper Park. (Again please see the attached "Conceptual Site Plan.") Few proposed MTIP projects offer such an extraordinary combination of transportation improvements and support for livability and attractiveness in a rapidly urbanized part of the region.

One of the best ways to emphasize priority modal categories such as bicycle and pedestrian is to:

Fund 06-09 MTIP trail projects so that all "first cut" bicycle/trail projects can continue to go forward (even if not fully funded), as viable projects and not die. Mt. Williams will die and die soon, if we cannot raise the 2.7 million dollars needed for Phase Two acquisition of the Mt. Williams property. This Spring the all-important Trust for Public Land's (TPL) option on Mt. Williams must either be exercised or lapse. Given the excellent option price for Mt. Williams and that its owner has owned the land since the late 1930's, Mt. Williams will surely die, should TPL not exercise its option. The roughly 600,000 MTIP dollars for the North Powerline Right-of-Way (ROW), is a

critical and timely part of the needed Mt. Williams funding package. Time is now of the essence for the ROW and for Mt. Williams.

Metro staff also recognizes that time is of the essence here. This is why they "included [this project] in the Alternative Modes and Mixed Modes add packages...." (See Exhibit E, Resolution 05-3529, at the fourth bullet, page 1 [dated 1/24/05].)

The Mt. Williams ROW will complete a key off-road trail gap over some steep terrain. Again, remember that within a few years already committed MTIP dollars will fund construction/paving of the Powerline Trail from the northern edge of Mt. Williams north to the MAX line next to the Tualatin Hills Nature Park.

Off-road trails have few dedicated funding sources. And the rest of the Mt. Williams property outside the ROW has no dedicated revenues. What we have instead is a hard-worked cobble of transportation and park dollars: hopefully some State park lottery dollars, limited Washington County funding, private donations, a large chunk of System Development Charges from the Tualatin Hills Park and Recreation District, and hopefully MTIP dollars for ROW.

There is a "[s]trong potential to leverage" the above State, County, Park District, and private "discretionary and (competitive) revenues" with the requested ROW dollars to get to the 2.7 million dollars needed to complete Phase 2 of Mt. Williams. Certainly every dollar pledged towards the needed 2.7 million dollars is critical as we approach the option expiration date, and in particular dollar awards in the amount of \$600,000 are critical. I believe the Mt. Williams segment of the Powerline Trail will not be constructed without receipt of the flexible 06-09 MTIP funds.

Also please remember that if Metro funds the North Powerline ROW only and fully funds the Rock Creek Trail, just over 20% of the 5.812 million dollars proposed for 06-09 MTIP bicycle/trail funding would be spent in Washington County. Surely that is not too much for the now nearly 500,000 residents in the County. Should Mt. Williams not receive any MTIP funding than just under 13% of proposed bicycle/trail MTIP funding would go to Washington County. Just under 13% in Washington County does not constitute "Funding [bicycle/trail] projects throughout the region."

Failure to secure Phase 2 of the Mt. Williams would be a real blow to the growing numbers of people who have been working hard to change a larger percentage of the "proposed" regional trails in Washington County into "existing" trails, as is the case elsewhere in the region. (Please see the attached regional trails map.) The above failure would also be a blow to the public partners that made Phase 1 of Mt. Williams possible, the State, Washington County, the City of Beaverton and Tualatin Hills Park and Recreation District.

In conclusion, Mt. Williams deserves Metro's MTIP 06-09 funding on both technical and non-technical grounds. Given the time left on the TPL option (less than two

months), it is particularly important that Mt. Williams receive MTIP funding now for ROW.

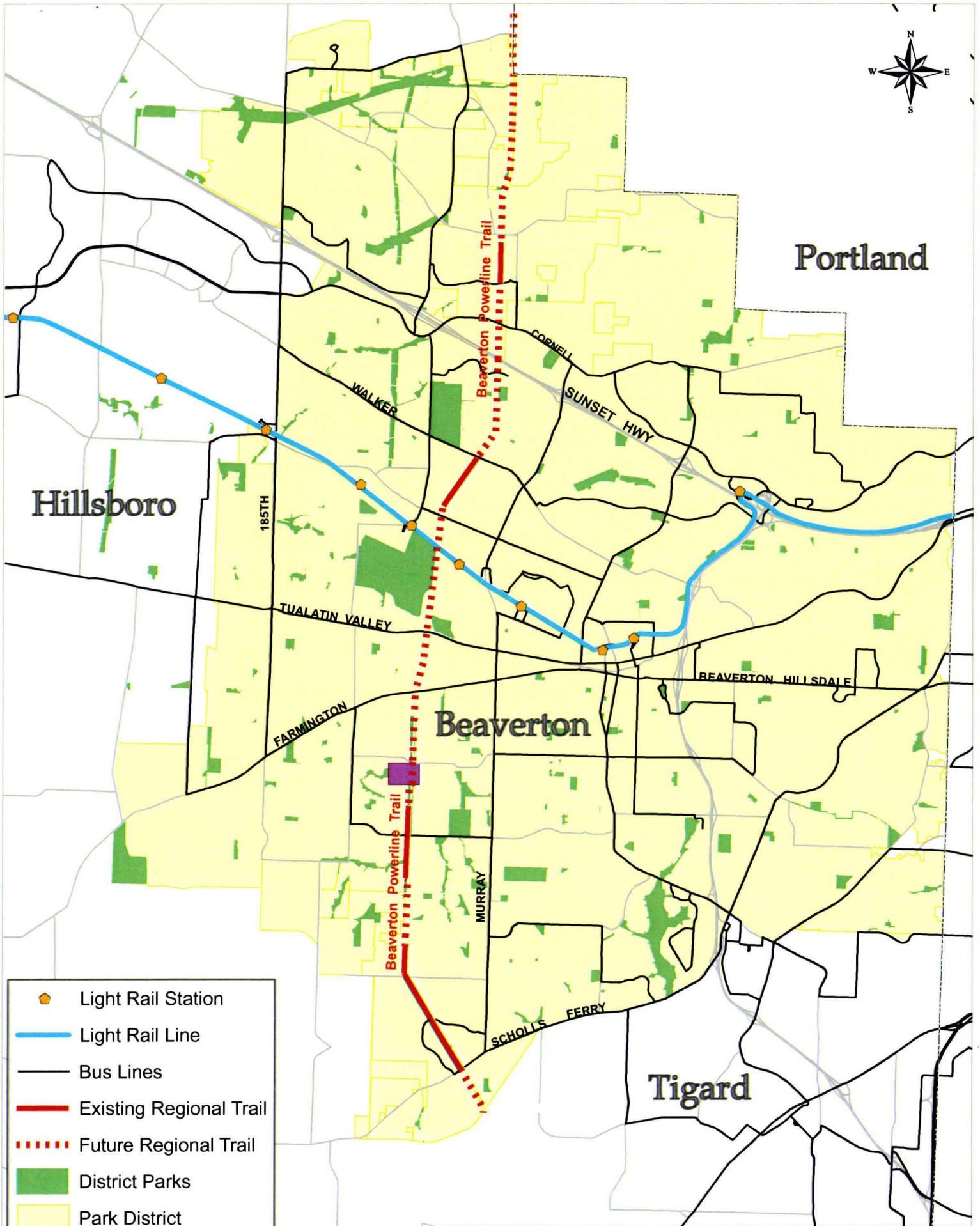
Sincerely,

A handwritten signature in cursive script that reads "Dick Schouten".

Washington County Commissioner Dick Schouten

cc: Washington County Commissioners
Charlie Cameron, Washington County Administrator
Kathy Busse, County Land Use and Transportation
Ron Willoughby, THPRD General Manager
Geoff Roach, Executive Director for TPL in Oregon
Catherine Ciarlo, Executive Director, Bicycle Transportation Alliance (BTA)
Robert Speltz, Director, Global Community Affairs, Nike
Julia Brim-Edwards, Deputy Director, State Government and Public Affairs, Nike
Carl Davis, Vice President, Columbia Sportswear

Attachments (3)



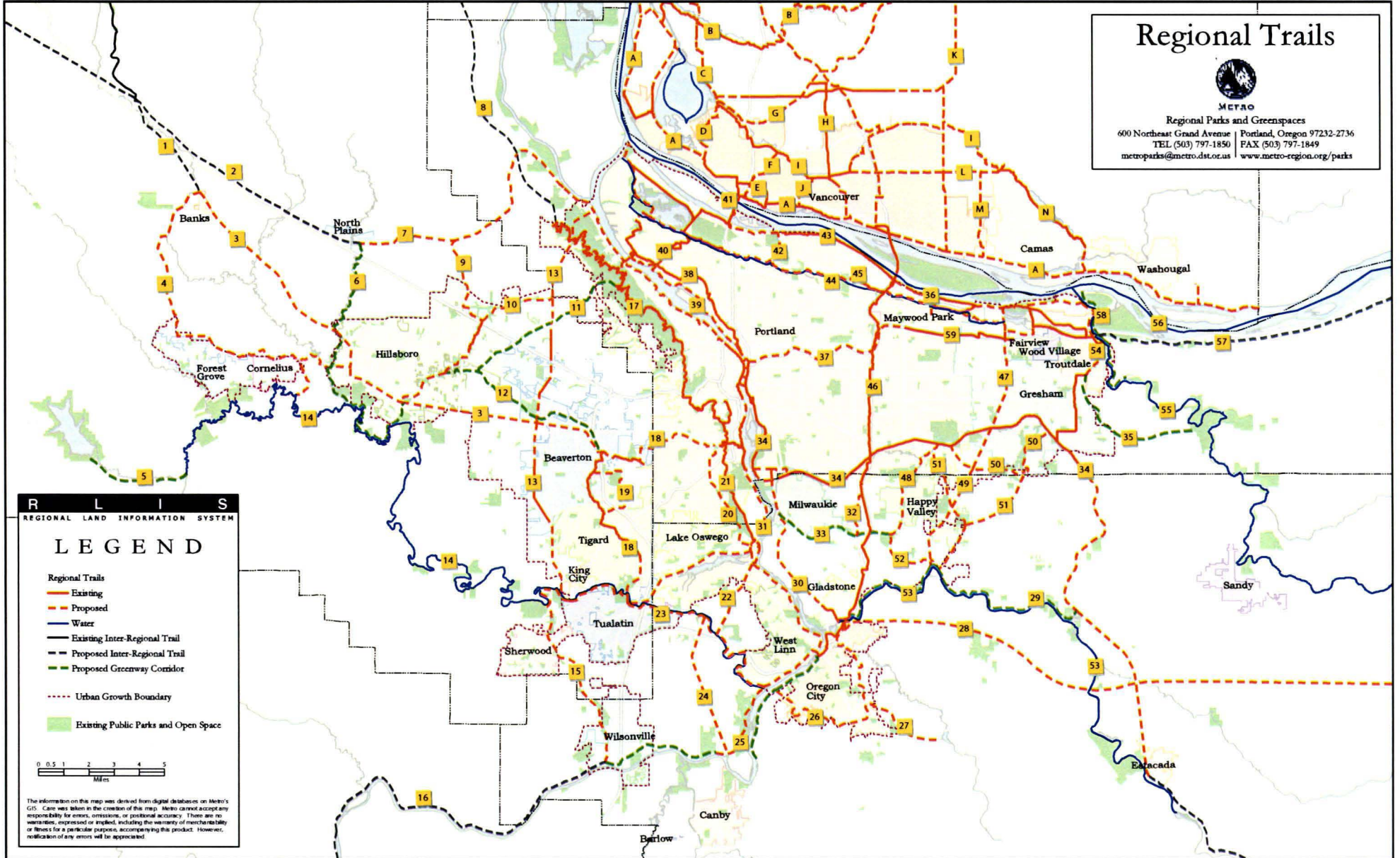
- Light Rail Station
- Light Rail Line
- Bus Lines
- Existing Regional Trail
- Future Regional Trail
- District Parks
- Park District
- Mt. Williams Property

