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METRO

DATE: March 30, 1999
TO: JPACT members and alternates
FROM: Pamela Peck, Senior Public Involvement Planner *PP*
RE: *Priorities 2000* – Transportation Funding Public Comment Meetings

Attached is a draft summary report of comments received during the *Priorities 2000* public comment period on the 2000-2003 State/Metropolitan Transportation Improvement Program. Metro received written and/or oral comments from approximately 200 individuals, businesses and organizations, as well as petitions signed by more than 600 individuals. The attached report includes a summary of all comments received to date and summaries of testimony from public meetings held in Portland, Hillsboro and Oregon City. A complete report that also includes summaries and copies of written comments submitted by letter, fax and e-mail will be distributed at the April 8 JPACT meeting.

DRAFT

PRIORITIES 2000

FY 2000-2003 State/Metropolitan Transportation Improvement Program

Public Comment Summary

March 25, 1999

Introduction

This report provides a summary of public comments received from Feb. 8 – Mar. 22, 1999 on transportation funding priorities in the 2000-2003 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Both oral and written comments were received during a series of three public meetings called Priorities 2000 that were held Feb. 23 in Portland, Feb. 27 in Hillsboro and Mar. 17 in Oregon City. More than 80 people provided testimony at these meetings. Close to 60 people provided comments via e-mail and viewed information posted to an electronic open house on Metro's web page (www.metro-region.org). In addition over 100 letters and faxes were received, as well as three petitions that were signed by over 600 residents of the region.

Summaries of public testimony are attached to this draft summary. A general summary of project priorities and comments received via letters and e-mail is also included. Summaries of each correspondence, an index of those providing testimony and complete copies of all written comments will be included in the final comment report.

Key questions for public comment

Project descriptions, draft technical scoring information, the following key questions were distributed to those providing comments:

- Of the transportation projects under consideration for funding, which do you feel are most important?
- Do you disagree with the technical scoring of a specific project(s)?
- Are there factors beyond the technical scoring that should be taken into consideration for specific projects?
- Do you have recommendations for the modal mix (buses, roads, bikes, etc.) of projects that should be included in the final package of projects?

General Comments

General comments supported funding a balanced multi-modal transportation system. Respondents expressed strong support for an emphasis on transit, bicycle, pedestrian, transit

oriented development (TOD), transportation demand management (TDM) and transportation management association (TMA) projects.

Many respondents felt that 8-10% of regional funds should support bicycle and pedestrian projects. Those supporting bicycle projects want to see a general funding emphasis on bicycle projects, funding of projects that would complete the 40 mile loop and were supportive of projects to connect bikeways throughout the region, such as the Eastbank Trail and other connections to the Springwater Trail.

There was a great deal of support for Tri-Met's Transportation Demand Management Program and for continued funding of transportation management associations throughout the region. Tri-Met's Transit Choices for Livability Service Increase also received many supportive comments.

The TOD implementation program also received many positive comments.

Comments in support of freight projects were focused on the Lower Albina Overcrossing and N Marine Drive Reconstruction.

Comments in support of road modernization were focused on projects in Clackamas County, particularly projects on Sunnyside Road and the Beaver Creek Road: Highway 213 project.

Support for Boulevard design projects focused on the following projects: Stark Street in Gresham, Hawthorne Blvd. in Portland, Barbur Blvd. in Portland, and Cornelius Main Street.

Comments were received in support of funding the OPB Pilot: Building Community Through Media educational documentary on transportation, land use and environmental planning.

Petitions opposing the following projects were submitted to Metro:

- Murray Boulevard Extension: Scholls Ferry Walnut – 367 people signed petitions opposing the project,
- Johnson Creek Blvd: 36th/45th – 241 people signed petitions opposing the project, and
- Barber Blvd. – Natio Parkway to SW 65th – 22 businesses signed petitions that express concern with any impacts to on-street parking and auto access.

Project Specific Comments

The following is a list of projects raised as funding priorities in oral and written public comments.

Road Modernization

Beaver Creek Rd: Highway 213/Mollalla

Sunnyside Rd: Mt. Scott Crk Bridge

Sunnyside Rd: 122nd/132nd

Sunnyside Rd: 132nd/172nd
SE Foster Road/Kelly Creek Bridge
Sandy Blvd: E Burnside/82nd Ave.
Farmington Rd: Hocken/Murray
223rd Railroad Overcrossing
Murray Blvd. Extension
Boones Ferry Rd.

Road Reconstruction

NW 23rd Ave: Burnside/Lovejoy
Lake Road: Oatfield/Hwy 224
Johnson Creek Blvd
SE Stark Overlay

Freight

Lower Albina Overcrossing
N Marine Drive Reconstruction
SE 7th/SE 8th Ave. Connector
E. Columbia-Lombard Connection

Bridge Improvements

Burnside Bridges Electrical
Broadway Bridge improvements
Morrison Bridge Electrical
Broadway Bridge Painting

Bicycle Projects

Morrison Bridge Bike/Ped Access
Eastbank Trail: Ph 1 and Ph 2
Willamette Shoreline Rail
Red Electric Line
Phillip Creek Greenway
Greeley/Interstate
Hall Blvd Bikeway
Fanno Creek Path
Parkway Ave/Town Center Bikeway
Clackamas Regional Trail
Portland Traction Co. Trail
Gresham/Fairview Trail
Parkway Center Dr: Ellingsen Rd
Cedar Mill Multi-use Path
Roeth Rd
Springwater Corridor

Pedestrian Improvement Projects

Capitol Highway: SW Taylors Ferry/36th
Capitol Highway: Bertha/BH Hwy
Springwater Trailheads
Milikan Way
SW 170th, Merlo
Cedar Hills Blvd.

Boulevard Design Projects

Cornelius Main Street
Stark St.
West Burnside
Hawthorne
Barbur Blvd.
McLoughlin Blvd.

Transit Oriented Development

TOD Implementation Program
N. Macadam District Street Improvements

Transit Improvements

Transit Choices for Livability Service Increase
N. Wilsonville Park & Ride
MAX to PDX
Washington County Commuter Rail
Bus Stop Enhancement Project

Transportation Demand Management

Tri-Met TDM program
TMA funding

Planning Projects

OPB Pilot: Building Community Through Media

Enhancement Projects

Tryon Creek Bike Trail
NE 47th Ave. Environmental Mitigation
Pioneer Courthouse Sq.
Wilsonville I-5 Corridor Enhancement

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Public Meeting Testimony – Portland
February 23, 1999

Name	Comment
<p>Ann Nichols Columbia Corridor Association PO Box 55651 Portland, OR 97238</p>	<p>Ms. Nickel is concerned with traffic in the Columbia Corridor area. She stated that the current system leads to this corridor because of business. She said Columbia Blvd and NE Marine drive are their two main concerns. She wants them to be a priority for funding as well as the TMA program. She said that there are 2900 businesses in this corridor and they do not have good bus service. She said a TMA is critical to this area.</p>
<p>Terry Parker 1527 NE 65th Avenue Portland, OR 97213</p>	<p>Mr. Parker said that there has been not enough revenue in this region for bicycle projects and there has not been enough money spent on downtown services. He is supportive of the Delta Park at I-5 and Sandy Blvd improvements. He said Hawthorne Blvd is in need of money as well and ramp meters by Portland State University. He said that Metro should fund projects where local match comes from the local user.</p>
<p>Linda Bauer/Nancy Chase Metro Greenspaces</p>	<p>Ms. Chase reviewed the Powell Butte area and said there is need for transportation improvements here. She said connected Powell Butte with Kelly Creek is critical to Title 3 adoption. She said Foster Road and Kelly Creek is a problem for the fish habitat. She said that new development in this area would be a problem for habitat. She said funds are needed for the new improvement for wildlife in this area.</p> <p>Linda Bauer submitted a letter from City Councilor Eric Sten regarding Johnson Creek and Kelly Creek. His letter will be included in the record.</p>

<p>Judy Edwards Westside Transportation Alliance</p>	<p>Ms. Edwards advocated for westside employers to reduce congestion. They are interested in funding for TDM programs and 2040 initiatives. The one issue is getting employees to work because of congestion problems and new capacity will not be a solution to the problem and that is why TMA's need to be funded. She said their board needs funding to help make a difference in their community.</p>
<p>Tom Fuller Pioneer Courthouse Square</p>	<p>He is supportive of the remodel of Pioneer Courthouse Square project that is not on the current list. A copy of the lobby renovation project is included in the public record. This project will help manage congestion, especially in downtown. They want \$500,000 for the Priorities 2000 funding.</p>
<p>Randy Dickenson 2220 SE 72nd Ave. Portland, OR 97215</p>	<p>Advocate of bicycle projects for the region. Mr. Dickenson said the bicycle network needs work compared to Europe's bicycle system. He said the eastbank corridor is essential to creating a connected system of bikeways. He said bike and pedestrian projects are needed and we don't need more roads. Supports the following projects: Pbi1 Morrison Bridge Pedestrian Bike Accessibility, Pbi6 Eastbank Trail:OMSI/Springwater, PBi5 Springwater Corridor: Rugg Road to Boring, PB5 Red Electric Line: Willamette Park/Oleson Road, MBI1 Gresham fairview Trail: Springwater Trail/Marine Drive, WBi2 Hall Boulevard Bikeway: 12th/Allen, WBi4 Cedar Mill Multi-Use Path, PBi4 SE 11th/112th Avenue: Market/Holgate, PBi9 Greeley/Interstate: Killingsworth/Russell, WBi7 Rock Creek Trail: Evergreen Prkwy/Amberwood Dr., WBi8 Beqverton Powerline Multi-Use path, WBi9 Rock Creek Powerline Multi-Use Path, CBI7 Clackamas Regional Center District Park Multipurpose Trail, and other Pedestian/Bicycle Friendly Projects with hopefully the bulk of the monies available.</p>

<p>Tom Chamberlain 4110 SW Hawthorne Portland, OR 97214</p>	<p>Mr. Chamberlin testified in support of funding for the OPB Pilot: Building Community Through Media (RPlng5).</p>
<p>Barbara Walker 1891 SW Hawthorne Terrace Portland, OR 97201</p>	<p>Ms. Walker is an advocate for the 40 Mile loop project and said it should be a high priority. She said connection is the most important part of the system. She said OMSI to Springwater corridor completion should be financed. She urged that the Gresham Fairview Trail also be funded and the Peninsula Crossing Trail as well. She is also supportive of the Pioneer Courthouse renovation project that is not currently on the list for funding.</p>
<p>Diane King Campbell North Clackamas Parks & Recreation District 111022 SE 37th Milwaukie, OR 97222</p>	<p>The North Clackamas Parks district supports funding for the Clackamas Regional Center Trail (Cbi5), Phillips Creek Greenway Trail (Cbi3) and the Portland Traction Company Trail (Cbi4). They also support funding connections to the Springwater Corridor Trail, the North Bank Project, the I-205 bike path and the end of the Oregon Trail in Oregon City.</p>
<p>Frank Angelo Betty Atteberry Westside Economic Alliance</p>	<p>Mr. Angelo said they would follow up with a formal letter on projects that they felt should be funded. He said that money should be for highway and freight and transit improvements. He said highway improvements would provide capacity and make regional centers be successful. They are working with the legislature on the gas tax issue to help fund new road projects in this region. He said that STIP funds should be targeted to road improvements through out the region. She said that there has been a lot of growth in Washington County and it is important for the infrastructure of the system to put money into the highway system.</p>

<p>Ruth Barber 1474 SW Oregon City, OR 97045</p>	<p>Ms. Barber supports improvements to Cascade Highway 213. This two-lane facility needs to be funded because they are suffering property damage and fatalities. The road needs a vertical alignment for safety and protection. Said there would be a reduction of 70% in fatalities if the road were improved. She said Quail Crest Lane is a blind intersection and is dangerous. She said that this section of road has a blind grade and it has been dubbed "blood alley" by the Oregonian. This road is located in Urban Reserve # 25.</p>
<p>Lenny Anderson Swan Island Business Association 2934 NE 27th Avenue Portland, OR 97232</p>	<p>Mr. Anderson feels that the gas tax should only be spend on maintenance of roads. He suggested that \$ 150 million revenue for freeway congestion; this will increase capacity and bring more congestion on the system. He said that theses dollars are also degrading our water and air. He is concerned about \$33 million that is left and this should be used to reduce VMT. He suggested that the transit be the option to solve the issue of congestion. He said that on Swan Island they have a transportation committee that is dealing with these issues. He said TMA's helped reduce problems and they should be financed.</p>
<p>Steve Apotheker 1905 NE Going Street Portland, OR</p>	<p>Mr. Apotheker is a bicycle advocate and urged the Metro Council to increase dollars to more bike projects. He said closer to 8-9% should go towards these projects. He said it is critical that there be a good bike connection for the region.</p>
<p>Rick Williams Lloyd Center TMA</p>	<p>TDM Projects are a priority for the Lloyd Center TMA. He said the Lloyd Center TMA was started in 1994 from grant money that came from Metro. He noted that transit ridership has increased 72% in one year from work by this TMA. Additionally, there has been a 26% reduction in SOV for this area all for \$50,000 investment. He said that there are no road projects that can produce comparable results for the same amount of money. He emphasized the business community has been supportive of this TMA and asked for support from the Metro Council.</p>
<p>Martha Waldemar 12173 SE 104th Court Portland, OR</p>	<p>Ms. Waldemar is a member of the Clackamas Chamber of Commerce. She supports funding for the Sunnywide Rd: Mt. Scott Creek Bridge (CM5). She said that there is heavy traffic in this area and these are important issues and this project should be financed.</p>