Beaverton Powerline Regional Trail

Regional Trails



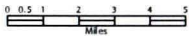
Regional Parks and Greenspaces
 600 Northeast Grand Avenue | Portland, Oregon 97232-2736
 TEL (503) 797-1850 FAX (503) 797-1849
 metroparks@metro.dst.or.us www.metro-region.org/parks



R L I S
 REGIONAL LAND INFORMATION SYSTEM

LEGEND

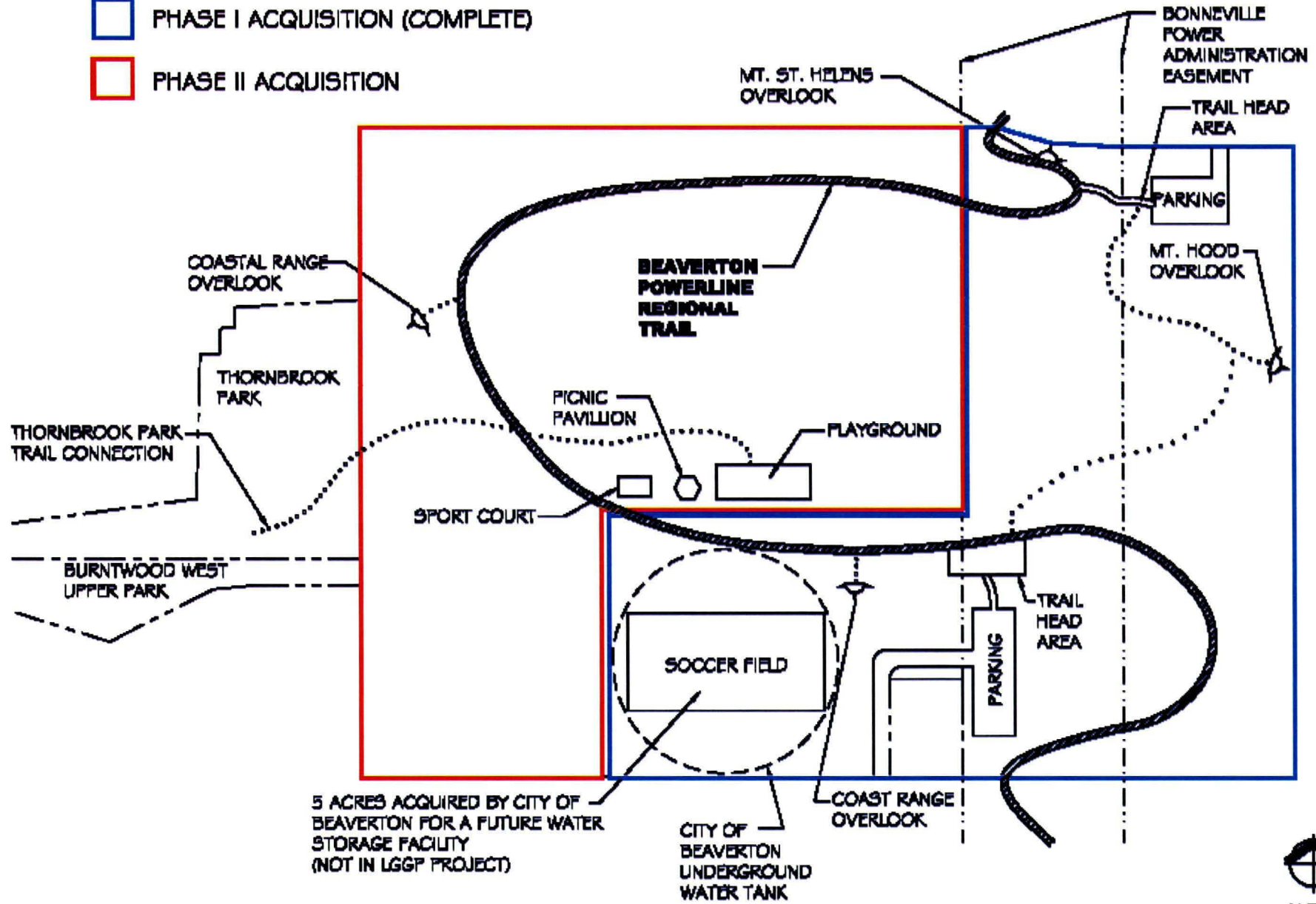
- Regional Trails
 - Existing
 - Proposed
- Water
- Existing Inter-Regional Trail
- Proposed Inter-Regional Trail
- Proposed Greenway Corridor
- Urban Growth Boundary
- Existing Public Parks and Open Space



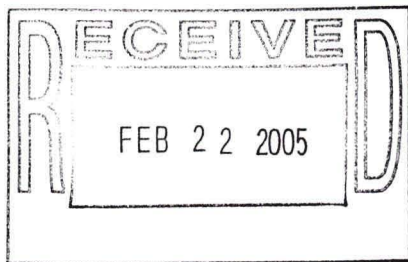
The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

MT. WILLIAMS PROPERTY CONCEPTUAL SITE PLAN

-  PHASE I ACQUISITION (COMPLETE)
-  PHASE II ACQUISITION



16 February 2005



**Portland
Community
College**

JPACT
MTIP
Correspondence

Metro Council
Joint Policy Advisory Committee on Transportation
600 NE Grand Ave.
Portland OR 97232

Dear Members of the Council and the Committee,

Portland Community College is pleased to have the opportunity to comment on the recommendations of Metro's Transportation Policy Alternatives Committee.

As you know, PCC is in the midst of the largest capital improvement program in its history. We are completing our \$60 million program at the Cascade Campus on Killingsworth, which is creating a fully comprehensive community college campus for the first time at Cascade. Visit the campus! See our new science labs, our new technology education facilities! Experience the excitement there!

Part of what we are helping to achieve at Cascade is generation of excitement and investment beyond the bounds of the campus. PCC has completed major investments in the streetscape of Killingsworth. Maintaining the momentum of these improvements, by a plan of continuing investment, is very important; if not maintained, we fear that the momentum the community and neighborhood has created will be lost.

We are pleased that the TPAC recommendation is to fund engineering work for the North Commercial to NE Martin Luther King improvements. **We strongly urge you to support that recommendation and future construction-related recommendations.**

District President

Dr. Preston Pulliams
ppulliam@pcc.edu
Voice 503-977-4365
Fax 503-977-4960

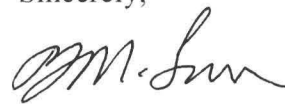
www.pcc.edu
P.O. Box 19000
Portland, Oregon
97280-0990

We were disappointed to learn that TPAC's recommendations did not include funding for the Killingsworth I-5 overpass. Those improvements would be essentially contiguous to the Cascade campus. Making the improvements in this funding round will leverage the investments PCC has already made, for far greater community benefit than if PCC's improvements have to stand alone. We hope you seize this tangible opportunity for multiple public agencies to work together to achieve timely results. **We strongly urge you to fund the Killingsworth I-5 overpass improvements.**

Metro Council
Joint Policy Advisory Committee on Transportation
Page 2

Thank you for this opportunity for PCC to comment, and for your helpfulness to PCC and its students and neighbors.

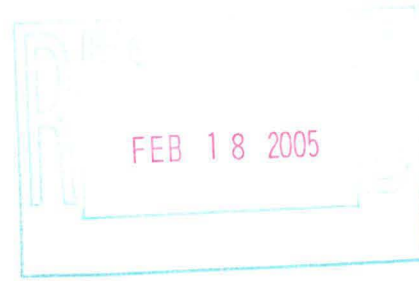
Sincerely,

A handwritten signature in black ink, appearing to read "R. J. McEwen". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R. J. McEwen
Vice President, Administrative Services

February 17, 2005

Councilor Rod Park, JPACT Chair
Metro
600 NE Grand
Portland, OR 97232



Re: Springwater Trailhead and MAX Path

Dear Councilor Park,

I am writing in support of the Springwater Trailhead, near Historic Downtown Gresham, at Main City Park. The facility is located at an important junction, which will form the connection directly to downtown Gresham. Since I frequently use this trail, I am certain that many Springwater Trail users wish to use this route to arrive from, or stop into, Gresham's downtown area. This project would identify this connection and provide needed facilities.

The trailhead will provide public amenities including paving improvements, orientation signs, restrooms, picnic shelter, drinking fountain, and parking for trail users. The Springwater Trail currently attracts more than 1 million users annually. As the trail continues to lengthen and attract more users, the need for these types of facilities will only increase.

This important improvement will benefit trail users, downtown Gresham, and Main City Park. It will be greatly used and appreciated. I hope Metro Council and JPACT will fully support this needed improvement to the Springwater Trail, for which Gresham is so proud.

I also strongly support Gresham's application to fund the MAX Path, which is a broad, off-street, multi-use path connecting Gresham's Regional Center with Rockwood Town Center, the Civic Neighborhood, and Gresham's Historic Downtown. It will also provide convenient neighborhood access to five light rail stations, the transit center, and numerous bus lines. Creating this route will not only enhance the livability and appeal of the greater Gresham community, but the economic viability of the area as well.

This much-needed 2-mile link will formalize a well-used route; and more importantly provide the safety needed for people already walking this corridor. By linking these activity centers, the MAX Path will encourage and increase alternative modes of travel throughout Gresham and support transit use.

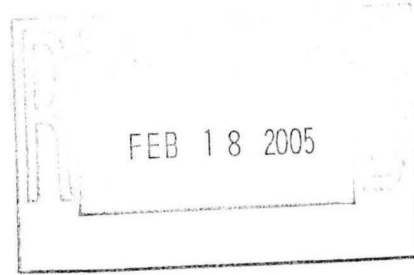
Thank you for your consideration and support.

Sincerely,

David Lewis, Landscape Architect
Member, Oregon Bicycle and Pedestrian Advisory Committee (ODOT)
Member, Oregon Recreation Trails Advisory Committee (Oregon Parks & Recreation)
Member, Oregon Non-Motorized Steering Committee (Oregon Parks & Recreation)
Member, Portland Wheelmen Touring Club
2555 NE 49th Ave, Portland, Or 97213.1921, 503.281.4178

February 17, 2005

Councilor Rod Park, JPACT Chair
Metro
600 NE Grand
Portland, OR 97232



Re: Springwater Trailhead and MAX Path

Dear Councilor Park,

I am writing in support of the Springwater Trailhead, near Historic Downtown Gresham, at Main City Park. The facility is located at an important junction, which will form the connection directly to downtown Gresham. Since I frequently use this trail, I am certain that many Springwater Trail users wish to use this route to arrive from, or stop into, Gresham's downtown area. This project would identify this connection and provide needed facilities.

The trailhead will provide public amenities including paving improvements, orientation signs, restrooms, picnic shelter, drinking fountain, and parking for trail users. The Springwater Trail currently attracts more than 1 million users annually. As the trail continues to lengthen and attract more users, the need for these types of facilities will only increase.

This important improvement will benefit trail users, downtown Gresham, and Main City Park. It will be greatly used and appreciated. I hope Metro Council and JPACT will fully support this needed improvement to the Springwater Trail, for which Gresham is so proud.