<p>Scott Leeding Sunnside 1117 SE Territory Drive Clackamas 9715</p>	<p>Mr. Leeding is a member of MPAC. He has worked with the local CPO for years and Clackamas County on Sunnyside Rd improvements. He said additional funds are needed for a bridge in this area. He said Sunnyside Rd should be improved all the way to Damascus. CM5, CM3 and CM4 are projects that need to be funded.</p>
<p>Stephanie Hopker Melissa Williams Beaverton, OR 97007</p>	<p>Ms. Hopker had numerous concerns about the Murray Blvd extension in Beaverton. She said that there are possible mitigation costs of approximately \$ 6-7 million around this area because of habitat and environmental issues. She noted that Murray Blvd. is currently 5 lanes and this would dead end into two lanes on Walnut in Tigard, OR. This would not be a good connection. She said money could be spent in a lot better ways and noted information on the new town center for this location. Mr. Hoglund said he would follow up with the City of Beaverton on her concerns about this project.</p> <p>Mr. Birhad has concerns for new this new town center being proposed by the City of Beaverton as part of the 2040 plan. This new road would go through a residential area. Roads need to planned for future development.</p>
<p>Scott Bricker 2817 NE 14th Portland, 97212</p>	<p>Mr. Bricker said he is the Chair of Irvington NAC. He supports bike and pedestrian, and multi-modal projects. He would personally like to see more money for these projects rather than roads. As a bike professional for BTA, he noted that bike trails should be completed such as the 40 mile loop. This would create a healthier society in completing this recreational facility.</p>

Cassandra Griffin	Ms. Griffin is an OEC employee and a member of the Bicycle Transportation Alliance Board of Directors. She is very supportive of alternative transportation specifically bicycle and pedestrian facilities . She said that funding should be increased for these transportation modes. She said a reasonable amount would be 10% of the funds for these projects .
Phil Goth	Phil Goff - urban designer and member of BTA and is also supportive of bike and pedestrian projects . He said transit is equally as important . He said there should be a land-use connection to new projects. He noted that the South Portland Circulation study is a project that should be funded because it will have a positive benefit to the community. He said that the Kenton Historic Plan would be a good use of federal revenue. He said Hawthorne and Burnside street are also projects that need to be addressed.
Leonard Gard SW Neighborhoods 7688 SW Capitol Highway Portland, OR 97219	Mr. Gard is very supportive of funding for Barber Blvd improvements (PBL4) . Barber is heavily used and is an important commercial corridor. He said there would be more mixed-use development in the future. It lacks in sidewalks, safety to transit, access to neighborhoods. They are working on sidewalks and improvements for this area.
Jim Howell 3325 NE 45 th Portland, OR 97213	He recommended that the Willamette Shore Line should be funded (CTR2 in Lake Oswego) . He said it could be used for commuter rail. This runs from Lake Oswego to downtown Portland. He said that the right-of-way is not owned and if it is stopped used as a rail line that the city will lose the use of this trestle line.
Steve Manning 4412 SE Salmon Street Portland, OR 97215	He works for a non-profit Law office. He emphasized that alternative transportation is important to him. He said that Lewis and Clark College has just adopted a policy to get students to use alternative modes of transportation. He urged the Metro Council to fund bike and pedestrian facilities outside of the central city and the Morrison Bridge project .

<p>Gary Madson Lower Albina Council 1050 N. River St. Portland OR 97227</p>	<p>Gary Madson spoke as a representative of the Lower Albina Council and is here as a part of a group testimony requesting MTIP funds for the Lower Albina Overcrossing. Current at grade crossings impede traffic. The council is a facilitator looking for a solution for the conflict that exists between businesses and railroad. There are significant safety issues. Seven to eight hours a day the businesses are isolated due to train traffic. A LID is being developed with the businesses to provide some funding for the project. They have been working with ODOT and the project is 90-95% engineered. They feel the project is under rated. The project would close five crossings with one staying open for emergencies. An added benefit would be that it could be the beginning of a secondary access to Swan Island. We think it will be the highest scoring project in the matrix. It would support growth in that area. The price tag is 7.3 million and a LID will provide approximately half of the funds. Right-of-way costs will be 1.5 million. His own company supports urban planning and more intense use of the land and better utilization of the infrastructure.</p>
<p>Cliff Shoemaker Union Pacific Railroad Director, Industry & Public Projects 1416 Dodge St., Rm 1000 Omaha, NE 68179 (402) 271--4357</p>	<p>Mr. Shoemaker read testimony supporting funding for the Lower Albina Overcrossing. (attached) Long slow moving trains cut the flow of traffic to the businesses on the west side of the tracks for several hours each day. Businesses in the Lower Albina area have expanded bringing more traffic to and from the area. The problem will get worse over the next five years. Train traffic has increased by 30% in the past four years. Union Pacific expects to bear about one-half of the LID expense. Without MTIP funds this project the will not succeed. Safety is a big concern for the railroad. Union Pacific urges support for the City's funding application for the Lower Albina overcrossing.</p>
<p>Don Donovan K. F. Jacobsen Co. Inc 1208 N. River Rd. Portland, OR 97227 239-5532</p>	<p>Mr. Donovan owns K. F. Jacobsen, Asphalt Co. Inc. and is also representing Ross Island Sand & Gravel. He supports the Lower Albina Overcrossing. His business would be able to be more competitive with more in and out access. His company runs 40 trucks out per day plus customers. The truck drivers add 35 minutes to their haul time to take into account there may be a train blockage. He has enlarged his business in anticipation of the overcrossing. Getting traffic in and out is a problem. With the over crossing, better service could be provided.</p>

<p>Gene Loffler Cargill Inc. 800 N. River St. Portland, OR 97227 281-9177</p>	<p>Mr. Loffler is a business owner in Lower Albina area and supports the Lower Albina Overcrossing. His company anticipates spending several million dollars to improve their business. They receive grain by truck, train and barge. About 11,000 train cars and 3,000 trucks service his business each year. The safety issue is a concern.</p>
<p>Craig Reiley, ODOT Rail Mgr. for Crossing Safety 555 13th St. NE Suite 3 Salem, OR 97301 (503) 986-4273</p>	<p>Written testimony supporting the Lower Albina Overcrossing is attached. Mr. Reiley's department receives over 80 calls a year due to blockages. It is a classical problem and can result in criminal action due to long blockages. All agencies are working together to solve the problem. ODOT has put up as much money as they can. The Randolph crossing is the most frequently and longest blocked crossing in the LAIA and in the state.</p>
<p>Chris Smith NWDA 2363 NW Pettygrove Portland, OR 97210 223-3688</p>	<p>Mr. Smith is the Secretary of the NW District Associated. He is expressing his personal opinions today. He spoke in support of three projects. 1) NW Lovejoy to Burnside paving. The deterioration of the street justifies the project. Don't look at it as a car problem. It is also a pedestrian problem. 2) W. Burnside from I-405 to NW 23rd. W. Burnside is a separation street and difficult to cross for pedestrians especially near the Civic Stadium and MAX. 3) The TMA Assistance Program provides creative programs design options that would be a beneficial force in the neighborhood.</p>
<p>Keith Liden Chairman, Portland Bike Advisory Council 4021 SW 36th Pl. Portland, OR 97221 228-7352</p>	<p>Bicycle and pedestrian funding should be increased over past levels. It is in Metro's plan. It is a good investment. Portland has seen a significant rise in bike use to go along with the bike lanes. The bike lanes are not consistent. They are disconnected. The bike rankings look fine to his group. The Morrison Bridge is very important. Among all of the projects, road modernization projects are a poor investment. We will never build our way out of congestion.</p>
<p>Laurell Mankins 13643 SE Sunnyside Rd. Clackamas, OR 97015 658-6366</p>	<p>Widening of Sunnyside Road. Mrs. Mankins is involved in the area from 132nd to 177th and she lives on Sunnyside Road. The ratings say there is no congestion. Traffic is non-stop all day long. She is almost rear-ended pulling into her driveway once a week. It is not safe for children to play. The proposal is not being realistic. They have decided she will get a 12 foot wide driveway that she would have to share with three other neighbors. She will have no parking in here own driveway or in front of her house. She can never have company because there is no parking. A 12-foot driveway is not big enough to get their motor home and boat in and out. A fire truck would not be able to get in. Widening needs to happen but it needs to be more practical. Traffic backs up from I-205 in the morning to 127th. The arterial streets in the surrounding area are not sufficient to get around the congestion. A car hit her son two years ago on his bike. The area is growing very fast.</p>

<p>Len Edwards City Councilor PO Box 337 Fairview, OR 97024 665-7929</p>	<p>The Mayor of Fairview asked him to comment on railroad overcrossing on 223rd between NE Sandy Boulevard and NE Halsey Street. The street going under the overpass is very narrow and unsafe. He moved to Fairview in 1963 and has been fighting this for the ten years that he has been on the council. A truck and car can not go through it at the same time. Fairview is a fast growing community. We need industry and those industries will bring trucks that need access. It is also a major through street to Blue Lake Park for vehicles pulling boats. It isn't wide enough.</p>
<p>David Eatwell Kenton Action Plan 2601 N. Willis Portland, OR 97217 289-6693</p>	<p>By and large supports list. He would like to propose an added project that enhances the modal mix in the Kenton area. He presented a drawing of a modification of North Denver & North Interstate. There are no crosswalks from Lombard to Argyle and the crosswalk at Argyle is on a blind corner. Pedestrians take their life in their hands trying to cross the street. PDOT has sponsored the action plan and applied \$2.4 million to implement this and he is asking for support from Metro & JPACT if it comes before them. It was submitted as part of the T21 on January 29th but not on this list. He would like to see attention to truck traffic on Denver to Argyle and will support anything to bring light rail to North Portland. Light Rail is vital to the success of growth of North Portland. Kenton's problems will not be solved without light rail. Kenton Action Plan is attached.</p>
<p>Sue Bullington Nordstrom Distribution Ctr. Columbia Corridor Assoc. Citizens Planning Committee 5703 N. Marine Dr. Portland, OR 97203 978-3055</p>	<p>Ms. Bullington testified in support of Widening of North Marine Drive. to T-6 and in particular under Freight Projects, PF2, PF7 and PF8 which all relate to widening Marine Drive and improving the area. It is an unsafe area for people entering and exiting businesses. It is more than just a freight project since it will include bike paths and new sidewalks. She lives in North Portland. Not safe to ride bikes or walk. Please support this project.</p>
<p>Don Baack Chair, Barbur Blvd. CAC SW Trails 6495 SW Burlingame Pl. Portland, OR 97201 246-2088</p>	<p>He gave an update of street projects on Barbur Boulevard. A TGM grant has been issued and they are now working on a streetscape design to be done by June 30th. For next year's budget they will be asking for money for a Barbur Boulevard corridor study. Barbur is a major arterial when the freeway is congested. They also want a closer way to get on the freeway before Capital Hwy. Asking for support of \$800,000 and \$550,000 for this project for next year. His group also supports adding a trail and maintaining the trolley line from Lake Oswego to the Ross Island Bridge. There is a need to re-acquire right-of-way along Fanno Creek.</p>

<p>Catherine Ciarlo, Exec. Dir. Bicycle Transportation Alliance PO Box 9027 Portland, OR 97207</p>	<p>The BTA supports the Morrison Bridge (1st priority), Portland Traction Company Trail and Willamette Shoreline Trail. They provide critical links in the transportation system. They move people from home to work to school in a safe way in a way that is appealing and helps complete some links. The Greeley/Interstate/Russell/Killingsworth project, the Gresham/Fairview Trail, the Peninsula Trail and the Red Electric Line are all important. These are projects the BTA is excited about. She talked briefly about the allocation of funding for bicycle projects. We can't build our way out of congestion. The BTA wants resources focused on the kinds of projects that provide transportation option to people who don't use nor have cars. It is very important to BTA to see an increase in the percentage of money spent on these modes from 3% to 10%.</p>
<p>Thomas Nyled Bicycle Transportation Alliance 2545 SE 28th Pl. Portland, OR 97202 236-5163</p>	<p>The 3% allotment for bicycles is not enough for the needs of the cyclists. In Copenhagen it works. There is a place in Regional Transportation for bicycles. Because of the health and safety benefits, the percentage of funding should be increased to 10% for bicycles. He supports the Morrison Bridge and the rail line along Lake Oswego and Sellwood Bridge. He would also support connecting bike routes.</p>
<p>Ann Witsil, Chair I-405 Gateway Committee 1627 NW 32nd Ave. Portland, OR 97210 274-4005</p>	<p>Ms. Witsil represents a large coalition of residents and businesses throughout Northwest Portland and Westside Portland to landscape I-405 ODOT owned lands. They are working very closely with the City of Portland streetcar project as well as the Bridge the Gap project. They have the endorsement of all the commissioners. It is a timely project and enhances pedestrian as well as bicycle appeal. It goes from NW Vaughn and to SW Clay also includes the new streetcar route. 10,000 motorists go through there each day. The committee would be happy to scale the project back if it would assure some funding. She encouraged staff to stay involved with the JPACT and TPACT evaluation process. A copy of their proposal is attached.</p>
<p>Julian Awdry 14339 SW Barrows Rd. Beaverton, OR 97007 521-0130</p> <p>Bill Wittgow 14398 SW Barrows Rd. Beaverton, OR 97007 590-5051</p>	<p>Murray Boulevard: Scholls Ferry/Barrows - Mr. Awdry is requesting at the least, a delay of funding for this project. The proposed extension will run through a sensitive wetland area, which would be impacted. Mr. Wittgow testified that the project is premature and unnecessary at this time. It would be disruptive to traffic at this point without the town center proposal approved. The extension would widen a two-lane road inside of a residential area to a four-lane road. It would promote outside traffic to use this residential road as a commuter route. Since it is only a quarter mile extension, it only saves one minute in a commute. There are deer in the area. The wetland has been preserved up to now and has been an example to other cities. This</p>

	<p>project has been on the books for a number of years, but that does not make it a good one. Should not be thought of a priority at this time.</p>
<p>Stephanie Hopkirk 14317 SW Barrows Rd. Beaverton, OR 97007 590-8162</p> <p>Melissa Williams 14341 SW Barrows Rd. Beaverton, OR 97007</p>	<p>Murray Boulevard this project (attached). Ms. Hopkirk supports not funding the extension. The wetland is a very big concern. You can't mitigate without disrupting the wetland. The project would create a traffic bottleneck. Outside traffic will travel down Barrows into the neighborhood not realizing that it dead ends. We need to look at the long-term fix. She would prefer her tax dollars to go to more important transportation issues. Mr. Awdry added that there is ignorance in the local community as to what the intent really is and it has been poorly presented to the community and now there is concern mounting. Ms. Williams said that she had few people willing to sign her petition. People are concerned, not so much that Portland is growing, but that there is no where to go. The neighborhood will not be able to with stand an extension of Murray as an alternative to Hwy. 217. It will destroy the neighborhood look.</p>
<p>Art Lewellan LOTI 3205 SE 8th #9 Portland, OR 97202</p>	<p>Mr. Lewellan has been at this for 4 years and he does not feel he has received a fair hearing He does not support the I-405 caps. He thinks the Ross Island Bridge should be the number one priority. What is there is not safe. It is a very dangerous bridge and could be damaged in an earthquake. He presented a map showing his solution. He supports removing a traffic light at Ochoco Street to keep traffic moving. Mr. Lewellan is beginning to think we will have to build the south/north light rail.</p>

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Public Meeting Testimony – Hillsboro
February 27, 1999

Name	Comment
<p>John W. Haide 667 NE 6th Ave. Hillsboro, OR jwh1249@aol.com</p>	<p>Bike paths should be built to the same standard throughout the region. Also, there is no continuous system of bike paths and lanes in Hillsboro. A connected regional bicycle system is needed.</p>
<p>N. Kay Walker Cornelius City Council 289 S 4th Place Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor's Livability Team and other studies have recognized the importance of this project.</p> <p>Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</p>
<p>Ralph Brown Mayor Cornelius 586 S 12th Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). After the fourth grade all children in Cornelius go to schools in Forest Grove or Hillsboro. This project improves the only route for those trips. The City of Cornelius is working hard to become a city and to comply with Metro planning requirements and to meet regional goals. This project will provide a needed boost toward making that happen. The project would provide better and safer access to many services that low income people depend on including Head Start, the Virginia Garcia Medical Center, and the Cultural Center.</p> <p>There is currently no north to south transportation system within the city this project is critical to that. There is a lot of truck traffic on this road.</p>

<p>John Greiner City Manager Cornelius 2633 S Cherry Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). The City of Cornelius has been a very active partner with Metro in implementing the Regional Framework Plan. We have done this with no planning staff. Metro assisted us in developing our Main St plan. This funding is key to making that happen. We are also working to secure some private dollars to include additional amenities such as benches and flower baskets. We have used LIDs to fund public infrastructure and have done our part. There should be additional criteria to reflect the 40,000 people impacted by this project and the need to provide access to light rail in Hillsboro.</p>
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Clackmas County STIP Citizen Testimony

Card # 7

Doug Neeley

712 12th St.

Oregon City, OR 97045

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Mr. Neely submitted written testimony in favor of this project.

He also stated that according to the criterion that gives a higher ranking to projects with overmatch, this project should be rated higher.

Card #5

Kathy Lowe

PO Box 69246

Milwaukie, OR 97267

986-1426

Project: Beaver Creek Road: Beaver Creek Road/Highway 213 Intersection (CM14)

Rep. Lowe submitted written testimony in favor of this project.

Card # 2

Linda Hatlelid

8617 SE 36th

Milwaukie, OR 97222

659-2111 or 659-4205

Project: Johnson Creek Blvd.: 36th/45th (CR2)

Ms. Hatlelid submitted written testimony and a petition with signatures. She also spoke in opposition to this project and made the following points:

- Pictures (attached as appendix A) depict things they were told would not happen. People use bike lanes as travel lanes. [Worn paint indicates that cars drive in bike lanes.]
- Opposes Phase III construction and said the right-of-way should remain 40'.
- At a meeting to explain a waterline replacement project, citizens and the neighborhood association president were asked to sign letters in support of Phase III. The neighborhood association president did not sign.
- The new principal of Ardenwald School signed another letter of endorsement without understanding the situation, but has indicated she will modify her endorsement. The previous principal has indicated she will sign a letter in opposition to the project.
- The neighborhood and the neighborhood association both oppose the project; this is supported in memo from Mulvey Johnson [Portland Office of Transportation] and the project proceeded without support.
- Speed-calming devices are needed in phase 1 and phase 3. She was told photo radar would be used, and it hasn't been; tickets are not issued for speeds of 26-36 mph.
- Parking on the street is desirable, but believes it will be removed.
- Average daily traffic count on Johnson Creek Blvd. East of 43rd on 2/20/91 was 12,819.
- Phase 1 and Phase 3 will remove shoulders and this will be dangerous.
- The 32nd St overpass to Tacoma needs bike lanes.
- Historic street trees will be removed. The City grants itself variances.
- Milwaukie should be assertive when dealing with Metro and the City of Portland.

Andy Cotugno asked what the City of Milwaukie's position was.

- Ms. Hatlelid said Jim Brinks [Dept. of Public Works] will recommend staying within the 40 ft. right-of-way.
-

Card # 4

Richard Cayo
4203 SE Johnson Creek Blvd.
Milwaukie, OR 97222
659-1951

Project: Johnson Creek Blvd: 36th/45th (CR2)

Mr. Cayo submitted written testimony and spoke in opposition to this project. He made the following points:

- He supports Ms. Hatlelid's testimony against widening the road. It would bring the road closer to houses.
 - Jim Brinks tried to sucker citizens into accepting more than a 40' right-of-way.
-

Card #6

Austin Prichard
1636 SE Marion
Portland, OR 97202
231-6048

Project: Eastbank Trail: OMSI/Springwater Trail Completion (Pbi6b)

Mr. Prichard is on the board of the Sellwood Moreland Association. He sent a letter to Pamela Peck in support of this project. He spoke in favor of this project and mentioned the following amenities within the extension:

- Historical buildings: the old power company, car barn,
 - Original rail line, Golf Junction
 - Provides access to the park
-

Card #1

Diane Kean Campbell
North Clackamas Parks and Recreation District (NCPRD)
11022 SE 37th Ave.
Milwaukie, OR 97222
794-8002

Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (CBi3), Portland Traction Company Trail (Cbi4)

Ms. Campbell is the project coordinator for the (NCPRD) She submitted a letter from Richard Ellis, Chair of the (NCPRD) Advisory Board, and spoke in support of these three projects.

Andy Cotugno asked if NCPRD had any priorities. Ms. Campbell responded that a decision was made not to prioritize. Mr. Cotugno asked that she take the request to prioritize back because there are many more proposed projects than available funds.

Card #8

Nancy Kraushaur and Bryan Cosgrove
320 Warner Milne Rd.
Oregon City, OR 97405
657-0891

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Ms. Kruashaur is the Senior Engineer with the City of Oregon City, Bryan Cosgrove is the Acting Community Development Director. They submitted written testimony in favor of this project. Mr. Cosgrove requested that Ms. Kruashaur be allowed to use his testimony time, as he had to leave.

Ms. Kruashaur spoke in favor of this project and made the following points:

- The area serves a high intensity mixed-use development, including the 140 acre Clackamas Community College.
- Traffic in left turn lanes is backing up into through traffic lanes.
- Metro's models cannot accommodate the impacts of nearby Clackamas Community College and Newell Creek Canyon. The Metro model shows that only 68% of trips through the intersection are from or to high and medium priority land uses, resulting in a low rating. The project should not be penalized on 2040 goals because these areas must be preserved for their present uses.
- This intersection serves future urban reserve areas.
- It is the only regional freight route for a lot of industrial properties.

Card #9

Dick Jones
3205 SE Vineyard Rd.
Oak Grove, OR
652-2998
BULLDOGJONES@prodigy.net

Projects: Regional Contribution for Airport LRT (RTOD1), TOD Program (RTOD1), ITS projects (CM7, MM7, PM2-7, 11, WM4 [there may be others]) congestion management, access management, and others.

Mr. Jones spoke on a variety of subjects and commented on several projects:

- The meeting was confusing because testimony was given at the same time as the presentation. He had asked for information prior to the meeting that was handed out at the meeting. It should have been given to him before.
- Southbound on McLoughlin, north of the Ross Island Bridge the goes into a Y in the Ross Island Bridge. It is currently two lanes and it should be replaced with three travel lanes in each direction. (This is ODOT project cb13.)
- Congestion pricing: Strongly opposes, particularly if all lanes are priced. AAA did a survey in December and 80% opposed it.
- ITS: It's a "black hole" and most of the projects are busy work and a waste of time. Signs near Wilsonville that say "have a nice day, buckle up" are not useful. Messages do not allow you to change your plans. Radios can be relied on instead. It will be better to wait for ITS information to be provided via private companies to individual cars.
- Access management has a place on expressways and highways, not at the district level. It undermines businesses, ruins neighborhoods. It has zero local support on the McLoughlin corridor through the village of Oak Grove according to testimony at a public meeting held by Oak Lodge Community Council.

- \$28,000,000 to help out MAX is too much: \$10,000,000 for TODs (RTOD1) and \$18,000,000 for LRT to the airport (RTr1). Also, \$16,000,000) to buses part off which supports MAX (RTr2. We voted LRT down. This builds distrust of government. We were told if this were voted down there would never be another LRT project. (Note: Telephone conversation with Mr. Jones on March 24 provided clarification on some points)
-

Card #10
Dale Potts
12177 SE Grove Lp.
Milwaukie, OR 97222
659-5734

Project: Automobile traffic on McLoughlin Blvd.

Mr. Potts submitted written testimony. He also stated that nothing should be done to interfere with the free flow of traffic on McLoughlin Blvd.