I also strongly support Gresham's application to fund the MAX Path, which is a broad, off-street, multi-use path connecting Gresham's Regional Center with Rockwood Town Center, the Civic Neighborhood, and Gresham's Historic Downtown. It will also provide convenient neighborhood access to five light rail stations, the transit center, and numerous bus lines. Creating this route will not only enhance the livability and appeal of the greater Gresham community, but the economic viability of the area as well.

This much-needed 2-mile link will formalize a well-used route; and more importantly provide the safety needed for people already walking this corridor. By linking these activity centers, the MAX Path will encourage and increase alternative modes of travel throughout Gresham and support transit use.

Thank you for your consideration and support.

Sincerely,

David Lewis, Landscape Architect
Member, Oregon Bicycle and Pedestrian Advisory Committee (ODOT)
Member, Oregon Recreation Trails Advisory Committee (Oregon Parks & Recreation)
Member, Oregon Non-Motorized Steering Committee (Oregon Parks & Recreation)
Member, Portland Wheelmen Touring Club
2555 NE 49th Ave, Portland, Or 97213.1921, 503.281.4178



FEB 23 2005

To City of Portland Commissioners, Washington County Commissioners, Metro Councilors, Vici Phillips, and reporters Carter, Frank, Griffin, Murphy and Anderson.

I have been reading the last few weeks about the financial condition of the City of Portland and the Portland Public Schools. I have read that we are considering cutting basic citizen services and closing some schools. If the City of Portland was a business, what would the business do?

(1) The first thing all businesses do is identify what their "core" business is and not lose sight of how important it is to maintain its "core" business.

(2) Then they would identify the non-core areas they are currently involved in that at one time may have made sense but are no longer part of their "core" business in 2005.

(3) They would then analyze these non-core areas and determine if these areas are of any significant benefit and whether the assets they have in non-core areas are of greater value to the business by disposing of them and using the funds to protect and enhance their "core" business.

If one was to look at the City of Portland in this manner there is one asset owned by the City of Portland that is clearly not part of their "core" business, the land is of extreme value, and disposing of it would help not only the "core" business of the City of Portland, but also Washington County, Metro and the region.

RETAIL GOLF COURSE AT PROGRESS DOWNS

The golf course is on approximately 170 acres, is outside the City of Portland, is in Washington County and inside the UGB. Let us follow the above business analysis. (1) Is the Redtail golf course part of the City of Portland's "core" business? No, not only is it not located in the City it is located far away from any City. One could argue in general that being in the golf course business is not part of the City's "core" business in 2005, others would argue that Eastmorland and Rose City golf courses have been neighborhood landmarks forever. I would argue Eastmorland and Rose City are part of the City's "core" business because they are such a part of the City's history, however, Redtail is not and just recently intentionally destroyed their old course and totally rerouted a new golf course. It is outside the City and it has no City of Portland history to protect it as a historical "core" asset.

(2) At one time it may have made sense for the City to build a course on cheap land because the City believed its boundaries would extend that far out, however, in 2005 this will never be the case and the City boundaries will remain far away. It is no longer of strategic value to the City.

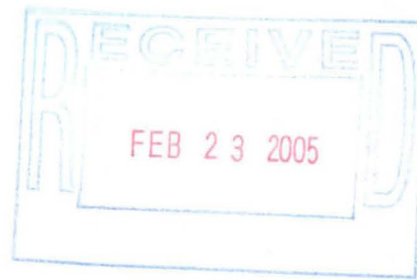
Is Redtail a mandatory necessity to serve the citizens of Portland? Absolutely not, the entire tri-county area is overbuilt with both public and private golf courses. Playing golf in this area is never a problem. Golf course rounds have continued to decline in the U.S. and most courses in the tri-county area are having financial problems with an abundance of open tee times. If Redtail closed it would not deprive a citizen of Portland from playing and would only help increase needed additional rounds at Eastmorland, Heron Lakes, and Rose City.

VALUE OF THE ASSET The 170 acres next to Washington Square and Highway 217 would probably sell for approximately \$500,000 per acre at that location or \$85,000,000. You would have to subtract the costs of terminating any existing contracts (if any) but that expense would be minimal. The effects on Washington County and Metro would be beneficial to both jurisdictions. If one were to assume \$5 million of improvements per acre on the land, the improvements would equal \$850,000,000, plus \$85,000,000 land value, equals \$935,000,000 to be added to the Washington County tax base (they get nothing off the property now). Metro now has available 170 acres of newly found inventory inside the UGB that helps reduce future expansion of the UGB by 170 acres. The region is benefited because employment on the 170 acres would be substantially higher than at the golf course today.

One simple question to ask? If the land was vacant today and owned by either the City of Portland, Washington County or Metro would anyone even suggest that a golf course be built on the land today? (add to this question the fact that the entire area is overbuilt with golf courses, no one would remotely suggest to build a golf course)

When I read of the current condition of our City and public schools my conclusion is the City of Portland could use the \$85,000,000 for "core" business purposes, Washington County could use the increased tax base (\$935,000,000), Metro could use the newly found inventory (170 acres), the region could use the increased employment created by developing the land and future employment on the land and the local golfers, of which I am one, would still have multiple options as to where to play. Thank You

6235 SW Boundary Street
Portland, OR 97221-1021
February 20, 2005



Dear JPACT Member,

Imagine you would like to send your child up to the Village to pick up a loaf of bread, or your elderly mother would like to visit the Senior Center, or you would like to eat at one of the excellent restaurants in the Village – all just a short walk away. Now imagine that this is the route you would have to take – one of the few major thoroughfares through SW Portland, where the posted speed limit is 35 mph, but where cars regularly go 45 mph. There are no sidewalks, nor bike lanes, to protect you from these speeding cars, only a muddy, sloping path occasionally interrupted by parked cars. Your only safe option is to join the speeding cars to go just ¼ mile.



SW Capitol Hwy at Spring Garden



SW Capitol Hwy at Spring Garden

Now imagine the bike lanes and sidewalks have been installed. It is a much less risky – even pleasant - endeavor to fetch a loaf of bread or visit the Senior Center. The infrastructure invites you to walk or ride your bike, enjoy the exercise and the environment.

Please support the Capitol Highway Plan in this year's MTIP. Completing the Capitol Highway Plan is SW Portland's number one priority. Inch by inch we are working to make the treacherous arterials in SW Portland safe for everyone.



SW Capitol Hwy at Miles

Sincerely,

Lillie Fitzpatrick

Portland Bicycle Advisory Committee

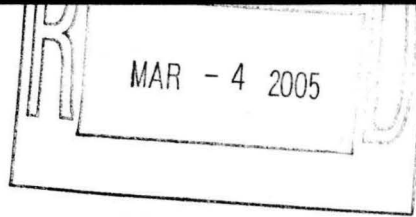
Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



February 17, 2005

Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232



RE: MTIP Option and Project Recommendations

Dear Councilors:

The Portland Bicycle Advisory Committee (BAC) reviewed projects being considered for MTIP funding and recommended 12 projects in a letter submitted to the Metro Council in December 2004. In this letter, we would like to reaffirm our support for particular projects and identify our preference between the two packages of projects currently under consideration by the Council. For the purposes of this letter, the two packages will be referred to as Option A and Option B as represented in Table 3 and Table 4, respectively, of Attachment 1 for the Staff Report to Resolution 05-3529. The italic subheadings correspond to the headings used in Tables 3 and 4.

Recommended MTIP Option and Projects

The BAC believes Option A better serves the city of Portland and the region. The following comments express our support for certain projects, specify elements we would like to see included or emphasized in the projects, and explain our preference for Option A over Option B.

Large Bridge

- **Sellwood Bridge Replacement** – Included in both Options A and B, this project should also address access to the bridge on the west side.

Pedestrian

- **SW Capitol Highway: Multnomah to Taylor's Ferry** – Included only in Option A, this segment has been a high priority for years, and could provide vital connections from the southern part of the city. This project should be extended one more block to include the SW Barbur intersection in order to establish how pedestrians and cyclists will safely connect to and across SW Barbur in order to maximize investments made in sidewalks and bike lanes on SW Capitol Highway and SW Barbur.

Bike/Trail

- **Marine Drive Bike Lanes and Trail Gaps: NE 6th to 185th Avenue** – Option A funds the entire length of this project, whereas Option B leaves out the segment between 6th Avenue and 28th Avenue.
- **Springwater Trail: Sellwood Gap from SE 19th Avenue to Umatilla Street** – Included in both Options A and B
- **Trolley Trail: Arista to Glen Echo** – Originally supported by the BAC, Option A funds segments of this project, and Option B does not.

Green Streets

- **NE Cully Boulevard: Prescott to Killingsworth Street** – Included in both Options A and B, BAC support is contingent on meaningful accommodation of bicyclists and pedestrians.

Boulevard

- **East Burnside: Burnside Bridge to 14th Avenue** – Roughly half of preliminary engineering (PE) funded in both Options A and B

Planning

- **Willamette Shoreline: Portland South Waterfront to Lake Oswego**
- **Bike Model and Interactive Map: Region-wide** – Although currently included in Option B and not in Option A, the BAC supports implementation of this kind of user-friendly planning tool for the entire region.

Comments Regarding Other Projects

Road Reconstruction

- **Naito Parkway: NW Davis to SW Market Street** – Not currently recommended by the Transportation Policy Alternatives Committee (TPAC) for funding in Option A or B, the BAC supports retaining bicycle lanes in the project's design, should it ultimately be selected and funded.

Pedestrian

- **SE Tacoma Street: SE 6th to 21st Avenue and ODOT Preservation Supplement for Bike and Pedestrian Work: SE Powell from 52nd to I-205** – Although not recommended by the TPAC for funding in Option A or B, the BAC supports these projects.
- **SW Beaverton-Hillsdale Highway/Oleson Road/Schools Ferry Road intersection** – Although included in Option B and not in Option A, the BAC supports this project if bicyclists and pedestrians are meaningfully accommodated at this intersection. This area provides a vital connection to bike lanes on Beaverton-Hillsdale Highway that travel into Portland.

Transit

- **Eastside Streetcar: NW 10th/Lovejoy to OMSI** – Included in Option A and not in Option B, this project should address the safe and convenient accommodation of bicyclists.

TOD (Transit Oriented Development)

- **Gateway Transit Center Redevelopment** – Included in Option A and not in Option B, bicycle access should be included in this project from preliminary design on through to construction.

Thank you for the opportunity to comment.

Sincerely,



Mark Ginsberg
Chair, Portland BAC

c: Brant Williams, PDOT
Catherine Ciarlo, BTA
Portland PAC

From: "John Hensler" <j.hensler@comcast.net>
To: <parkr@metro.dst.or.us>
Date: 3/31/2005 6:26:53 AM
Subject: RE: Metro Councilor Park's April newsletter

Mr. Parks,

I just read your newsletter. As a concerned constituent, I would prefer that transpiration funds be allocated on road improvements rather than the trails, trailheads, added construction items related to MAX, doing anything for Cleveland Ave and adding culverts.

The metro area has a severe traffic problem just moving in and around on our current road system. Getting from I84 to Hwy 26 is a joke anymore. Trails and trailheads have nothing to do with getting traffic moving and people to where they need to go.

The metro area has forgotten all about improving infrastructure i.e. roads to draw credible large businesses that would employ many people. Because of this, businesses are moving out of the metro area to other locations. Look at how Vancouver is benefiting by the metro areas mistakes. Please reconsider how these funds are going to be allocated. Instead of allotting money to items like trails and trailheads that will only benefit a few, allot the money to improvements that will benefit everyone. Please regain the perspective that comes with the position.