Card # 11
Melanie Paulo
199330 Rollins St.
Oregon City, OR 97045
656-6436

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Ms. Paulo submitted written testimony and spoke in favor of this project. She made the following points:

- People are using back roads to avoid this intersection
 - Left turn lanes backs up into through lanes, creating a safety hazard
 - Access to a proposed three story office building will be through this intersection
 - During rush hour, motorist wait through 3 light cycles. During the holiday season it can be up to 9 cycles.
-

Card #3
George L. Kosboth
1114 Washington St.
Oregon City, OR 97045
557-3108

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Mr. Kosboth submitted written testimony and spoke in favor of this project. He used a board showing intersection (copy attached) and stated that Metro had data relevant to and plans that support this project. This is documented in the letter from Oregon City. (See Card #8 above)

Card #14
John LeCavalier
Johns Inskeep Environmental Learning Center
19600 S. Molalla Ave.
Oregon City, OR 97045
657-6958 x2357

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Mr. LeCavalier speaking in favor of this project, made the following points:

- Supports the letter from the City of Oregon City. (See Card #8 above)
 - Plans have been initiated to link the End of the Oregon Trail Interpretive Center to the Clackamas Community College Environmental Learning Center through Newell Creek Canyon. This is part of Greenspaces trail master plan per Mr. Cotugno, but not on Priorities 2000 list. (Mr. Cotugno said this seemed a reach for a transportation use because Highway 213 is more direct; it is more a recreational opportunity. Mr. LeCavalier stated he would prefer the trail; Highway 213 doesn't have much bike travel because it is too dangerous.
 - A culvert for fish is needed where there is a 100' change in elevation at the intersection of 213 and Beaver Creek Rd on Newell Creek.
 - Also, would like improvements to the bus system. It takes 2 hours to get home by bus.
-

Card #15

Deborah Watkins
13290 Clairmont Way
Oregon City, OR 97045

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Ms. Watkins is Chairman of the Hillendale Neighborhood Assoc. She submitted written testimony and spoke in favor of this project. She made the following points:

- Oregon City Urban Reserves are quite large, therefore there will be considerable growth in this area. This growth will make the situation worse.
 - Highway 213 connects to Highways 212, 224, 221 and 99 north, south, east and west.
 - This is a major safety issue. There are more accidents here than any other intersection in the area—people race to beat the light. Also, people drive through Clackamas Community College as an alternate route.
 - Industrial development in the Red Soils Industrial Park may not occur because of the problems with this intersection.
 - Thayer, Gaftylane and Hillendale neighborhoods impacted.
 - A proposed three-story office building will impact intersection.
 - There are intergovernmental agreements in place to develop Highway 213.
 - Metro owns part of Newell Creek Canyon.
-

Card #17

Martha Taylor
7516 SE 21st St.
Portland, OR 97202
234-3267

Project: Eastbank Trail (Pbi6b)

Ms. Taylor speaking, in favor of this project, made the following points:

- This acquisition is required in order to connect trails; otherwise the project will be delayed. The whole project is needed and she would like to see the entire project funded. (Pbi6 a and b)
- Questioned the low ranking of the project and said she may need to talk with Bill Barber. Mr. Cotugno agreed. He also said that if the project were viewed as getting bikes off Tacoma, it would rank higher in the safety category.

- Has been active in the neighborhood plan for 3 years and with Friends of Oaks Bottom and wants to see the RTP goal of safe bike travel met.

Card #18
Monroe Sweetland
12006 SE McLoughlin
Millwaukie, OR 97222
786-4625

Project: River Road and McLoughlin (Cb11)

Mr. Sweetland, a State Senator, speaking in favor of this project made the following points:

- There are a lot more residents in the area since the last sidewalks were built and new apartments have been built around the end of Kellogg Lake, yet there is no way to walk to Milwaukie; no bike or pedestrian trail on the east side of McLoughlin. The area is hazardous to seniors. There is no place to walk except on the curb and that is perilous. On the west side it isn't continuous around the tavern and the trestle.
- Particular mess in wet weather.
- ODOT improvements and median helped some, but also add to the confusion because traffic merges at that spot.

Card #20
Steve Bricker
2801 SE Tacoma
Portland, OR 97202
653-0836

Project: Eastbank Trail (Pbi6a)

Mr. Bricker, speaking, in favor of this project, made the following points:

- This is a project that should rank high and its not: the opportunity to take a trail all the way to Estacada is an exciting opportunity.
- Part b—the off-street trail with three bridges is the only sensible thing to do. Umatilla St to Springwater Trail will close the gap from downtown Portland to Boring and Estacada. This would connect Willamette River Greenway Trail and the 40-mile loop. Putting this section on the street would put ½ million people on the street. With a separate route people can commute downtown safely. It is not an appealing route without bridges over the railroad, McLoughlin and Johnson Creek at Clackamas industrial area between 17th and McLoughlin.
- It is important to fund this now and acquire necessary property. Mr. Cotugno asked which one would be a priority. Mr. Bricker said this one (Pbi6b) because the railroad owns that piece and the opportunity may be lost. Mr. Cotugno said it was worth noting that we should at least acquire the property, but more money is needed to build the bridges for the OMSI section Samuels railroad right-of-way. Mr. Bricker said he thought money was available for that section with current funds.

Card #26
Daisa Lawson
North Clackamas Parks and Recreation District
13380 SE Kuehn Rd.
Milwaukie, OR 97222
659-1983

Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)

Ms. Lawson is a member of the Parks District board of directors. Speaking in favor of these three bike projects, she made the following points:

- Area is becoming rapidly urbanized and these linkages to greenspaces are necessary. Mr. Cotugno asked how these should be prioritized. Ms. Lawson responded that the Board had voted not assign priorities, but would take his suggestion back and try to set these priorities ready by April 6.
- NCPRD is a citizen-based district formed in 1990. It is anxious to help, committed and will follow through. Mr. Cotugno said greenspaces folks would confirm this.

Card #27
Linda Bauer
No address or phone given

Project: SE Foster Rd/Kelly Creek Bridge ((PM10)

Ms. Bauer submitted maps showing the location of the project. Speaking in favor of this project, made the following points:

- We need a bridge
- Natural spawning beds just upstream of this culvert. The culvert is illegal because fish can't pass. The water level isn't high enough.
- The neighborhood supports a bridge. The neighborhood would then connect to the Springwater corridor by a pathway.
- Requests that ranking be adjusted to affiliate the road project score with the culvert score.
- The road can't be fixed without fixing the culvert.
- The City continues to allow development to happen.

Card #21
Ed Zumwalt
10888 SE 29th
Milwaukie, OR 97222
654-2493

Project: McLoughlin Blvd: Harrison/SPRR X'ing (CBL3)

Mr. Zumwalt, speaking on behalf of the Historic Milwaukie Neighborhood Assoc., supports this project. He made the following points:

- This project is important to their overall plan
- A letter was sent to Mr. Washington

Card #28
Martin G. Slapikas
5211 SW View Point Terrace
Portland, OR 97201-3909

Project: N Macadam District Streets and Connections (PTOD2) and other Priorities 2000 projects

Mr. Slapikas is the Transportation Chairman of the Corbett-Terwilliger-Lair Hill (CTLH) Neighborhood Assoc. He submitted written testimony and made the following points concerning this project:

- A major development is planned for the North Macadam area that will increase traffic through these neighborhoods. A traffic study by David Evans showed a 26% increase on Corbett, 22% increase on Macadam and several choke points. There is a need to mitigate the problems that impact the neighborhood.
 - A comprehensive study is needed to address this—all the Priority 2000 projects affecting this area should be looked at together. Mr. Cotugno agreed that attention should to be paid to spillover effects.
-

Card # 29
John Bendit
19460 SW 89th Ave.
Tualatin, OR 97062
692-0846

Card #30
Bob Boryska
9535 SW Cherry Ln
Tualatin, OR 97062
692-8955

No Card:
Dan Kaempff
No address or phone

Project: TMA Assistance Program (TDM5)

Mr. Bendit, Mr. Boryska and Dan Kaempff testified together in support of funding for TDM and TMAs. Mr. Bendit represents the Tualatin Chamber of Commerce. They made the following points:

- Support funding for the Tualatin Chamber of Commerce TMA; they have provided a large private commitment of funds for the TMA, and feel that continued matching support is important to continuing efforts.
 - It is important that the three TMAs that exist continue and others spin off. Mr. Cotugno said that JPACT adopted a policy direction to set a framework for how TMAs are considered in the future. A typical budget to keep a TMA going is \$75,000. The general framework adopted would provide start up money with a three-year sliding scale, but not continuing operation funds.
 - Mr. Bendit said that not many TMAs operate around the country with out continuing operating support.
 - Tualitan chamber of commerce started TMA with private funds, already bucking the average. It is difficult to go beyond that. Where else will funds come from?
 - The transit choices for livability study indicates that 5 out of 10 programs were in Tualatin. So it appears that Tualatin will be an important transportation hub. No other transit service out there for an industrial area. Need an answer to that.
 - Tualatin has performed a vital role in providing affordable housing.
 - Tualatin plays a key role in transportation issues and projects, including high-speed rail.
-

Card # None (1)
Sha Spady
17855 Alden St.
Oregon City, OR
650-1195

Project: Beaver creek Road/Highway 213 Intersection (CM14)

Sha Spady, representing Friends of Newell Creek Canyon submitted written testimony, and speaking in favor of this project, made the following points:

- Factors beyond technical scoring should be considered.
 - This intersection is where Newell Creek, which is now culverted begins. The Environmental Learning Center at Clackamas Community College is the headwaters of Newell Creek, a Class 1 stream.
 - There is an opportunity for Metro to create a stormwater management facility demonstration project.
 - There are multiple goals incorporated into one project.
-

Card # None (2)

Diane Sparks
Oregon City Chamber of Commerce
PO Box 226
Oregon City, OR 97045
503-656-1619

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Ms. Sparks speaking in favor of this project made the following points:

- The ranking at medium priority is a concern
 - Safety is important for businesses, residents and students with traffic speeds of 50 mph.
 - Fire and police have expressed concern about the intersection
 - Doesn't want another Sunnyside
 - A lot of industrial
 - Growth cannot continue without a fix—even temporary
 - People avoid Beaver Creek Road and use residential streets and they shouldn't need to.
 - Sorry no one was there from the school district, but the Chamber of Commerce represents the school district and is aware of their concerns for safety.
 - Many try to avoid the intersection
-

Card #13
Dan Kaufman
Portland, OR 97202
233-9513

Project: Eastbank Trail (Pbi6)

Mr. Kaufman, representing the Brooklyn Neighborhood Association submitted written testimony, a petition and a map, and spoke concerning this project. He made the following points:

- He wants access to the Springwater Trail from the Brooklyn neighborhood. There is currently no access along the trail from Holgate to the Ross Island Bridge.
 - Would promote livability, and recreation.
-

Card #19
Carolyn Tomei
11907 SE 19th
Milwaukie, OR 97222
659-9116

Projects: McLoughlin Blvd.: Harrison/SPR X'ing (CBL3), Linwood Ave: Monroe/Cedarcrest (CM16)

Ms. Tomei is the Mayor of Milwaukie. She spoke in favor of these projects and made the following points:

- McLoughlin Boulevard Project: Milwaukie is a transit center. This project will link Traction Co. trail from Park Place to Glen Echo. It also links to Johnson Creek Blvd. Safe pedestrian access is needed from I-205
 - Linwood Ave project: Is close to school and on a Tri-Met bus route.
 - Supports Lake Road construction project
-

Card #16
Clark Poulton
624 7th St.
Oregon City, OR 97045

Project: Beavercreek Road/Highway 213 Intersection (CM14)

Mr. Poulton is Deputy Fire Chief with the City of Oregon City. He submitted written testimony and spoke in support of this project. He made the following points:

- Too many accidents at this intersection and congestion is the cause. Accidents at the Maple Lane intersection are also the result of problems with this intersection.
 - High-speed traffic on 213 and Beavercreek. The posted 40-mph limit is seldom maintained.
 - Wants an intersection where smooth flow of traffic can be maintained.
-

Card #22
Don Vedder
656-1160

Project: Beavercreek Road/Highway 213 Intersection (CM14), and the effect of access management.