Sincerely,

John D. Hensler
503-663-0830

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

From: schutte@metro.dst.or.us [mailto:schutte@metro.dst.or.us]
Sent: Wednesday, March 30, 2005 4:27 PM
To: j.hensler@comcast.net
Subject: Metro Councilor Park's April newsletter

Attached you will find Councilor Park's April newsletter.

Happy Spring!
Kathryn Schutte

----- End of message ----- 04:25:54PM;30-Mar-2005;0012336;00153364

CC: "Lars Larson" <lars@larslarson.com>

From: JoLinn Kampstra <jolinn@gorgeconnection.com>
To: <parkr@metro.dst.or.us>
Date: 3/30/2005 5:06:48 PM
Subject: Why not the 3 cities?

Hi Rod,

Can you tell me why the cities of Troutdale, Wood Viliage and Fairview did not receive any of the \$4M of the recently-allocated federal transportation dollars?

Thank you,

JoLinn Kampstra, Publisher
The Mt. Hood~Gorge Connection

From: Rod Park
To: parkrd@aol.com
Date: Wed, Mar 30, 2005 10:39 PM
Subject: Re: Why not the 3 cities?

JoLinn Kampstra,

I have copied Karen Kane in our PA department so she can forward you a complete list of projects that were funded this Metro Transportation Improvement Program (MTIP) cycle. When you look thru the list of projects, you will note that not every city of the 25 cities within the region had a project funded. However, the city of Troutdale did have the Start street culvert projected funded for Beaver and Burlingame creeks which will cost 1 million dollars and was a top priority for Troutdale. In the last cycle two years ago, the city of Wood Village received over 1 million dollars for 223rd Ave. to widen the railroad bridge undercrossing.

If you would like, I will also have Karen contact you with the total process of how the region goes thru the entire process every two years.

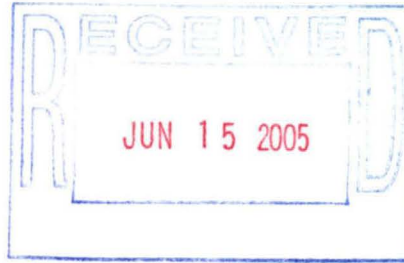
Rod Park
District 1
503-797-1547

>>> JoLinn Kampstra <jolinn@gorgeconnection.com> 03/30/05 5:06 PM >>>
Hi Rod,

Can you tell my why the cities of Troutdale, Wood Viliage and Fairview did not receive any of the \$4M of the recently-allocated federal transportation dollars?

Thank you,

JoLinn Kampstra, Publisher
The Mt. Hood~Gorge Connection



June 8, 2005

The Honorable Rod Park
Metro Councilor
Joint Policy Advisory Committee on Transportation
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: TriMet's Transit Investment Plan: 2005 Update

Dear Councilor Park:

The TriMet Board thanks JPACT for its May 18, 2005 letter commenting on the 2005 update to TriMet's Transit Investment and JPACT's on-going support for transit investments. The TriMet Transit Investment Plan presents the short-term strategy for continuing to develop attractive transit mobility options for the citizens of this region, building on the long-term vision contained in the Regional Transportation Plan. Together, our results to date are noteworthy:

- The TriMet service area ranks 29th in population nationally, but 12th in transit ridership.
- TriMet has increased annual ridership for 16 straight years.
- TriMet carried 89 million rides last year, more than any other western system except Los Angeles.
- Portland region residents took 79 transit trips per capita in 2002 – the most in any comparable western region, and twice the average of our peer systems.
- TriMet ridership is growing faster than regional vehicle miles traveled, population growth, or employment growth.

Over the last few years we have continued to progress even in an environment of fiscal constraint – with flat payroll tax receipts over the last 3 years. This has reduced our expected resources by over \$30 million annually. To meet these challenges, we have reduced costs through aggressive productivity improvements, becoming the #1 fuel-efficient transit operator in the nation, and finding new more efficient ways to operate. We have continued to develop our frequent service network, expanding it most recently with the Line 57, our 16th frequent service line. We have also brought new services to our customers through our web site and automated transit tracker systems. We have partnered with Metro and local jurisdictions to continue the development of the RTP high capacity transit system.

This is our fourth transit investment plan – and your comments will help us to continue to develop this tool. In specific reply to your comments, I offer the following:

1. Relationship to the RTP: The 20-year Regional Transportation Plan (RTP) is the foundation for TriMet's 5-year Transit Investment Plan (TIP). Indeed, the TIP acknowledges that connection but should it do more to document specific results against the targets set out in the RTP. We will continue to develop analytical tools and metrics to measure the transit program's performance for application to the 2006 TIP update as well as how the investments in the MTIP and dedicated transit funds are being applied and translated into the transportation goals set out in the RTP.
2. MTIP programming: As noted above, we will enhance future Transit Investment Plans with more quantitative measures of our performance toward RTP goals. The Board welcomes the opportunity to review with JPACT opportunities to use targeted federal funding for further development of our transit system. We will continue to enhance the Transit Investment Plan to better make that connection to JPACT and to the community.
3. High Capacity Transit Master Plan: The RTP identifies corridors to receive some form of high capacity transit, but does not provide specific priority or sequencing for those projects. With JPACT guidance, as well as leadership and support from Metro staff, we have maintained a development program that leverages scarce resources and has provided a near-continuous program of regional high capacity transit projects. Public private partnerships, local financing tools, and local support have influenced and allowed us to capitalize on opportunities as they developed. JPACT and its member jurisdictions have been partners in identifying these opportunities to advance projects and have also discussed the circumstances under which some projects have stalled. I welcome thoughtful approaches to master planning the next phases of the high capacity transit system. TriMet would be pleased to work with Metro to ensure that the forthcoming RTP update incorporates such an effort.
4. How we set priorities for local service areas: The annual preparation of the Transit Investment Plan includes open house meetings with the community and regional meetings with local jurisdictions. We also receive customer comments regularly through 238-RIDE, our website, other public meetings, our budget advisory committee, TMAs, and other means. The process by which that input is received will be documented in the TIP. The input affirms or influences the incremental development of the TIP. Local areas are sequenced in the TIP on the basis of needs, opportunity to complement other transit or redevelopment efforts, and rotational considerations that over time consider each community. Focused and coordinated local area investments are most effective.

Knowing that Metro conducts many outreach efforts across a host of activities, we would welcome coordinating such outreach efforts with you as a way to gain even more public input into our planning and decision. Like the Regional Transportation Plan, the Transit Investment Plan is based on a financially constrained future that includes the recently approved stepped payroll tax increase (1/100% annually for ten years) and status quo Federal funding. Opportunities for service *increases* are

thus limited, but the opportunities for service *improvement, when paired with supportive local investments*, are significant. The TIP's local area focus is not just about increased service investment, but about smarter and more productive services, coordinated with local investments in streets, traffic control and new development. Local service plans are coordinated with high capacity transit projects as they come on line – recently in northeast Portland, in Clackamas County and along the Highway 217 / I-5 corridor of Washington County.

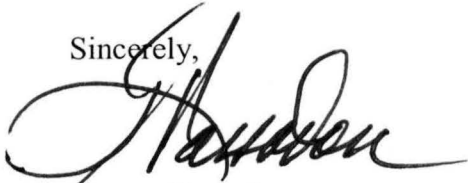
5. North Clackamas Service Area: TriMet has been participating in the Damascus / Boring Concept Plan and recognizes this opportunity to promote transportation options from the ground up. This region has worked to bring light rail to Clackamas County and the I-205 corridor. TriMet will continue to work with Metro, Clackamas County and local jurisdiction staff to address the need and opportunity to develop local and regional service that complement high capacity transit investments. We must do this within the reality of limited resources, while seeking to supplement those resources. Transit investments must be complemented with a local commitment to transit oriented redevelopment, pedestrian related infrastructure, and financial support for expanded transit operations.
6. Elderly and Disabled Services: Maintaining mobility options for the elderly and disabled communities remains a top priority of this Board. This program has been increasing seven percent annually as the size of this community and its needs grow. Over the long-term, this level of increase cannot be sustained through existing resources. For that reason, TriMet is a leader in providing options for convenient and lower cost use of fixed route services for this population, yet there are limits to our ability to shift customers from door-to-door services. TriMet has received a grant under ODOT's Special Transportation Program to better understand trip making needs and factors influencing location choices of this population and its supportive services. We can increase mobility and reduce program costs if we can eliminate barriers and influence smart location-based decisions among the elderly, disabled and supportive institutions. Acting on these findings will clearly require local partnerships. TriMet staff would like to provide a review of its accessible transportation program and this important topic at a future meeting of the JPACT.
7. Document local government alignment of land use and transit plans: The first priority of the TIP is "Building the Total Transit System". This concept addresses the door-to-door experience of the traveler and the travel mode decision-making process. A first consideration is getting to the bus stop or MAX station is having a safe and comfortable experience as a pedestrian. This region continues to make investments through the MTIP in providing appropriate amenities and information at bus stops, but sidewalks and safe street crossings are a first consideration of the would-be transit rider. TriMet works with local jurisdictions to coordinate these service and infrastructure investments, because the investment benefits are compromised when not coordinated. Jurisdictions have recognized this symbiosis in the development of Transportation Systems Plans. We applaud efforts to report on progress in implementing this important aspect of those plans and to promote the coordination of redevelopment and streetscape projects with public transportation services.

8. Service in Developing or Lower Density Areas: The TIP addresses the popularity of Frequent Bus services. Frequent and reliable service provides an attractive travel alternative in many urban and regional corridors, but cannot be sustained in less dense or poorly connected communities. Finding a cost effective, yet attractive, local public transportation service has been a nationwide industry challenge. TriMet has been forced to eliminate low-performing routes in the face of poor ridership. Even the most frequent service cannot be supported in less-urban parts of our region. Park-and-ride lots are one means to connect residents with transit services, but TriMet will continue to work with each community to find the best fit for local service that can be a popular trip making option for both local and regionally connected travel.

The next update to the Regional Transportation Plan will be an opportunity to apply what we have learned over the past decade and to improve the framework for completing the region's high capacity transit system. It should explore new approaches to serving the less urban neighborhoods while continuing to reinforce the development of centers and main streets.

We applaud JPACT's attention to these important questions and we welcome any further discussion on how, together, we continue to build a world-class public transportation system for the Portland region. Thank you.

Sincerely,



George Passadore
President, TriMet Board of Directors

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1547 | FAX 503 797 1793



METRO

July 7, 2005

Jim Wheeler
1333 NW Eastman Parkway
Gresham, OR 97030-3813

RE: Response to Traffic Impact Analysis of Wal-Mart at Powell and 182nd

Dear Mr. Wheeler,

I am writing to provide comments on the proposed location of a Wal-Mart at West Powell Boulevard and SW Highland Drive. The West Powell Boulevard Wal-Mart Retail Center Transportation Impact Analysis report indicates that the Wal-Mart will have significant and far-reaching traffic impacts in the Gresham area, and negatively affect the region's ability to develop and implement existing land use plans. Regional plans include a new town center in Pleasant Valley, a regional center in Damascus, and an industrial area in the Springwater area in southeast Gresham. In order to plan for anticipated household and employment growth in Gresham, Pleasant Valley, and Damascus, Metro completed the Powell-Foster Corridor Study in 2004 which recommended widening several roadways in this area, and increasing the capacity of several of the same intersections that are impacted by the proposed shopping center. The traffic analysis indicates that the proposed Wal-Mart would use up all capacity at several key intersections, and may prohibit future development without major street improvements.

Current zoning does not differentiate between using commercial sites for smaller retail uses and very large retail stores like Wal-Mart. Although very large retail stores are always difficult to place in an urban planning setting without impacting the available capacity at key freeway interchanges and arterial intersections, the need to address these larger traffic impacts through local or regional land use policies should be considered. The current Regional Transportation Plan (RTP) restricts large retail uses within industrial areas.

Metro recommends (along with Multnomah County) that the developer fund the entire cost of the following improvements:

- Signal modifications at West Powell Boulevard and SW Highland Drive, and at SW Highland Drive and SW 11th Street;
- Modifications of the existing advance warning system on SW Highland Drive;
- Design and construction of new traffic signals at SW Highland Drive and SW Pleasant View Drive, and at SE 190th Drive and SE Butler Road;
- Design and construction of a new concrete pedestrian refuge island (if needed) on SW Highland Drive south of the bridge.

Jim Wheeler
Page 2
July 7, 2005

Traffic generated from a retail development as large as the proposed Wal-Mart would have a significant impact on traffic levels on Powell Boulevard, SW Highland Drive, and SW Pleasant View Drive/SE 190th Drive. In planning for future land uses in the Pleasant Valley area, Metro's Powell-Foster Corridor Study recommends widening all three of these streets to four lane arterials with turn lanes by 2020. As a way to address future funding of these street improvements that support the regional plans and policies for Pleasant Valley, Springwater and Damascus, Metro would like to join the cities of Gresham and Portland in exploring the possibility of Wal-Mart sharing in the costs of some or all of these improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Park". The signature is written in a cursive style with a large initial "R".

Councilor Rod Park
Vice Chair, Joint Policy Advisory Committee on Transportation

C: Jay McCoy P.E., City of Gresham

Kathryn Schutte - Councilor's Park Wal-Mart comment letter

From: Kathryn Schutte
To: atlazo@comcast.net; centennial.na@earthlink.net ; clhemenway@earthlink.net ; greshamfirst@hotmail.com; Jacquenette.McIntire@ci.gresham.or.us ; Karylinn.Echols@ci.gresham.or.us ; Molly.Cafferty@ci.gresham.or.us ; Paul.Warr-King@ci.gresham.or.us ; realtorsrv@comcast.net; rogermeyer@earthlink.net ; Shane.Bemis@ci.gresham.or.us ; Shirley.Craddick@ci.gresham.or.us
Date: 7/8/2005 2:33 PM
Subject: Councilor's Park Wal-Mart comment letter
CC: Park, Rod

Hello. I have attached a letter submitted by Councilor Park to the City of Gresham regarding the proposed location of a Wal-Mart. The letter addresses the concerns Metro staff sees with the location of the Wal-Mart. If you have any questions or concerns about this letter, please contact Councilor Park at 503-797-1547 or at parkr@metro.dst.or.us.

Thanks,

Kathryn Schutte

Kathryn Schutte
Council Support Specialist
Metro Council
TEL 503-797-1941
FAX 503-797-1793
e-mail schutte@metro.dst.or.us

Kathryn Schutte - big box retailers

From: "Anthony and Gay Fletcher" <fletcher.anthony@comcast.net>
To: <parkr@metro.dst.or.us>
Date: 10/25/2005 10:44 PM
Subject: big box retailers

Mayor & City Council
City of Gresham
1333 NW Eastman Parkway
Gresham, Oregon

Mayor and City Councilors,
Gay and I fully agree that;

The current proposal by Wal-Mart to build a superstore has raised concerns regarding the health and well being of our region's economy, workers and town "centers". The economic impacts of this particular retailer on our community include damage to local business, illegal treatment of employees, poor pay scale, inadequate health care benefits and sexual discrimination. The loss of quality jobs are not balanced by those created and tax revenues will not cover the expense of traffic control, public safety, lost property value and social welfare. Unfortunately, these factors are not currently protected by City Planning and Development Codes.

Communities commonly make decisions about retail development without objective information on the potential costs and benefits. Often, the only economic data available is provided by the developer. Research shows that that some "big-box" retailers cost more in public services that they generate in revenue and drive local employers out of business, weakening local economies and entailing significant costs that far outweigh their benefits.

Many communities across America are adopting land-use polices that restrict the growth of predatory business, support downtown revitalization and create an environment in which locally owned businesses can thrive. Those communities that have protected their distinctive character and maintained one-of-a-kind businesses are more interesting places to live and visit. They are also more likely to attract skilled workers and entrepreneurs- the kinds of people many economists consider to be key drivers of job creation and prosperity in today's economy.

Please recommend the development of zoning regulations that will address concerns regarding economic impacts to our community and require retail projects over a certain size to undergo an independent economic impact review, in addition to studies currently required. The review should analyze impacts including, but not limited to, the downtown business district, employment (jobs gained vs. jobs lost), wages, roads and other

public services, historic resources, environmental impacts and traffic. This revision to the Community Development Plan is necessary to make informed decisions about our future with objective information on the potential costs of large scale retail developments, without using an outright ban. By researching the facts and understanding the long term impacts, together we can shape our community to stimulate growth and prosperity.

Respectfully,

Anthony and Gay Fletcher
2323 sw willow Parkway
Gresham, OR 97080

From: "The Hands" <timandariel@verizon.net>
To: <parkr@metro.dst.or.us>
Date: 10/25/2005 10:38:17 PM
Subject: Independent economic impact review

October 25, 2005

Councilor Rod Park

City of Gresham

1333 NW Eastman Parkway

Gresham, Oregon

Councilor,

The current proposal by Wal-Mart to build a superstore has raised concerns regarding the health and well being of our region's economy, workers and town "centers". The economic impacts of this particular retailer on our community include damage to local business, illegal treatment of employees, poor pay scale, inadequate health care benefits and sexual discrimination. The loss of quality jobs are not balanced by those created and tax revenues will not cover the expense of traffic control, public safety, lost property value and social welfare. Unfortunately, these factors are not currently protected by City Planning and Development Codes.

Communities commonly make decisions about retail development without objective information on the potential costs and benefits. Often, the only economic data available is provided by the developer. Research shows that that some "big-box" retailers cost more in public services that they generate in revenue and drive local employers out of business, weakening local economies and entailing significant costs that far outweigh their benefits.

Many communities across America are adopting land-use polices that restrict the growth of predatory business, support downtown revitalization and create an environment in which locally owned businesses can thrive. Those communities that have protected their distinctive character and maintained one-of-a-kind businesses are more interesting places to live and visit. They are also more likely to attract skilled workers and entrepreneurs- the kinds of people many economists consider to be key drivers of job creation and prosperity in today's economy.

Please recommend the development of zoning regulations that will address concerns regarding economic impacts to our community and require retail projects over a certain size to undergo an independent

economic impact review, in addition to studies currently required. The review should analyze impacts including, but not limited to, the downtown business district, employment (jobs gained vs. jobs lost), wages, roads and other public services, historic resources, environmental impacts and traffic. This revision to the Community Development Plan is necessary to make informed decisions about our future with objective information on the potential costs of large scale retail developments, without using an outright ban. By researching the facts and understanding the long term impacts, together we can shape our community to stimulate growth and prosperity.

Respectfully,

Tim Hand

4141 SW 19th Court, Gresham

From: Rod Park
To: CommissionerSam@ci.portland.or.us
Date: 7/8/2005 1:14:51 PM
Subject: Re: WalMart in Gresham

Sam,

I am not sure if you are following the Gresham WalMart as closely as you have the Tacoma Street one. I wanted to bring it to your attention which I should have done sooner to which I apologize. I have attached a letter I have sent to the city of Gresham in regards to the concerns Metro staff sees with a WalMart at 182nd and SE Powell Blvd in our analysis. Agencies have until July 11th to comment if you so desire.

There are major negative impacts to the regional transportation system's capacity and in particular 174th and S.E. Powell Blvd. which is in Portland. There are also major impacts on our region's land use as transportation capacity once thought to be reserved for Pleasant Valley and other centers would be used instead for a regional shopping site.

The Powell/Foster corridor study did not factor in a regional collector like a WalMart as none was anticipated at that time. Of major concern to Portland should be the potential negative impact on Powell from 174th on Powell Blvd. to I-205. The study carefully tried to balance the needs of those citizens with the increase in lane capacity from two to four lanes with a center turn lane.

If you have any questions, please contact myself or my assistant Kathryn Schutte (503-797-1941) for more information. Our transportation staff person who is working on this is Bridget Wieghart who can be reached at (503) 797-1775.

Thanks,
Rod

Rod Park
District 1
503-797-1547

CC: rex burkholder,kathryn schutte,Bridget Wieghart

Kathryn Schutte - pro - big box restrictions

From: "Mike Price" <mike.price@usfundinggrp.com>
To: <parkr@metro.dst.or.us>
Date: 10/28/2005 12:37 PM
Subject: pro - big box restrictions

Dear Councilor Park,

I support Gresham First and a regional big box restriction plan. What if Portland took a Smallest Big City in the world stance.

Mike Price
946 NE 191st Ave
Portland, OR 97230
503-539-4865
Mike.price@usfundinggrp.com

M E M O R A N D U M
6 0 0 N O R T H E A S T G R A N D A | P O R T L A N D , O R E G O N 9 7 2 3 2 2 7 3 6
T E L 5 0 3 7 9 7 F A X 5 0 3 7 9 7 1 7 9 7



METRO

DRAFT

Date: July 1, 2005

To: Metro Councilor Rod Park
Bridget Wieghart, Corridor and Freight Manager

From: Tim Collins, Senior Transportation Planner

Re: Summary and review of Powell Blvd. Wal-Mart Transportation Impact Analysis

The following is a summary of the transportation impact analysis at key intersections as obtained from the West Powell Boulevard Wal-Mart Retail Center Transportation Impact Analysis Report prepared by Kittelson And Associates for the City of Gresham. Completion of the site construction and building occupancy is scheduled for later in 2005. Traffic associated with a widening of Powell from SE 182nd Avenue through Gresham to Hogan Road (to be completed by 2006) was added to existing traffic counts to determine the 2006 background traffic conditions. The difference in intersection Level of Service (LOS), during the 1 hour PM peak, between the 2006 background traffic conditions, and the 2006 total traffic conditions with the addition of the Wal-Mart south of Powell Boulevard and east of Highland Drive in Gresham, is as follows:

Powell Boulevard at SE 174th – 2006 background traffic shows an intersection LOS equal to D (acceptable), and that remains at LOS D with 2006 total traffic. However, the critical volume to capacity (V/C) ratio rises from .91 to .97 with 2006 total traffic, and that is close to the .98 and greater which is unacceptable by City of Portland interchange standards. This intersection is just west of the Gresham city line, and the 2006 total traffic critical V/C would be unacceptable by Gresham standards.

In addition, Metro's Powell/Foster Corridor Transportation Plan's intersection analysis (completed in May 2003 by DEA) shows this intersection failing in 2020 (with a scenario that widens Powell to 5 lanes and adds other east-west capacity improvements in the corridor). In 2020 the overall intersection LOS is F (failing) and the critical V/C is 1.05. The proposed mitigation at this intersection is adding a second northbound left turn lane and a second southbound through lane.

Powell Boulevard at SE 182nd/Highland Drive – 2006 background traffic shows an intersection LOS equal to D (acceptable), and that remains at LOS D with 2006 total traffic. However, the critical volume to capacity (V/C) ratio rises from .83 to .90 with 2006 total traffic, and that is close to the .91 and greater which is unacceptable by City of Gresham interchange standards.