Mr. Vedder represents Scott Parker, Gayle Molader and the estate of Patricia S. Parker. He supports the intersection project. He spoke about the effect of ODOT access management and submitted supporting documents. He made the following points:

- The heirs now own Tax lots 500, 700, 800, 2000, of 3 So 2 East 9 B
 - 1991 at request of ODOT work sessions and public hearing were held to adopt Phase 1 and 2 into the comprehensive plan
 - 11.688 acres now still owning, of which ODOT needs 6 acres
 - Access control line caused loss of access to property
 - City approved an amendment of comprehensive plan (7/1992) eliminating access control lines from map and to change maps and documents to reference Trails End Hwy.
 - Ordinance 92-1002, February 5, 1992 (see attached) The words access control were not removed; this didn't follow the comp plan amendment.
 - Users/Buyers don't want to build and be condemned, therefore marketing of property is limited
 - July, 1996 City, State and County wanted to do improvements around Mollalla Ave and Beavercreek Rd. The affected property owners had a right to dispute, and did because the City did not live up to its previous deal.
 - 1996 Clackamas County, ODOT, the City and the Patricia Parker entered into agreements that she had not lost any of her constitutional rights and she could ask for protective buys. So far no purchase. Part on Fir Street has utilities and could market 2 acres, some of which has ODOT access control line. Buyers objected. Other 2 acres offers and seller had to pay additional fees. Original 2 acres now sold with access control line in parking lot on plans.
-

- Heirs cannot afford to put in road, utilities to reach the 5.688 acres of industrial land that exist. It remains financially unserviceable.

Card # 23

Don and Ladonne Mueller
Oregon City Secure Storage
14295 Marjorie Ln.
Oregon City, OR 97045
557-8858

Project: Beaver Creek Road/Highway 213 Intersection (CM14), Beaver Creek Road: Highway 213/Mollalla (CM13), McLoughlin Blvd, McLoughlin Blvd.: Harrison/SPR X'ing (CBL3)

The Muellers own a business located at the Berryhill Shopping Center. They spoke in favor of these projects. They also favor a gas tax increase. They made the following points:

- Concerned about safety and congestion at this intersection.
- Would like better lighting on Highway 213 from Beaver Creek to Redland Rd. It is very dark and dangerous. Wondered how it could be maintained; would donations be allowed.
- Support the McLoughlin Boulevard Project

Card # 24 (Also gave testimony at another table; see Card # None (2))

Diane Sparks
Oregon City Chamber of Commerce
PO Box 226
Oregon City, OR 97045
503-656-1619

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Ms. Sparks, Executive Director of the Oregon City Chamber of Commerce, speaking in favor of this project made the following points:

- The medium priority ranking is a concern
- Ties hands for future growth of homes businesses, schools
- Concerned with safety residents, businesses and students and 55 mph traffic
- Fire and police are unable to make safe movements through intersection
- Hazards will increase so don't wait
- Highway 213 is possibly the next Sunnyside Rd.

Card #None (3)

Ruth Barber
14754 S Quail Crest Ln.
Oregon City, OR 97045
655-3481

Project: No project identified.

Ms. Barber is concerned with intersections south of the Beaver Creek/Hwy 213 intersection. She submitted written testimony, maps, pictures and other documents. She made the following points:

- Unhappy with the Clackamas County Planning—they are manipulating land use laws. She has spoken with Robin Brooks
 - Concern is the unsafe intersection of Quail Crest and Beaver Creek. Would like vertical alignment and center medians and turn lanes.
 - Metro file No. 10068gm-06
-

Card # None (4)
Jim Brink
City of Milwaukie
11188 SE 27th Ave
Milwaukie, OR 97222
786-6043

Projects: Johnson Creek Blvd: 36th/45th (CR2), Linwood Ave: Monoe/Cedarcrest (CM16), McLoughlin Blvd: Harrison/SPR X'ing (CBL3), Lake Road: Oatfield/Hwy 224 (CR3)

Mr. Brinks is the Public Works Director for the City of Milwaukie. He submitted written testimony and spoke in favor of these projects. He made the following points:

- McLoughlin project: provides a connection from downtown to the river.
 - The Johnson Creek Blvd project: Phase 3 will complete the project started in Phase I, providing sidewalks, and curbs. Receives calls asking when it will be completed. He questions why it is ranked in the middle. The public wonders how long it will remain in this condition. Phase 3 design and funding for right-of-way is available. They are waiting for construction funds.
 - Linwood Ave. project: Linwood Ave runs in form of school. Supports this project to add sidewalks, etc. It also supported by the Linwood neighborhood.
-

Card #25
Dave McNeel
15711 S. Henrici Rd.
Oregon City, OR 97045
632-3497

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Mr. McNeel speaking in favor of this project. He also commented on the Sunnybrook Interchange. He made the following points:

- Wants to make sure the State makes the City and the County stick to the previous commitments and wants ODOT to make sure the public knows of the commitment
 - Supports Sunnybrook Interchange—does not support the split diamond project scenario, supports a project, just not the split diamond concept.
-

Card # None (5)
Peter Angstadt
Dean-College Services
Clackamas Community College

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Mr. Angstadt submitted written testimony supporting this project.

Card # None (6)
Margaret Branson
Garthwick Association
625 SE Manchester Place
Portland, OR 97202
232-2483
mbtwin@teleport.com

Project: Eastbank Trail (Pbi6)

Ms. Branson, chair of the Garthwick Association submitted written testimony in favor of this project.

**MTIP HOT LINE COMMENTS
FOR PRIORITIES 2000**

Date	Name & Address	Comment
3/22/99	Brandon Vernell 12650 SW 7 th St. Beaverton, OR 97005 644-7280	Supports Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry. Wbi10 Would like to see more bike and pedestrian paths.
3/22/99	Wes Higgins 14944 SE Covington Rd. Clackamas, OR 97015	Feels Sunnyside Road should be at the top of the list for Priorities 2000.
3/22/99	Emily Venata 83 rd Avenue	Supports Fanno Creek Multi-Use Path.

**FY 2000-2003
Metro/State
Transportation
Improvement Program**

Priorities 2000

**Summary Report
Public Comments
February 8 – March 22, 1999**



METRO
Regional Services

**PRIORITIES 2000
2000 – 2003 MTIP/STIP**

**SUMMARY REPORT
PUBLIC COMMENTS**

**DRAFT
4/6/99**

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**Metro Transportation Department
600 NE Grand Ave., Portland, OR 97232 2736
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PRIORITIES 2000
FY 2000-2003 State/Metropolitan Transportation Improvement Program
Public Comment Summary
April 6, 1999

Introduction

This report provides a summary of public comments received from Feb. 8 – Mar. 22, 1999 on transportation funding priorities in the 2000-2003 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Both oral and written comments were received during a series of three public meetings called Priorities 2000 that were held Feb. 23 in Portland, Feb. 27 in Hillsboro and Mar. 17 in Oregon City. More than 80 people provided testimony at these meetings. Close to 60 people provided comments via e-mail and viewed information posted to an electronic open house on Metro's web page (www.metro-region.org). In addition over 100 letters and faxes were received, as well as three petitions that were signed by over 600 residents of the region.

Summaries of public meeting testimony, letters and e-mail are included in this summary report. A complete report that includes copies of all letters, exhibits and e-mail received is available.

Key questions for public comment

Project descriptions, draft technical scoring information, the following key questions were distributed to those providing comments:

- Of the transportation projects under consideration for funding, which do you feel are most important?
- Do you disagree with the technical scoring of a specific project(s)?
- Are there factors beyond the technical scoring that should be taken into consideration for specific projects?
- Do you have recommendations for the modal mix (buses, roads, bikes, etc.) of projects that should be included in the final package of projects?

General Comments

General comments supported funding a balanced multi-modal transportation system. Respondents expressed strong support for an emphasis on transit, bicycle, pedestrian, transit oriented development (TOD), transportation demand management (TDM) and transportation management association (TMA) projects.

Many respondents felt that 8-10% of regional funds should support bicycle and pedestrian projects. Those supporting bicycle projects want to see a general funding emphasis on bicycle projects, funding of projects that would complete the 40 mile loop and were supportive of projects to connect bikeways throughout the region, such as the Eastbank Trail and other connections to the Springwater Trail.

There was a great deal of support for Tri-Met's Transportation Demand Management Program and for continued funding of transportation management associations (TMAs) throughout the region. Many employers that have received assistance from the regional TDM program and a local TMA documented significant increases in non-auto commuting by employees.

Tri-Met's Transit Choices for Livability Service Increase also received many supportive comments. Social service agencies noted the importance of transit to low income, elderly and disabled citizens and the role transit plays in providing access to jobs.

The regional transit-oriented development (TOD) implementation program also received many positive comments. Those who supported continued funding for this program noted the many transportation and community benefits of purchasing and redeveloping land adjacent to light rail to support the public investment in light rail.

Comments in support of freight projects were focused on the Lower Albina Overcrossing and N Marine Drive Reconstruction.

Comments in support of road modernization were focused on projects in Clackamas County, particularly projects on Sunnyside Road and the Beavercreek Road: Highway 213 project.

Support for Boulevard design projects focused on the following projects: Stark Street in Gresham, Hawthorne Blvd. in Portland, Barbur Blvd. in Portland, and Cornelius Main Street.

Comments were received in support of funding the OPB Pilot: Building Community Through Media educational documentary on transportation, land use and environmental planning.

Petitions opposing the following projects were submitted to Metro:

- Murray Boulevard Extension: Scholls Ferry Walnut – 367 people signed petitions opposing the project,
- Johnson Creek Blvd: 36th/45th – 241 people signed petitions opposing the project, and
- Barber Blvd. – Natio Parkway to SW 65th – 22 businesses signed petitions that express concern with any impacts to on-street parking and auto access.

Project Specific Comments

The following is a list of projects raised as funding priorities in oral and written public comments.

Road Modernization

- Beavercreek Rd: Highway 213/Mollalla
- Sunnyside Rd: Mt. Scott Crk Bridge
- Sunnyside Rd: 122nd/132nd
- Sunnyside Rd: 132nd/172nd
- SE Foster Road/Kelly Creek Bridge
- Sandy Blvd: E Burnside/82nd Ave.
- Farmington Rd: Hocken/Murray
- 223rd Railroad Overcrossing
- Murray Blvd. Extension
- Boones Ferry Rd.

Road Reconstruction

- NW 23rd Ave: Burnside/Lovejoy
- Lake Road: Oatfield/Hwy 224
- Johnson Creek Blvd
- SE Stark Overlay

Freight

- Lower Albina Overcrossing
- N Marine Drive Reconstruction
- SE 7th/SE 8th Ave. Connector
- E. Columbia-Lombard Connection

Bridge Improvements

- Burnside Bridges Electrical
- Broadway Bridge improvements
- Morrison Bridge Electrical
- Broadway Bridge Painting

Bicycle Projects

- Morrison Bridge Bike/Ped Access
- Eastbank Trail: Ph 1 and Ph 2
- Willamette Shoreline Rail
- Red Electric Line
- Phillip Creek Greenway
- Greeley/Interstate

Hall Blvd Bikeway
Fanno Creek Path
Parkway Ave/Town Center Bikeway
Clackamas Regional Trail
Portland Traction Co. Trail
Gresham/Fairview Trail
Parkway Center Dr: Ellingsen Rd
Cedar Mill Multi-use Path
Roeth Rd
Springwater Corridor

Pedestrian Improvement Projects

Capitol Highway: SW Taylors Ferry/36th
Capitol Highway: Bertha/BH Hwy
Springwater Trailheads
Milikan Way
SW 170th Merlo
Cedar Hills Blvd.

Boulevard Design Projects

Cornelius Main Street
Stark St.
West Burnside
Hawthorne
Barbur Blvd.
McLoughlin Blvd.

Transit Oriented Development

TOD Implementation Program
N. Macadam District Street Improvements

Transit Improvements

Transit Choices for Livability Service Increase
N. Wilsonville Park & Ride
MAX to PDX
Washington County Commuter Rail
Bus Stop Enhancement Project

Transportation Demand Management

Tri-Met TDM program
TMA funding

Planning Projects

OPB Pilot: Building Community Through Media

Enhancement Projects

Tryon Creek Bike Trail

NE 47th Ave. Environmental Mitigation

Pioneer Courthouse Sq.