In addition, Metro's Powell/Foster Corridor Transportation Plan's intersection analysis has a 2020 base alternative (widens Powell to 5 lanes) that shows this intersection with an overall intersection V/C ratio of .97, which is an unstable condition. The proposed mitigation at this intersection is adding a second northbound left turn lane and an exclusive westbound right turn lane.

Powell Boulevard at west end of SW Powell Loop – 2006 background traffic and 2006 total traffic both show intersection LOS is F (failing). The critical volume to capacity (V/C) ratio rises to 1.0 (very unstable) with 2006 total traffic.

Highland Drive at Pleasant View Drive - 2006 background traffic and 2006 total traffic both show intersection LOS is F (failing). The critical volume to capacity (V/C) ratio rises to 1.0 (very unstable) with 2006 total traffic.

Pleasant View Drive at SE 23rd Street - 2006 background traffic shows an un-signalized intersection LOS equal to E (acceptable), and with 2006 total traffic that goes to LOS F, which is failing.

Pleasant View Drive at Butler Road - 2006 background traffic shows an un-signalized intersection LOS equal to E (acceptable), and with 2006 total traffic that goes to LOS F, which is failing.

Kittelson and Associates calculated the total traffic impact fee (TIF) associated with the proposed Wal-Mart retail development. The total traffic impact fees and associated credits are estimated at \$1,305,920, and the proposed development should be responsible for paying the City of Gresham the TIF prior to final occupancy.

The following are solutions (from the Traffic Impact Analysis Report) to mitigate the adverse operating conditions at the key intersections:

Powell Boulevard at west end of SW Powell Loop – At this un-signalized intersection, mitigation would be to install a traffic signal. Operational analysis indicates that with a traffic signal, the intersection will function at LOS C or better during both the AM and PM peak. Traffic signal installation is recommended.

Highland Drive at Pleasant View Drive - At this un-signalized, two-way stop controlled intersection; mitigation would be to install a traffic signal. Operational analysis indicates that with a traffic signal, the intersection will function at LOS B during both the AM and PM peak. Therefore, the applicant should be required to provide a proportional share of contributions toward the future signalization of this intersection.

Pleasant View Drive at Butler Road - At this un-signalized, two-way stop controlled intersection; mitigation would be to install a traffic signal. Operational analysis indicates that with a traffic signal, the intersection will function at LOS B during both the AM and PM peak. Therefore, the applicant should be required to provide a proportional share of contributions toward the future signalization of this intersection.

Pleasant View Drive at SE 23rd Street - At this un-signalized, two-way stop controlled intersection; mitigation would *not* include installing a traffic signal. With the recommended installation of traffic signals at Highland Drive at Pleasant View Drive to the north and Pleasant View Drive at Butler Road to the south, traffic operations are expected to improve at this intersection with available gaps in traffic being generated by the adjacent traffic signals.

Other recommendations are listed in the executive summary of the transportation impact analysis report (page 4).

Based on my initial evaluation of the West Powell Boulevard Wal-Mart Retail Center Transportation Impact Analysis Report, I would recommend that Metro staff have some conversations with the City of Portland and the City of Gresham with regards to the potential impact of the Wal-Mart on the intersection of Powell Boulevard and SE 174th. The analysis suggests that the retail center will use up all the available capacity at this intersection (based on City of Portland standards) and Metro's Powell/Foster Corridor Transportation Plan's intersection analysis suggests that future demand from the Pleasant Valley area and Gresham will require additional improvements on Powell Boulevard, other facilities in the corridor, and mitigation at this intersection in particular.

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1547 | FAX 503 797 1793



METRO

July 7, 2005

Jim Wheeler
1333 NW Eastman Parkway
Gresham, OR 97030-3813

RE: Response to Traffic Impact Analysis of Wal-Mart at Powell and 182nd

Dear Mr. Wheeler,

I am writing to provide comments on the proposed location of a Wal-Mart at West Powell Boulevard and SW Highland Drive. The West Powell Boulevard Wal-Mart Retail Center Transportation Impact Analysis report indicates that the Wal-Mart will have significant and far-reaching traffic impacts in the Gresham area, and negatively affect the region's ability to develop and implement existing land use plans. Regional plans include a new town center in Pleasant Valley, a regional center in Damascus, and an industrial area in the Springwater area in southeast Gresham. In order to plan for anticipated household and employment growth in Gresham, Pleasant Valley, and Damascus, Metro completed the Powell-Foster Corridor Study in 2004 which recommended widening several roadways in this area, and increasing the capacity of several of the same intersections that are impacted by the proposed shopping center. The traffic analysis indicates that the proposed Wal-Mart would use up all capacity at several key intersections, and may prohibit future development without major street improvements.

Current zoning does not differentiate between using commercial sites for smaller retail uses and very large retail stores like Wal-Mart. Although very large retail stores are always difficult to place in an urban planning setting without impacting the available capacity at key freeway interchanges and arterial intersections, the need to address these larger traffic impacts through local or regional land use policies should be considered. The current Regional Transportation Plan (RTP) restricts large retail uses within industrial areas.

Metro recommends (along with Multnomah County) that the developer fund the entire cost of the following improvements:

- Signal modifications at West Powell Boulevard and SW Highland Drive, and at SW Highland Drive and SW 11th Street;
- Modifications of the existing advance warning system on SW Highland Drive;
- Design and construction of new traffic signals at SW Highland Drive and SW Pleasant View Drive, and at SE 190th Drive and SE Butler Road;
- Design and construction of a new concrete pedestrian refuge island (if needed) on SW Highland Drive south of the bridge.

Jim Wheeler
Page 2
July 7, 2005

Traffic generated from a retail development as large as the proposed Wal-Mart would have a significant impact on traffic levels on Powell Boulevard, SW Highland Drive, and SW Pleasant View Drive/SE 190th Drive. In planning for future land uses in the Pleasant Valley area, Metro's Powell-Foster Corridor Study recommends widening all three of these streets to four lane arterials with turn lanes by 2020. As a way to address future funding of these street improvements that support the regional plans and policies for Pleasant Valley, Springwater and Damascus, Metro would like to join the cities of Gresham and Portland in exploring the possibility of Wal-Mart sharing in the costs of some or all of these improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Park", written in a cursive style.

Councilor Rod Park
Vice Chair, Joint Policy Advisory Committee on Transportation

C: Jay McCoy P.E., City of Gresham

Home | City Services | City Government | Doing Business | GIS | Contact
 City Calendar | Volunteer | City Jobs | Document Library | Site Map

HOME
City Calendar
City Projects
Volunteer
Employment
Document Library
Contact Us
About Us
Locate
Site Map
CITY SERVICES
Advisory Committees
Community Services Guide
Mediation
Neighborhood Program
Open Spaces
Passport Services
Recreational Activities
Utilities
CITY GOVERNMENT
City Attorney's Office
Community Development
Environmental Services
Fire and EMS Services
Finance & Management
Human Resources
Governance & Management
Mayor & City Council
City Police
DOING BUSINESS
Gresham Online
Purchasing - Bids - RFPs
Documents & Forms
Permits
Utilities
GIS / MAPS
Maps & Data



Home > News : Gresham News

NEWS

News

3/24/2006

Wal-Mart Application Deemed Incomplete

On Wednesday, March 22, Wal-Mart's development permit application to build a Supercenter at Supercenter Avenue and Powell Boulevard was deemed incomplete.

The reason for the incompleteness determination is that some revisions to the Traffic Study and a Tree Staking Detail is necessary. Both of these items must be submitted to the City application is considered complete.

Wal-Mart has 180 days from February 22 when they submitted their application to complete application. Once the application is complete, the City will send notices announcing that they accept written public comment regarding the application for 14 days. The notices are mailed to residents and businesses within a 300-foot radius of the proposed store. The City will also mail notices to neighborhood associations in the area and other interested parties. After the public comment period closes, the City has approximately 45 days to issue a decision on the application.

On November 1, 2005, a Hearings Officer upheld the City's decision to deny Wal-Mart's original application to build a Supercenter at 182nd and Powell Boulevard based on concerns over traffic.

From: <javongilmore@verizon.net>
To: <parkr@metro.dst.or.us>
Date: Thu, Jun 30, 2005 11:05 AM
Subject: Gresham Wal-Mart

Councilor Park,

Thank you for taking the time recently to discuss our concerns related to the Wal-Mart development is SW Gresham at 182nd & Powell Blvd.

As you may know, Wal-Mart has submitted a permit application for a 222,000sf Supercenter with underground parking for 1,000 vehicles at 182nd & Powell Blvd. a footprint over 5 times the size of the vacant QFC on the property, which borders Springwater Trail and Johnson Creek. Gresham First is a non-profit group organized to advocate responsible development and growth, who believe that residents can make a difference in shaping our community. Our mission is to raise awareness of the proposed development, analyze the impacts and protection laws, and organize appropriate action by concerned citizens. Our community is greatly concerned about Wal-Mart's impact on local business, existing TRAFFIC problems, nearby schools, water and air quality, plant & wildlife habitat, noise pollution and pedestrian safety.

Wal-Mart has submitted a Type II Development Application and residents now have only 14 days (June 22 - July 6) to submit comments to the City Planner. Comments should address relevant concerns and also your intent to appeal if the application is approved. The agency review/comment time period runs independently of the public comment period, closing on July 12.

An independent review of the Wal-Mart TIA was commissioned by Gresham First and conducted by Greenlight Engineering. A summary of Greenlight's findings and recommendations will be sent to the City of Gresham during the review period. A draft copy of his comments is attached. Our traffic engineer at Greenlight is Rick Nys, available for discussion at 503.317.4559.

Thank you in advance for your assistance on this matter.

Javon Gilmore
Campaign Coordinator
503.756.7206

We have reviewed the April 2005 traffic impact analysis and the May 5, 2005, June 3, 2005 supplemental traffic impact analyses, and the June 14, 2005 summarizing document submitted by Kittelson and Associates, Inc as well as the other application materials regarding the proposed Gresham Walmart and surrounding proposed retail uses. We have also conducted several site visits in order to evaluate the existing signal timing, safety, and capacity of the transportation network at the study intersections. We have the following comments regarding this proposal:

1. Based upon an average weekday PM peak hour site visit, the existing queues for southbound Highland Drive commonly exceed the queue storage that is currently available. After the southbound through movement at Powell/182nd/Highland is served by the traffic signal, the traffic signal at Highland/11th is commonly indicating a red for the southbound movement. Due to the heavy southbound movement at Powell/182nd/Highland, the southbound queue storage of Highland Drive is commonly exceeded during this phase. Even more, the westbound left turn movement follows the southbound through movement at Powell/182nd/Highland, which exacerbates the queuing issue on Highland, stacking westbound left turning vehicles on Powell as vehicles wait for southbound storage to become available on Highland. The April 2005 Kittelson traffic impact study recommends that the signal timing plans be updated to “more effectively manage queuing in this segment”. It cannot be assumed that this critical queuing issue will be resolved. Prior to the approval of this development, a new coordinated signal timing plan should be designed, implemented and analyzed with the proposed development’s traffic. The approval of this development will exacerbate this issue, and this issue must be addressed prior to its approval.
2. The April 2005 Kittelson traffic impact analysis indicates that under the average weekday PM peak hour and Saturday peak with the approval of the proposed development, queue demand will exceed the available storage, resulting in left turning vehicles blocking through lanes between Powell and 11th. The northbound left turn queue at the intersection of Powell/182nd/Highland is estimated to be 300 feet and 325 feet in the weekday PM peak and Saturday peak, respectively. The southbound left turn queue at the intersection of Highland/11th is estimated to be 100 feet and 125 feet in the weekday PM peak and Saturday peak, respectively. The traffic impact analysis indicates that this estimate is based upon a protected southbound left turn phasing rather than the existing protected/permissive phasing. If the traffic impact study asserts that the queuing will be less under this phasing, then it should be analyzed as such. Even if the queuing is less, the queuing associated with the approval of this development leaves the City with an operational problem. If the queue storage is completely filled or nearly filled, this will potentially prevent any regional traffic growth in the future with no proposed means of mitigation. Additionally, with the conservative assumption that the queue storage will be nearly filled frequently, the queue storage will not be effectively and possibly not safely used as a result of vehicles queuing in the through lanes or reducing their speeds within the through lanes in order to either wait for available storage in the queue storage area or

slowing to avoid other vehicles within the queue storage area. Finally, with the construction of a raised median along Highland (which was required by the City of Gresham as part of another development) the existing striped storage will be shortened and be made less flexible by the raised concrete median reverse curve between the two storage bays. Under existing conditions with the striped storage, northbound vehicles approaching the intersection of Powell/182nd/Highland can queue beyond the striped storage into the two way left turn lane and even the southbound left turn lane at the intersection of Highland/11th. However, with a raised concrete median this can no longer occur. Using a hypothetical reverse curve of approximately 150 feet for low speed urban conditions, the available queue storage will be decreased by 150 feet. This will undoubtedly result in left turning vehicles frequently queuing into the through lanes for both northbound and southbound Highland Road based on Kittelson's April study. Based on an email from Jay McCoy with the City of Gresham, an approved design for this median has not yet been finalized. The traffic study assumes available storage lengths that cannot be accommodated with a concrete median.

3. The June 3, 2005 traffic impact analysis recommends several improvements that were not previously recommended. Of particular note is the recommendation that each of the approaches to the intersection of Powell/182nd/Highland be converted to protected/permissive phasing from the existing protected phasing. This intersection was the only intersection where this recommendation was made. Other intersections with much lower pedestrian activity, better sight distance and lower traffic volume were not recommended to have these improvements, although implementing these improvements at these intersections would be more appropriate. Given the pedestrian activity, the left turning volume and conflicting through volume, the City will need to carefully consider whether or not this is an appropriate level of protection at this intersection. Based on a recent site visit, the southbound and northbound left turning movement at the intersection of Powell/182nd/Highland have questionable sight distance to make a permitted left turn. A vertical curve both north and south of the intersection may make these permitted movements difficult. Although drivers that are waiting at the stop bar may have adequate sight distance, drivers approaching the intersection will commonly make their decision to make a permitted left turn at speed and prior to reaching the stop bar. Highland Road approaches Powell Boulevard at a moderate upgrade and sight distance quickly becomes very limited south of the intersection. It is recommended that the consultant provide profile data along Highland which will indicate what problem areas might exist in order to make this important safety decision.
4. If the City does not implement the proposed protected/permissive phasing at the intersection of Powell/182nd/Highland or implements the proposed phasing then eventually reverts back to the protected phasing, then most of the Kittelson's June 3, 2005 update's assumptions are invalid. Kittelson should submit traffic study results that indicate the existing timing and phasing, propose the changes, then indicate the results with the approval of the proposed modifications. The necessary information needed for the City to make an educated decision regarding this phasing has not been provided.

5. An email from Jay McCoy from the City of Gresham has indicated that the City commonly uses the National Cooperative Highway Research Program (NCHRP) Report 457 in evaluating the need for protected phasing. At the intersection of Highland/11th, the westbound left turn movement is very close to meeting the requirement for some sort of protection based on both PM peak hour and Saturday total traffic volumes. Under existing conditions, the westbound and eastbound movements operate under permissive phasing. It is also important to note that the westbound left turn is anticipated to operate well over capacity with the approval of this development. It is anticipated to operate with a v/c ratio of 1.11 and an average delay of 152 seconds per vehicle. Popular opinion, safety issues, queuing, and complaints might further drive the need for this modification. It is recommended that Kittelson reevaluate this intersection with this possible modification.
6. The traffic signal warrant analyses are inadequate to determine whether each of the intersections actually meet traffic signal warrants. No reductions have been made for right turning traffic from the side streets. No other capacity improvements have been proposed or discussed. Other capacity improvements may be available that would improve the level-of-service without creating the need for a minimally warranted traffic signal. The volumes over a 24 hour period have been estimated rather than actually collected. Typically, the decision to approve a traffic signal is made after attempting other improvements. It is likely that these improvements have been proposed primarily because the intersections fail the City of Gresham level of service criteria and may minimally meet one or more of the warrants based on liberal interpretations of the MUTCD warrants. However, this is not how traffic signals should be planned and approved. The following warrant analyses are of particular concern:
 - a. At Pleasant View/Butler, the vast majority of traffic from the leg being used to determine the minor street volume is right turning traffic. There is not an accident history at this intersection which indicates this to be a problematic intersection.
 - b. At Highland/Pleasant View, there is an existing left turn lane and right turn lane on Pleasant View. The right turn lane volume is similar to that of the left turn lane volume, yet the minor street has been assumed to be one lane for the purposes of the traffic signal warrant analysis. Again, there has been no reduction in the right turn lane volume. Also, although there is a southbound left turn lane and through lane, and a northbound through lane and right turn lane, Highland has been assumed to have one lane for the purposes of the traffic signal warrant analysis. The southbound left turn and the northbound right turn movements are very heavy movements at this intersection. Certainly, the northbound right turning traffic does not have the same impact on minor street traffic as does northbound through traffic does.
 - c. At Powell/West Powell Loop (west), the total traffic volumes for the PM peak hour do not match the PM peak hour traffic volumes used in the traffic signal warrant calculations. Additionally, a second eastbound lane

is planned for this intersection through a City of Gresham project, although the intersection was analyzed with only one lane.

7. The intersection of Powell/174th exceeds the City of Gresham's capacity criteria of a v/c ratio of less than 0.90 as required by section 5.0013.5.e. Kittelson reports that the intersection will operate with a v/c ratio of 0.96 during the weekday PM peak hour with the approval of the proposed development. Although this intersection is owned by ODOT and the signal timing is maintained by the City of Portland, the City of Gresham's approval criteria is the only criteria that is valid for the purposes of land use approval. The City of Gresham's criteria makes no distinction over jurisdiction in terms of their approval criteria.
8. Based on site visits and on the Kittelson provided crash information, the intersection of Powell/174th is not operating safely. The existing crash rate is 2.48 crashes per million entering vehicles. During field visits, we noted a large amount of westbound left turning red light runners, which occurred on virtually every cycle in the PM peak hour. This is due to the fact that this movement is well over capacity. Based on signal timing sheets provided by the City of Portland, the maximum green time that is allowed for this movement is just 15 seconds. Drivers are frequently "cut off" by the signal phasing, resulting in driver frustration. Furthermore, we noted the access management on the southeast corner and the northeast corners of the intersection are poor. The westbound left turn queues frequently block movements from occurring into and out of the 7-11 driveway on the southeast corner of the intersection. On two occasions, staff witnessed drivers pass the westbound left turn queue and travel the wrong way in the eastbound travel lane to turn left into the 7-11 driveway. Drivers also will cut through the 7-11 parking lot from the westbound left turn lane at Powell/174th to turn left at the 7-11 driveway/174th intersection, which has inadequate sight distance. Also of a concern at this intersection is the lack of adequate turning radii on the northwest and southeast corners of the intersection. These corners are largely unimproved with no curb or sidewalk. Staff noted that the pedestrian pushbutton on the southeast corner of the intersection was damaged and not functioning. The signal pole was also damaged. As a result of the pushbutton being damaged, the signal has been operating in pedestrian recall. Also of concern with these inadequate turning radii is that there is an associated reduction in capacity because vehicles cannot negotiate the radii, especially as trucks attempt to make these maneuvers. Lastly, Kittelson has vastly underestimated the queues for the westbound left and eastbound through movements. Kittelson's June 3, 2005 study indicated that the 95th percentile queue for this movement is projected to be 250 feet in the PM peak hour with total traffic. Existing conditions far exceed this number on a regular basis. Greenlight Engineering conducted a queuing study on June 28, 2005 between 4:10-4:25 and 4:45-5:00. We measured existing queues that ranged from 12 vehicles to 20 vehicles. Using the average vehicle length of 25 feet, the queue ranged from 300 to 500 feet under existing PM peak hour conditions. Additionally, the eastbound through movement at this intersection consistently extends beyond the Meadowland Shopping Center intersection under existing PM peak conditions, while Kittelson's report indicates that in total traffic conditions, the 95th percentile

queue does not extend through this intersection. This brings into question the remainder of Kittelson’s queuing analysis. The following summarizes the results of the queuing study for the westbound left turn movement:

4:10-4:25	Vehicles queued	Queue length
1	17	425
2	18	450
3	14	350
4	10	250
5	17	425
6	14	350
7	20	500
8	18	450

4:45-5:00	Vehicles queued	Queue length
1	17	425
2	16	400
3	19	475
4	15	375
5	12	300
6	14	350
7	13	325
8	14	350

9. Although not evaluated by the Kittelson traffic impact study, staff evaluated existing sight distance at many of the study intersections. Staff noted that several of the study intersections do not have adequate intersection sight distance. Intersection sight distance should be provided at intersections to ensure that turning or crossing vehicles can see adequately to make their maneuvers without causing conflicting vehicles to slow or stop. Intersection sight distance is measured 14.4 feet back from the edge of the traveled way from an eye height of 3.5 feet to an object height of 3.5 feet. The following study intersections have been found to have inadequate intersection sight distance based on the procedures described in the 2004 American Association of State Highway and Transportation Officials’ “A Policy on Geometric Design of Highways and Streets”, the adopted standard of the City of Gresham by section 5.0010 of their Public Works standards and by City Development Code section A5.402(A):
 - a. Pleasant View/23rd sight distance is limited by vegetation to approximately 400 feet looking to the south from the east leg of the intersection. Based on the posted speed of 45 MPH adequate intersection sight distance is 500 feet for a left turn from stop and 430 feet to cross the intersection or make a right turn from stop. Also of concern here is stopping sight distance for vehicles making a movement from this side of the intersection due to the steep grade of Pleasant View and lack of available sight line.