Wilsonville I-5 Corridor Enhancement

Public meeting testimony

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Public Meeting Testimony – Portland
February 23, 1999

Name	Comment
<p>Ann Nickel Columbia Corridor Association PO Box 55651 Portland, OR 97238</p>	<p>Ms. Nickel is concerned with traffic in the Columbia Corridor area. She stated that the current system leads to this corridor because of business. She said Columbia Blvd and NE Marine drive are their two main concerns. She wants them to be a priority for funding as well as the TMA program. She said that there are 2900 businesses in this corridor and they do not have good bus service. She said a TMA is critical to this area.</p>
<p>Terry Parker 1527 NE 65th Avenue Portland, OR 97213</p>	<p>Mr. Parker said that there has been not enough revenue in this region for bicycle projects and there has not been enough money spent on downtown services. He is supportive of the Delta Park at I-5 and Sandy Blvd improvements. He said Hawthorne Blvd is in need of money as well and ramp meters by Portland State University. He said that Metro should fund projects where local match comes from the local user.</p>
<p>Linda Bauer/Nancy Chase Metro Greenspaces</p>	<p>Ms. Chase reviewed the Powell Butte area and said there is need for transportation improvements here. She said connected Powell Butte with Kelly Creek is critical to Title 3 adoption. She said Foster Road and Kelly Creek is a problem for the fish habitat. She said that new development in this area would be a problem for habitat. She said funds are needed for the new improvement for wildlife in this area.</p> <p>Linda Bauer submitted a letter from City Councilor Eric Sten regarding Johnson Creek and Kelly Creek. His letter will be included in the record.</p>

<p>Judy Edwards Westside Transportation Alliance</p>	<p>Ms. Edwards advocated for westside employers to reduce congestion. They are interested in funding for TDM programs and 2040 initiatives. The one issue is getting employees to work because of congestion problems and new capacity will not be a solution to the problem and that is why TMA's need to be funded. She said their board needs funding to help make a difference in their community.</p>
<p>Tom Fuller Pioneer Courthouse Square</p>	<p>He is supportive of the remodel of Pioneer Courthouse Square project that is not on the current list. A copy of the lobby renovation project is included in the public record. This project will help manage congestion, especially in downtown. They want \$500,000 for the Priorities 2000 funding.</p>
<p>Randy Dickenson 2220 SE 72nd Ave. Portland, OR 97215</p>	<p>Advocate of bicycle projects for the region. Mr. Dickenson said the bicycle network needs work compared to Europe's bicycle system. He said the eastbank corridor is essential to creating a connected system of bikeways. He said bike and pedestrian projects are needed and we don't need more roads. Supports the following projects: Pbi1 Morrison Bridge Pedestrian Bike Accessibility, Pbi6 Eastbank Trail:OMSI/Springwater, PBi5 Springwater Corridor: Rugg Road to Boring, PB5 Red Electric Line: Willamette Park/Oleson Road, MBi1 Gresham fairview Trail: Springwater Trail/Marine Drive, WBi2 Hall Boulevard Bikeway: 12th/Allen, WBi4 Cedar Mill Multi-Use Path, PBi4 SE 11th/112th Avenue: Market/Holgate, PBi9 Greeley/Interstate: Killingsworth/Russell, WBi7 Rock Creek Trail: Evergreen Prkwy/Amberwood Dr., WBi8 Beqverton Powerline Multi-Use path, WBi9 Rock Creek Powerline Multi-Use Path, CBi7 Clackamas Regional Center District Park Multipurpose Trail, and other Pedestian/Bicycle Friendly Projects with hopefully the bulk of the monies available.</p>

<p>Tom Chamberlain 4110 SW Hawthorne Portland, OR 97214</p>	<p>Mr. Chamberlin testified in support of funding for the OPB Pilot: Building Community Through Media (RPlng5).</p>
<p>Barbara Walker 1891 SW Hawthorne Terrace Portland, OR 97201</p>	<p>Ms. Walker is an advocate for the 40 Mile loop project and said it should be a high priority. She said connection is the most important part of the system. She said OMSI to Springwater corridor completion should be financed. She urged that the Gresham Fairview Trail also be funded and the Peninsula Crossing Trail as well. She is also supportive of the Pioneer Courthouse renovation project that is not currently on the list for funding.</p>
<p>Diane King Campbell North Clackamas Parks & Recreation District 111022 SE 37th Milwaukie, OR 97222</p>	<p>The North Clackamas Parks district supports funding for the Clackamas Regional Center Trail (Cbi5), Phillips Creek Greenway Trail (Cbi3) and the Portland Traction Company Trail (Cbi4). They also support funding connections to the Springwater Corridor Trail, the North Bank Project, the I-205 bike path and the end of the Oregon Trail in Oregon City.</p>
<p>Frank Angelo Betty Atteberry Westside Economic Alliance</p>	<p>Mr. Angelo said they would follow up with a formal letter on projects that they felt should be funded. He said that money should be for highway and freight and transit improvements. He said highway improvements would provide capacity and make regional centers be successful. They are working with the legislature on the gas tax issue to help fund new road projects in this region. He said that STIP funds should be targeted to road improvements through out the region. She said that there has been a lot of growth in Washington County and it is important for the infrastructure of the system to put money into the highway system.</p>

<p>Ruth Barber 1474 SW Oregon City, OR 97045</p>	<p>Ms. Barber supports improvements to Cascade Highway 213. This two-lane facility needs to be funded because they are suffering property damage and fatalities. The road needs a vertical alignment for safety and protection. Said there would be a reduction of 70% in fatalities if the road were improved. She said Quail Crest Lane is a blind intersection and is dangerous. She said that this section of road has a blind grade and it has been dubbed "blood alley" by the Oregonian. This road is located in Urban Reserve # 25.</p>
<p>Lenny Anderson Swan Island Business Association 2934 NE 27th Avenue Portland, OR 97232</p>	<p>Mr. Anderson feels that the gas tax should only be spend on maintenance of roads. He suggested that \$ 150 million revenue for freeway congestion; this will increase capacity and bring more congestion on the system. He said that theses dollars are also degrading our water and air. He is concerned about \$33 million that is left and this should be used to reduce VMT. He suggested that the transit be the option to solve the issue of congestion. He said that on Swan Island they have a transportation committee that is dealing with these issues. He said TMA's helped reduce problems and they should be financed.</p>
<p>Steve Apotheker 1905 NE Going Street Portland, OR</p>	<p>Mr. Apotheker is a bicycle advocate and urged the Metro Council to increase dollars to more bike projects. He said closer to 8-9% should go towards these projects. He said it is critical that there be a good bike connection for the region.</p>
<p>Rick Williams Lloyd Center TMA</p>	<p>TDM Projects are a priority for the Lloyd Center TMA. He said the Lloyd Center TMA was started in 1994 from grant money that came from Metro. He noted that transit ridership has increased 72% in one year from work by this TMA. Additionally, there has been a 26% reduction in SOV for this area all for \$50,000 investment. He said that there are no road projects that can produce comparable results for the same amount of money. He emphasized the business community has been supportive of this TMA and asked for support from the Metro Council.</p>
<p>Martha Waldemar 12173 SE 104th Court Portland, OR</p>	<p>Ms. Waldemar is a member of the Clackamas Chamber of Commerce. She supports funding for the Sunnywide Rd: Mt. Scott Creek Bridge (CM5). She said that there is heavy traffic in this area and these are important issues and this project should be financed.</p>

<p>Scott Leeding Sunnside 1117 SE Territory Drive Clackamas 9715</p>	<p>Mr. Leeding is a member of MPAC. He has worked with the local CPO for years and Clackamas County on Sunnyside Rd improvements. He said additional funds are needed for a bridge in this area. He said Sunnyside Rd should be improved all the way to Damascus. CM5, CM3 and CM4 are projects that need to be funded.</p>
<p>Stephanie Hopker Melissa Williams Beaverton, OR 97007</p>	<p>Ms. Hopker had numerous concerns about the Murray Blvd extension in Beaverton. She said that there are possible mitigation costs of approximately \$ 6-7 million around this area because of habitat and environmental issues. She noted that Murray Blvd. is currently 5 lanes and this would dead end into two lanes on Walnut in Tigard, OR. This would not be a good connection. She said money could be spent in a lot better ways and noted information on the new town center for this location. Mr. Hoglund said he would follow up with the City of Beaverton on her concerns about this project.</p> <p>Mr. Birhad has concerns for new this new town center being proposed by the City of Beaverton as part of the 2040 plan. This new road would go through a residential area. Roads need to planned for future development.</p>
<p>Scott Bricker 2817 NE 14th Portland, 97212</p>	<p>Mr. Bricker said he is the Chair of Irvington NAC. He supports bike and pedestrian, and multi-modal projects. He would personally like to see more money for these projects rather than roads. As a bike professional for BTA, he noted that bike trails should be completed such as the 40 mile loop. This would create a healthier society in completing this recreational facility.</p>

Cassandra Griffin	Ms. Griffin is an OEC employee and a member of the Bicycle Transportation Alliance Board of Directors. She is very supportive of alternative transportation specifically bicycle and pedestrian facilities . She said that funding should be increased for these transportation modes. She said a reasonable amount would be 10% of the funds for these projects .
Phil Goth	Phil Goff - urban designer and member of BTA and is also supportive of bike and pedestrian projects . He said transit is equally as important . He said there should be a land-use connection to new projects. He noted that the South Portland Circulation study is a project that should be funded because it will have a positive benefit to the community. He said that the Kenton Historic Plan would be a good use of federal revenue. He said Hawthorne and Burnside street are also projects that need to be addressed.
Leonard Gard SW Neighborhoods 7688 SW Capitol Highway Portland, OR 97219	Mr. Gard is very supportive of funding for Barber Blvd improvements (PBL4) . Barber is heavily used and is an important commercial corridor. He said there would be more mixed-use development in the future. It lacks in sidewalks, safety to transit, access to neighborhoods. They are working on sidewalks and improvements for this area.
Jim Howell 3325 NE 45 th Portland, OR 97213	He recommended that the Willamette Shore Line should be funded (CTR2 in Lake Oswego) . He said it could be used for commuter rail. This runs from Lake Oswego to downtown Portland. He said that the right-of-way is not owned and if it is stopped used as a rail line that the city will loose the use of this trestle line.
Steve Manning 4412 SE Salmon Street Portland, OR 97215	He works for a non- profit Law office. He emphasized that alternative transportation is important to him. He said that Lewis and Clark College has just adopted a policy to get students to use alternative modes of transportation. He urged the Metro Council to fund bike and pedestrian facilities outside of the central city and the Morrison Bridge project .

<p>Gary Madson Lower Albina Council 1050 N. River St. Portland OR 97227</p>	<p>Gary Madson spoke as a representative of the Lower Albina Council and is here as a part of a group testimony requesting MTIP funds for the Lower Albina Overcrossing. Current at grade crossings impede traffic. The council is a facilitator looking for a solution for the conflict that exists between businesses and railroad. There are significant safety issues. Seven to eight hours a day the businesses are isolated due to train traffic. A LID is being developed with the businesses to provide some funding for the project. They have been working with ODOT and the project is 90-95% engineered. They feel the project is under rated. The project would close five crossings with one staying open for emergencies. An added benefit would be that it could be the beginning of a secondary access to Swan Island. We think it will be the highest scoring project in the matrix. It would support growth in that area. The price tag is 7.3 million and a LID will provide approximately half of the funds. Right-of-way costs will be 1.5 million. His own company supports urban planning and more intense use of the land and better utilization of the infrastructure.</p>
<p>Cliff Shoemaker Union Pacific Railroad Director, Industry & Public Projects 1416 Dodge St., Rm 1000 Omaha, NE 68179 (402) 271--4357</p>	<p>Mr. Shoemaker read testimony supporting funding for the Lower Albina Overcrossing. (attached) Long slow moving trains cut the flow of traffic to the businesses on the west side of the tracks for several hours each day. Businesses in the Lower Albina area have expanded bringing more traffic to and from the area. The problem will get worse over the next five years. Train traffic has increased by 30% in the past four years. Union Pacific expects to bear about one-half of the LID expense. Without MTIP funds this project the will not succeed. Safety is a big concern for the railroad. Union Pacific urges support for the City's funding application for the Lower Albina overcrossing.</p>
<p>Don Donovan K. F. Jacobsen Co. Inc 1208 N. River Rd. Portland, OR 97227 239-5532</p>	<p>Mr. Donovan owns K. F. Jacobsen, Asphalt Co. Inc. and is also representing Ross Island Sand & Gravel. He supports the Lower Albina Overcrossing. His business would be able to be more competitive with more in and out access. His company runs 40 trucks out per day plus customers. The truck drivers add 35 minutes to their haul time to take into account there may be a train blockage. He has enlarged his business in anticipation of the overcrossing. Getting traffic in and out is a problem. With the over crossing, better service could be provided.</p>