- b. 14th/Pleasant View sight distance is limited by vegetation to approximately 200 feet looking to the north from the west leg of the intersection. Sight distance is limited by a fence to approximately 325 feet looking to the south from the east leg of the intersection. Based on the posted speed of 30 MPH adequate intersection sight distance is 335 feet for a left turn, to cross, or to make a right turn from stop.
 - c. 190th/Richey sight distance is limited by vegetation to likely under 100 feet. Again, the posted speed is 45 MPH. The required sight distances are the same as under “a.” This is a major safety concern, as certainly vehicles are creeping out into the travel lane in order to adequately see approaching vehicles.
10. The Kittelson traffic impact study assumes various improvements that have been conditioned on other developments as being constructed for the purposes of their analysis. Staff believes that this methodology is faulty unless performance surety has been provided to the City of Gresham to ensure that these improvements will actually occur. There is no guarantee that these other developments will proceed. If not, then the Kittelson traffic impact study should be modified to remove this assumption or the developer should be conditioned to build these improvements prior to building occupancy.
11. The April 2005 traffic impact study does not use the existing signal timing at each of the intersections. Multnomah County and the City of Portland have supplied the necessary timing sheets to evaluate the existing signal timing:
- a. The intersection of Powell Boulevard/182nd/Highland operates within a coordinated system between 3 PM and 6:30 PM Monday through Friday. At all other times, the intersection operates “free”. The northbound left turn has a maximum green time of only 25 seconds in the AM peak hour. Kittelson’s Traffix outputs analyzed the intersection with 33.6 seconds of green time for this movement, which cannot possibly occur. The intersection should be analyzed using the existing signal timing. Under the existing protected phasing, the reanalysis will affect the queuing calculations, which should be also be updated with revised analysis.
 - b. The intersection of Powell/174th is also not analyzed correctly in the AM peak hour. Throughout the course of the day, the maximum green time for the westbound left at this intersection is 15 seconds. Kittelson has analyzed it with 22.8 seconds of green time. Additionally, the westbound through movement is actually allowed a maximum green time of 70 seconds, while Kittelson reports it to be 72 seconds in their Traffix outputs. Lastly, Kittelson has analyzed this intersection with a northbound right turn overlap that does not exist.
 - c. The intersection of Powell/West Powell (east) is also not analyzed correctly in the AM peak hour. The maximum green time allowed for the eastbound through movement is 60 seconds, while Kittelson reports it to be 69.6 seconds. Additionally, the maximum green time allowed for the westbound through movement is 60 seconds, while Kittelson reports it to be 88.8 seconds.

- d. The intersection of Division/182nd is also not analyzed correctly in the AM peak hour. The northbound left turning movement maximum time is actually 20 seconds, while it is reported at 24 seconds in the Kittelson Traffix outputs.
 - e. The intersection of Powell/Birdsdale is also not analyzed correctly in the AM peak hour. The intersection operates within a coordinated system with a cycle length of 126 seconds. Kittelson reports the cycle length to be 90 seconds.
 - f. The intersection of Powell/Eastman is also not analyzed correctly in the AM peak hour. The intersection operates within a coordinated system with a cycle length of 126 seconds. Kittelson reports the cycle length to be 120 seconds.
 - g. In the PM peak hour, the intersection of Powell/182nd/Highland operates in coordination with Highland/11th with a fixed cycle length of 120 seconds. Kittelson reports the cycle length of Highland/11th to be 90 seconds. The Highland/11th intersection operates with a cycle length of 120 seconds. The cycle length error has been corrected in the Synchro analysis, which indicates that the westbound left movement is well over capacity. However, the Synchro analysis also indicates that the westbound and eastbound movements will gap out roughly 10 seconds prior to their forceoff point, a very unlikely scenario considering that the westbound movement's v/c ratio is reported as 1.11. The analysis should be updated to reflect realistic signal operations.
 - h. The Powell/182nd/Highland intersection is reported to operate with a v/c ratio of .898, or .002 under the City of Gresham operating standard. The cycle length is the only fixed parameter, the green time for each phase varies by cycle depending on the demand for each movement. "Forceoffs" are set in coordinated timing plans to ensure that a minimal amount of time is given to each movement, with left over time typically given to the main street movements, here Powell Boulevard. The Kittelson analysis indicates that several of the phases will "gap out" prior to reaching their maximum or forceoff. Unlike with Synchro, Traffix allows the user to decide how to allocate the green time. The Kittelson analysis does not show the intersection to go beyond the forceoff, but indicates this "gapping out" is occurring for several movements.
 - i. The intersection of Powell/174th is not analyzed correctly in the PM peak hour. The maximum green time allowed for the westbound left turn is 15 seconds, while Kittelson's report indicates 18 seconds is allowed. Lastly, Kittelson has analyzed this intersection with a northbound right turn overlap that does not exist.
12. It is unclear what lane configuration is proposed at Powell/Duniway. The April traffic impact study assumed lane configuration figure does not match the lane configuration provided in the Traffix outputs. There are unexplained differences between the Traffix output sheets and the Synchro output sheets. The Traffix output sheets include an eastbound lane configuration of one turn left lane, two through lanes, and a right turn lane, and a two way left turn lane for southbound

traffic from the Duniway. The Synchro output indicates an eastbound lane configuration of one left turn lane, two through lanes, and no right turn lane and a raised median, rather than a two way left turn lane. Associated with this is a substantial difference in the reported level of service. Depending on the lane configuration that is proposed and actually implemented, the level of service could widely vary. Until it is determined what is proposed, it is difficult to analyze the capacity and safety of this intersection. It will be important to work with the affected residents when determining the lane configuration of this intersection. The proposed modifications may have major ramifications on the circulation and convenience of the neighborhood.

13. The June 3, 2005 total traffic Synchro outputs for the intersection of Powell/182nd/Highland indicate a lost time of 12 seconds in the AM peak hour and 8 seconds of lost time in the PM peak hour. It is not clear why this is occurring as the same phasing is proposed.
14. The June 3, 2005 total traffic Synchro outputs for the intersection of Powell/174th indicate a lost time of 12 seconds in the AM peak hour and 16 seconds of lost time in the PM peak hour. It is not clear why this is occurring as the same phasing is proposed.
15. The Kittelson traffic impact study provides a trip distribution that has been previously reviewed by staff. However, there was inadequate information to evaluate whether or not the trip distribution is reasonable since no existing traffic counts were available at the time of initial review. Based on the submitted traffic counts, the trip generation now at least one flaw. No project trips have been assumed to turn at the intersection of 190th/Richey. However, in the existing AM peak hour more southbound vehicles turn right at this intersection than continue south. Nearly as many vehicles make an eastbound left than are proceeding from the south on 190th. In the existing PM peak hour, the predominant movement at this intersection is the eastbound left turning movement, which incidentally, has inadequate sight distance. Again, the southbound right turning movement is very heavy, with nearly as many vehicles turning right as proceeding south. As a result, staff asserts that traffic should be distributed to Richey Road.
16. In addition to the trip distribution percentages, there appear to be flaws related to the actual assignment of the trips. No site trips have been assigned to the eastbound right turning movement at 182nd/Powell. Certainly, some vehicles will turn right at this intersection, then turn left under the protected/permissive phasing at Highland/11th.
17. Staff is concerned about the proposed eastbound refuge area that has been illustrated on Figure 1 of the June 3, 2005 submittal. This acceleration lane will provide the primary means of access from the Duniway neighborhood to the proposed development. The distance between the end of merge area and West Powell Loop is short. There will not be sufficient distance for drivers to accelerate to the speed of surrounding traffic on Powell Boulevard, then merge over to safely turn right onto West Powell Loop. Combine this with the proposed offset driveway to the south, and the opportunities for significant conflicts will exist.

18. The intersection of Pleasant View/23rd is anticipated to operate at LOS “F” with no planned mitigation. This does not meet City of Gresham approval criteria.
19. Figure 3 of the Kittelson traffic impact study indicates that there is southbound right turn overlap at the intersection of Powell/182nd. There is not an existing exclusive right turn lane under existing conditions, so this figure should be updated. Also, this figure indicates that there is a northbound right turn overlap at Powell/174th, but does not is not currently proposed to exist.
20. The traffic impact study indicates that a traffic signal will be constructed at the intersection of 190th/Butler. The intersection of 190th/Butler should be required to also include a southbound left turn lane, which is typically required of signalized intersections on a main roadway. Certainly, this movement would meet warrants for a southbound left turn lane.
21. Page 7 of Kittelson’s narrative indicates that the traffic impact study will evaluate “Vehicle queuing, signal warrant, and turn lane needs analysis at key site-access driveways and intersections under total traffic conditions”. The Kittelson analysis has not evaluated vehicle queuing or turn lane needs to an adequate level. There has been no discussion of right or left turn lane warrants in the analysis. Additionally, queuing analysis has been provided at just a handful of intersections. Although some intersections appear to be operating acceptably based on the level-of-service analysis, this provides an incomplete picture of the actual operations. Although intersections may function with an adequate level of service, providing turn lanes at intersections provide proven safety benefits that cannot be ignored. Additionally, queue spillback from turn lanes blocks through lanes and reduces the capacity at an intersection. The lack of right turn lanes at the two intersections with high crash rates may shed some light on the existing safety issues at these intersections.
22. Figure 10 of the Kittelson traffic impact study indicates that northbound lefts are not allowed at the intersection of 190th/Butler. This error should be corrected.
23. In several locations in the Kittelson traffic impact study, the narrative refers to the applicant providing “proportionate share”. This share has not been identified by the applicant. Additionally, the City of Gresham criteria indicates that development permits cannot be granted until all of the study intersections are at an acceptable level of service. Pursuant to the City of Gresham criteria, the applicant should be required to complete all of the necessary improvements prior to the issuance of a building permit.
24. The Kittelson traffic impact study makes mention of a gap study that was conducted for the QFC development in 1999 at the intersection of Powell/Duniway. It is still unclear what is proposed at this intersection. However, a new gap study should be conducted if it is to be used as evidence of adequate level of service or gaps.
25. The Kittelson traffic impact study assumes that the growth associated with approved or soon to be approved developments is sufficient to avoid the use of the typical growth factor associated with traffic impact studies. While this assumption is good for some intersections and their associated movements, there are some intersection movements where previously approved traffic impact studies have not distributed their approved traffic. As a result, some movements

have not been assigned any future growth at all. This assumption is faulty and fails to consider regional growth.

26. There has been some concern expressed over the short queuing distance between Powell and the east/west drive aisle just south of the level 1 lobby. Many vehicles will turn right to circulate to the front of the lobby, and will immediately be required to yield to pedestrians, if they are present. This will cause congestion in this drive aisle. Although a right turn lane is proposed on Powell Boulevard, the presence of this short drive aisle may result in vehicles queued within the right turn lane on Powell Boulevard. Additionally, there likely would not be adequate visibility for vehicles to see these pedestrians. Likewise, there may not be adequate visibility for vehicles turning from Powell Boulevard into the site to stop for queued vehicles in the drive aisle.
27. All of the unsignalized and signalized intersection Traffix output reports fail to include the impacts of approach grades, the percentage of heavy vehicles and the presence of pedestrians.

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

September 12, 2005

Metro

Attn: Honorable President David Bragdon &

Metro Councilors

600 N.E. Grand Ave.

Portland, Oregon 97232-2736

Subject: Scope of East County N/S Comprehensive Study

By letter dated August 26, 2005, the Cities of Wood Village, Fairview and Troutdale recommended that Metro's pending East County N/S Comprehensive Corridor Study should also include analysis of the 181st Ave. (I-84 to Powell Boulevard) corridor in addition to the 242nd Ave./Hogan Rd. and 257th Ave./Kane Rd. corridors recommended by the DKS Associates study recently prepared for the City of Gresham.

We recognize the need for a comprehensive analysis to determine how all modes will be accommodated and the necessity of including all potential corridors. There is also the outstanding Regional Freight Study that will provide a better understanding of inter- and intra-regional freight movement. It might be best to view the results of that study prior to selecting alternatives for a N/S corridor in East Multnomah County.

On September 12, 2005, the East Multnomah County Transportation Committee (EMCTC) passed a motion recommending that the Corridor Study also include the 207th Ave./Glisan St./223rd Ave. corridor in addition to the routes identified by DKS Associates and the three Cities. Additionally, EMCTC recommends that Metro consider E/W corridors to facilitate traffic demands from developing areas such as the Springwater and Damascus communities.

Sincerely,



Lonnie Roberts
Chair, EMCTC

cc: EMCTC