<p>Gene Loffler Cargill Inc. 800 N. River St. Portland, OR 97227 281-9177</p>	<p>Mr. Loffler is a business owner in Lower Albina area and supports the Lower Albina Overcrossing. His company anticipates spending several million dollars to improve their business. They receive grain by truck, train and barge. About 11,000 train cars and 3,000 trucks service his business each year. The safety issue is a concern.</p>
<p>Craig Reiley, ODOT Rail Mgr. for Crossing Safety 555 13th St. NE Suite 3 Salem, OR 97301 (503) 986-4273</p>	<p>Written testimony supporting the Lower Albina Overcrossing is attached. Mr. Reiley's department receives over 80 calls a year due to blockages. It is a classical problem and can result in criminal action due to long blockages. All agencies are working together to solve the problem. ODOT has put up as much money as they can. The Randolph crossing is the most frequently and longest blocked crossing in the LAIA and in the state.</p>
<p>Chris Smith NWDA 2363 NW Pettygrove Portland, OR 97210 223-3688</p>	<p>Mr. Smith is the Secretary of the NW District Associated. He is expressing his personal opinions today. He spoke in support of three projects. 1) NW Lovejoy to Burnside paving. The deterioration of the street justifies the project. Don't look at it as a car problem. It is also a pedestrian problem. 2) W. Burnside from I-405 to NW 23rd. W. Burnside is a separation street and difficult to cross for pedestrians especially near the Civic Stadium and MAX. 3) The TMA Assistance Program provides creative programs design options that would be a beneficial force in the neighborhood.</p>
<p>Keith Liden Chairman, Portland Bike Advisory Council 4021 SW 36th Pl. Portland, OR 97221 228-7352</p>	<p>Bicycle and pedestrian funding should be increased over past levels. It is in Metro's plan. It is a good investment. Portland has seen a significant rise in bike use to go along with the bike lanes. The bike lanes are not consistent. They are disconnected. The bike rankings look fine to his group. The Morrison Bridge is very important. Among all of the projects, road modernization projects are a poor investment. We will never build our way out of congestion.</p>
<p>Laurell Mankins 13643 SE Sunnyside Rd. Clackamas, OR 97015 658-6366</p>	<p>Widening of Sunnyside Road. Mrs. Mankins is involved in the area from 132nd to 177th and she lives on Sunnyside Road. The ratings say there is no congestion. Traffic is non-stop all day long. She is almost rear-ended pulling into her driveway once a week. It is not safe for children to play. The proposal is not being realistic. They have decided she will get a 12 foot wide driveway that she would have to share with three other neighbors. She will have no parking in here own driveway or in front of her house. She can never have company because there is no parking. A 12-foot driveway is not big enough to get their motor home and boat in and out. A fire truck would not be able to get in. Widening needs to happen but it needs to be more practical. Traffic backs up from I-205 in the morning to 127th. The arterial streets in the surrounding area are not sufficient to get around the congestion. A car hit her son two years ago on his bike. The area is growing very fast.</p>

<p>Len Edwards City Councilor PO Box 337 Fairview, OR 97024 665-7929</p>	<p>The Mayor of Fairview asked him to comment on railroad overcrossing on 223rd between NE Sandy Boulevard and NE Halsey Street. The street going under the overpass is very narrow and unsafe. He moved to Fairview in 1963 and has been fighting this for the ten years that he has been on the council. A truck and car can not go through it at the same time. Fairview is a fast growing community. We need industry and those industries will bring trucks that need access. It is also a major through street to Blue Lake Park for vehicles pulling boats. It isn't wide enough. .</p>
<p>David Eatwell Kenton Action Plan 2601 N. Willis Portland, OR 97217 289-6693</p>	<p>By and large supports list. He would like to propose an added project that enhances the modal mix in the Kenton area. He presented a drawing of a modification of North Denver & North Interstate. There are no crosswalks from Lombard to Argyle and the crosswalk at Argyle is on a blind corner. Pedestrians take their life in their hands trying to cross the street. PDOT has sponsored the action plan and applied \$2.4 million to implement this and he is asking for support from Metro & JPACT if it comes before them. It was submitted as part of the T21 on January 29th but not on this list. He would like to see attention to truck traffic on Denver to Argyle and will support anything to bring light rail to North Portland. Light Rail is vital to the success of growth of North Portland. Kenton's problems will not be solved without light rail. Kenton Action Plan is attached.</p>
<p>Sue Bullington Nordstrom Distribution Ctr. Columbia Corridor Assoc. Citizens Planning Committee 5703 N. Marine Dr. Portland, OR 97203 978-3055</p>	<p>Ms. Bullington testified in support of Widening of North Marine Drive. to T-6 and in particular under Freight Projects, PF2, PF7 and PF8 which all relate to widening Marine Drive and improving the area. It is an unsafe area for people entering and exiting businesses. It is more than just a freight project since it will include bike paths and new sidewalks. She lives in North Portland. Not safe to ride bikes or walk. Please support this project.</p>
<p>Don Baack Chair, Barbur Blvd. CAC SW Trails 6495 SW Burlingame Pl. Portland, OR 97201 246-2088</p>	<p>He gave an update of street projects on Barbur Boulevard. A TGM grant has been issued and they are now working on a streetscape design to be done by June 30th. For next year's budget they will be asking for money for a Barbur Boulevard corridor study. Barbur is a major arterial when the freeway is congested. They also want a closer way to get on the freeway before Capital Hwy. Asking for support of \$800,000 and \$550,000 for this project for next year. His group also supports adding a trail and maintaining the trolley line from Lake Oswego to the Ross Island Bridge. There is a need to re-acquire right-of-way along Fanno Creek.</p>

<p>Catherine Ciarlo, Exec. Dir. Bicycle Transportation Alliance PO Box 9027 Portland, OR 97207</p>	<p>The BTA supports the Morrison Bridge (1st priority), Portland Traction Company Trail and Willamette Shoreline Trail. They provide critical links in the transportation system. They move people from home to work to school in a safe way in a way that is appealing and helps complete some links. The Greeley/Interstate/Russell/Killingsworth project, the Gresham/Fairview Trail, the Peninsula Trail and the Red Electric Line are all important. These are projects the BTA is excited about. She talked briefly about the allocation of funding for bicycle projects. We can't build our way out of congestion. The BTA wants resources focused on the kinds of projects that provide transportation option to people who don't use nor have cars. It is very important to BTA to see an increase in the percentage of money spent on these modes from 3% to 10%.</p>
<p>Thomas Nyled Bicycle Transportation Alliance 2545 SE 28th Pl. Portland, OR 97202 236-5163</p>	<p>The 3% allotment for bicycles is not enough for the needs of the cyclists. In Copenhagen it works. There is a place in Regional Transportation for bicycles. Because of the health and safety benefits, the percentage of funding should be increased to 10% for bicycles. He supports the Morrison Bridge and the rail line along Lake Oswego and Sellwood Bridge. He would also support connecting bike routes.</p>
<p>Ann Witsil, Chair I-405 Gateway Committee 1627 NW 32nd Ave. Portland, OR 97210 274-4005</p>	<p>Ms. Witsil represents a large coalition of residents and businesses throughout Northwest Portland and Westside Portland to landscape I-405 ODOT owned lands. They are working very closely with the City of Portland streetcar project as well as the Bridge the Gap project. They have the endorsement of all the commissioners. It is a timely project and enhances pedestrian as well as bicycle appeal. It goes from NW Vaughn and to SW Clay also includes the new streetcar route. 10,000 motorists go through there each day. The committee would be happy to scale the project back if it would assure some funding. She encouraged staff to stay involved with the JPACT and TPACT evaluation process. A copy of their proposal is attached.</p>
<p>Julian Awdry 14339 SW Barrows Rd. Beaverton, OR 97007 521-0130</p> <p>Bill Wittgow 14398 SW Barrows Rd. Beaverton, OR 97007 590-5051</p>	<p>Murray Boulevard: Scholls Ferry/Barrows - Mr. Awdry is requesting at the least, a delay of funding for this project. The proposed extension will run through a sensitive wetland area, which would be impacted. Mr. Wittgow testified that the project is premature and unnecessary at this time. It would be disruptive to traffic at this point without the town center proposal approved. The extension would widen a two-lane road inside of a residential area to a four-lane road. It would promote outside traffic to use this residential road as a commuter route. Since it is only a quarter mile extension, it only saves one minute in a commute. There are deer in the area. The wetland has been preserved up to now and has been an example to other cities. This</p>

project has been on the books for a number of years, but that does not make it a good one. Should not be thought of a priority at this time.

Stephanie Hopkirk
14317 SW Barrows Rd.
Beaverton, OR 97007
590-8162

Melissa Williams
14341 SW Barrows Rd.
Beaverton, OR 97007

Murray Boulevard this project (attached). Ms. Hopkirk supports not funding the extension. The wetland is a very big concern. You can't mitigate without disrupting the wetland. The project would create a traffic bottleneck. Outside traffic will travel down Barrows into the neighborhood not realizing that it dead ends. We need to look at the long-term fix. She would prefer her tax dollars to go to more important transportation issues. Mr. Awdry added that there is ignorance in the local community as to what the intent really is and it has been poorly presented to the community and now there is concern mounting. Ms. Williams said that she had few people willing to sign her petition. People are concerned, not so much that Portland is growing, but that there is no where to go. The neighborhood will not be able to with stand an extension of Murray as an alternative to Hwy. 217. It will destroy the neighborhood look.

Art Lewellan
LOTI
3205 SE 8th #9
Portland, OR 97202

Mr. Lewellan has been at this for 4 years and he does not feel he has received a fair hearing He does not support the **I-405 caps**. He thinks the **Ross Island Bridge** should be the number one priority. What is there is not safe. It is a very dangerous bridge and could be damaged in an earthquake. He presented a map showing his solution. He supports removing a **traffic light at Ochoco Street** to keep traffic moving. Mr. Lewellan is beginning to think we will have to build the south/north light rail.

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Public Meeting Testimony – Hillsboro
February 27, 1999

Name	Comment
<p>John W. Haide 667 NE 6th Ave. Hillsboro, OR jwh1249@aol.com</p>	<p>Bike paths should be built to the same standard throughout the region. Also, there is no continuous system of bike paths and lanes in Hillsboro. A connected regional bicycle system is needed.</p>
<p>N. Kay Walker Cornelius City Council 289 S 4th Place Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor's Livability Team and other studies have recognized the importance of this project.</p> <p>Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</p>
<p>Ralph Brown Mayor Cornelius 586 S 12th Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). After the fourth grade all children in Cornelius go to schools in Forest Grove or Hillsboro. This project improves the only route for those trips. The City of Cornelius is working hard to become a city and to comply with Metro planning requirements and to meet regional goals. This project will provide a needed boost toward making that happen. The project would provide better and safer access to many services that low income people depend on including Head Start, the Virginia Garcia Medical Center, and the Cultural Center.</p> <p>There is currently no north to south transportation system within the city this project is critical to that. There is a lot of</p>

	truck traffic on this road.
<p>John Greiner City Manager Cornelius 2633 S Cherry Cornelius, OR 97213</p>	<p>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). The City of Cornelius has been a very active partner with Metro in implementing the Regional Framework Plan. We have done this with no planning staff. Metro assisted us in developing our Main St plan. This funding is key to making that happen. We are also working to secure some private dollars to include additional amenities such as benches and flower baskets. We have used LIDs to fund public infrastructure and have done our part. There should be additional criteria to reflect the 40,000 people impacted by this project and the need to provide access to light rail in Hillsboro.</p>

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Public Meeting Testimony – Oregon City
March 17, 1999

Name	Comment
<p>Doug Neeley 712 12th St. Oregon City, OR 97045</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Neely submitted written testimony in favor of this project. He also stated that according to the criterion that gives a higher ranking to projects with overmatch, this project should be rated higher.</p>
<p>Kathy Lowe PO Box 69246 Milwaukie, OR 97267 986-1426</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Rep. Lowe submitted written testimony in favor of this project.</p>
<p>Linda Hatlelid 8617 SE 36th Milwaukie, OR 97222 659-2111 or 659-4205</p>	<p>Project: Johnson Creek Blvd.: 36th/45th (CR2)</p> <p>Ms. Hatlelid submitted written testimony and a petition with signatures. She also spoke in opposition to this project and made the following points:</p> <ul style="list-style-type: none"> • Pictures (attached as appendix A) depict things they were told would not happen. People use bike lanes as travel lanes. [Worn paint indicates that cars drive in bike lanes.] • Opposes Phase III construction and said the right-of-way should remain 40'. • At a meeting to explain a waterline replacement project, citizens and the neighborhood association president were asked to sign letters in support Phase III. The neighborhood association president did not sign. • The new principal of Ardenwald School signed another letter of endorsement without understanding the situation, but has indicated she will modify her endorsement. The previous principal has indicated she will sign a letter in opposition to the project. • The neighborhood and the neighborhood association both oppose the project; this is supported in memo from Mulvey Johnson [Portland Office of Transportation] and the project proceeded without support.

	<ul style="list-style-type: none"> • Speed-calming devices are needed in Phase 1 and Phase 3. She was told photo radar would be used, and it hasn't been; tickets are not issued for speeds of 26-36 mph. • Parking on the street is desirable, but believes it will be removed. • Average daily traffic count on Johnson Creek Blvd. East of 43rd on 2/20/91 was 12,819. • Phase 1 and Phase 3 will remove shoulders and this will be dangerous. • The 32nd St overpass to Tacoma needs bike lanes. • Historic street trees will be removed. The City grants itself variances. • Milwaukie should be assertive when dealing with Metro and the City of Portland. <p>Andy Cotugno asked what the City of Milwaukie's position was.</p> <ul style="list-style-type: none"> • Ms. Hatlelid said Jim Brinks [Dept. of Public Works] will recommend staying within the 40 ft. right-of-way.
<p>Richard Cayo 4203 SE Johnson Creek Blvd. Milwaukie, OR 97222 659-1951</p>	<p>Project: Johnson Creek Blvd: 36th/45th (CR2)</p> <p>Mr. Cayo submitted written testimony and spoke in opposition to this project. He made the following points:</p> <ul style="list-style-type: none"> • He supports Ms. Hatlelid's testimony against widening the road. It would bring the road closer to houses. • Jim Brinks tried to sucker citizens into accepting more than a 40' right-of-way.
<p>Austin Prichard 1636 SE Marion Portland, OR 97202 231-6048</p>	<p>Project: Eastbank Trail: OMSI/Springwater Trail Completion (Pbi6b)</p> <p>Mr. Prichard is on the board of the Sellwood Moreland Association. He sent a letter to Pamela Peck in support of this project. He spoke in favor of this project and mentioned the following amenities within the extension:</p> <ul style="list-style-type: none"> • Historical buildings: the old power company, car barn, • Original rail line, Golf Junction • Provides access to the park
<p>Diane Kean Campbell North Clackamas Parks and Recreation District (NCPRD) 11022 SE 37th Ave.</p>	<p>Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)</p> <p>Ms. Campbell is the project coordinator for the NCPRD. She submitted a letter from Richard Ellis, Chair of the NCPRD Advisory Board, and</p>

Milwaukie, OR 97222
794-8002

spoke in support of these three projects.

Andy Cotugno asked if NCPRD had any priorities. Ms. Campbell responded that a decision was made not to prioritize. Mr. Cotugno asked that she take the request to prioritize back because there are many more proposed projects than available funds.

<p>Nancy Kraushaur and Bryan Cosgrove 320 Warner Milne Rd. Oregon City, OR 97405 657-0891</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Kruashaur is the Senior Engineer with the City of Oregon City, Bryan Cosgrove is the Acting Community Development Director. They submitted written testimony in favor of this project. Mr. Cosgrove requested that Ms. Krushaur be allowed to use his testimony time, as he had to leave.</p> <p>Ms. Krushaur spoke in favor of this project and made the following points:</p> <ul style="list-style-type: none"> • The area serves a high intensity mixed-use development, including the 140 acre Clackamas Community College. • Traffic in left turn lanes is backing up into through traffic lanes. • Metro's models cannot accommodate the impacts of nearby Clackamas Community College and Newell Creek Canyon. The Metro model shows that only 68% of trips through the intersection are from or to high and medium priority land uses, resulting in a low rating. The project should not be penalized on 2040 goals because these areas must be preserved for their present uses. • This intersection serves future urban reserve areas. • It is the only regional freight route for a lot of industrial properties.
<p>Dick Jones 3205 SE Vineyard Rd. Oak Grove, OR 652-2998 BULLDOGJONES@prodigy.net</p>	<p>Projects: Regional Contribution for Airport LRT (RTOD1), TOD Program (RTOD1), ITS projects (CM7, MM7, PM2-7, 11, WM4 [there may be others]) congestion management, access management, and others.</p> <p>Mr. Jones spoke on a variety of subjects and commented on several projects:</p> <ul style="list-style-type: none"> • The meeting was confusing because testimony was given at the same time as the presentation. He had asked for information prior to the meeting that was handed out at the meeting. It should have been given to him before. • Southbound on McLoughlin, north of the Ross Island Bridge the roadway goes into a Y. It is currently two lanes and it should be replaced with three travel lanes in each direction. (This is ODOT project cb13.) • Congestion pricing: Strongly opposes, particularly if all lanes are priced. AAA did a survey in December and 80% opposes it. • ITS: It's a "black hole" and most of the projects are busy work and a waste of time. Signs near Wilsonville that say "have a nice day, buckle up" are not useful. Messages do not allow you to change your plans. Radios can be relied on instead. It will be better to wait

	<p>for ITS information to be provided via private companies to individual cars.</p> <ul style="list-style-type: none"> • Access management has a place on expressways and highways, not at the district level. It undermines businesses, ruins neighborhoods. It has zero local support on the McLoughlin corridor through the village of Oak Grove according to testimony at a public meeting held by Oak Lodge Community Council. • \$28,000,000 to help out MAX is too much: \$10,000,000 for TODs (RTOD1) and \$18,000,000 for LRT to the airport (RTr1). Also, \$16,000,000) to buses part off which supports MAX (RTr2). We voted LRT down. This builds distrust of government. We were told if this were voted down there would never be another LRT project. (Note: Telephone conversation with Mr. Jones on March 24 provided clarification on some points)
<p>Dale Potts 12177 SE Grove Lp. Milwaukie, OR 97222 659-5734</p>	<p>Project: Automobile traffic on McLoughlin Blvd.</p> <p>Mr. Potts submitted written testimony. He also stated that nothing should be done to interfere with the free flow of traffic on McLoughlin Blvd.</p>
<p>Melanie Paulo 199330 Rollins St. Oregon City, OR 97045 656-6436</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Paulo submitted written testimony and spoke in favor of this project. She made the following points:</p> <ul style="list-style-type: none"> • People are using back roads to avoid this intersection • Left turn lanes back up into through lanes, creating a safety hazard • Access to a proposed three story office building will be through this intersection • During rush hour, motorist wait through 3 light cycles. During the holiday season it can be up to 9 cycles.
<p>George L. Kosboth 1114 Washington St. Oregon City, OR 97045 557-3108</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Kosboth submitted written testimony and spoke in favor of this project. He used a board showing intersection (copy attached) and stated that Metro had data relevant to and plans that support this project. This is documented in the letter from Oregon City. (See Card #8 above)</p>

<p>John LeCavalier Johns Inskeep Environmental Learning Center 19600 S. Molalla Ave. Oregon City, OR 97045 657-6958 x2357</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Mr. LeCavalier speaking in favor of this project, made the following points:</p> <ul style="list-style-type: none"> • Supports the letter from the City of Oregon City. (See Card #8 above) • Plans have been initiated to link the End of the Oregon Trail Interpretive Center to the Clackamas Community College Environmental Learning Center through Newell Creek Canyon. This is part of Greenspaces trail master plan per Mr. Cotugno, but not on Priorities 2000 list. (Mr. Cotugno said this seemed a reach for a transportation use because Highway 213 is more direct; it is more a recreational opportunity. Mr. LeCavalier stated he would prefer the trail; Highway 213 doesn't have much bike travel because it is too dangerous. • A culvert for fish is needed where there is a 100' change in elevation at the intersection of 213 and Beavercreek Rd on Newell Creek. • Also, would like improvements to the bus system. It takes 2 hours to get home by bus.
<p>Deborah Watkins 13290 Clairmont Way Oregon City, OR 97045</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Watkins is Chairman of the Hillendale Neighborhood Assoc. She submitted written testimony and spoke in favor of this project. She made the following points:</p> <ul style="list-style-type: none"> • Oregon City Urban Reserves are quite large, therefore there will be considerable growth in this area. This growth will make the situation worse. • Highway 213 connects to Highways 212, 224, 221 and 99 north, south, east and west. • This is a major safety issue. There are more accidents here than any other intersection in the area—people race to beat the light. Also, people drive through Clackamas Community College as an alternate route. • Industrial development in the Red Soils Industrial Park may not occur because of the problems with this intersection. • Thayer, Gaftylane and Hillendale neighborhoods impacted. • A proposed three-story office building will impact intersection. • There are intergovernmental agreements in place to develop Highway 213. • Metro owns part of Newell Creek Canyon.

<p>Martha Taylor 7516 SE 21st St. Portland, OR 97202 234-3267</p>	<p>Project: Eastbank Trail (Pbi6b)</p> <p>Ms. Taylor speaking, in favor of this project, made the following points:</p> <ul style="list-style-type: none"> • This acquisition is required in order to connect trails; otherwise the project will be delayed. The whole project is needed and she would like to see the entire project funded. (Pbi6 a and b) • Questioned the low ranking of the project and said she may need to talk with Bill Barber. Mr. Cotugno agreed. He also said that if the project were viewed as getting bikes off Tacoma, it would rank higher in the safety category. • Has been active in the neighborhood plan for 3 years and with Friends of Oaks Bottom and wants to see the RTP goal of safe bike travel met.
<p>Monroe Sweetland 12006 SE McLoughlin Millwaukie, OR 97222 786-4625</p>	<p>Project: River Road and McLoughlin (Cbi1)</p> <p>Mr. Sweetland, a State Senator, speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> • There are a lot more residents in the area since the last sidewalks were built and new apartments have been built around the end of Kellogg Lake, yet there is no way to walk to Milwaukie; no bike or pedestrian trail on the east side of McLoughlin. The area is hazardous to seniors. There is no place to walk except on the curb and that is perilous. On the west side it isn't continuous around the tavern and the trestle. • Particular mess in wet weather. • ODOT improvements and median helped some, but also add to the confusion because traffic merges at that spot.
<p>Steve Bricker 2801 SE Tacoma Portland, OR 97202 653-0836</p>	<p>Project: Eastbank Trail (Pbi6a)</p> <p>Mr. Bricker, speaking, in favor of this project, made the following points:</p> <ul style="list-style-type: none"> • This is a project that should rank high, but is not: the opportunity to take a trail all the way to Estacada is an exciting opportunity. • Part b—the off-street trail with three bridges is the only sensible thing to do. Umatilla St to Springwater Trail will close the gap from downtown Portland to Boring and Estacada. This would connect Willamette River Greenway Trail and the 40-mile loop. Putting this section on the street would put million people on the street. With

	<p>a separate route people can commute downtown safely. It is not an appealing route without bridges over the railroad, McLoughlin and Johnson Creek at Clackamas industrial area between 17th and McLoughlin.</p> <ul style="list-style-type: none"> • It is important to fund this now and acquire necessary property. <p>Mr. Cotugno asked which one would be a priority. Mr. Bricker said this one (Pbi6b) because the railroad owns that piece and the opportunity may be lost. Mr. Cotugno said it was worth noting that we should at least acquire the property, but more money is needed to build the bridges for the OMSI section Samuels railroad right-of-way. Mr. Bricker said he thought money was available for that section with current funds.</p>
<p>Daisa Lawson North Clackamas Parks and Recreation District 13380 SE Kuehn Rd. Milwaukie, OR 97222 659-1983</p>	<p>Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)</p> <p>Ms. Lawson is a member of the Parks District board of directors. Speaking in favor of these three bike projects, she made the following points:</p> <ul style="list-style-type: none"> • Area is becoming rapidly urbanized and these linkages to greenspaces are necessary. Mr. Cotugno asked how these should be prioritized. Ms. Lawson responded that the Board had voted not assign priorities, but would take his suggestion back and try to set these priorities ready by April 6. • NCPRD is a citizen-based district formed in 1990. It is anxious to help, committed and will follow through. Mr. Cotugno said greenspaces folks would confirm this.
<p>Linda Bauer No address or phone given</p>	<p>Project: SE Foster Rd/Kelly Creek Bridge ((PM10)</p> <p>Ms. Bauer submitted maps showing the location of the project. Speaking in favor of this project, made the following points:</p> <ul style="list-style-type: none"> • We need a bridge • Natural spawning beds just upstream of this culvert. The culvert is illegal because fish can't pass. The water level isn't high enough. • The neighborhood supports a bridge. The neighborhood would then connect to the Springwater corridor by a pathway. • Requests that ranking be adjusted to affiliate the road project score with the culvert score. • The road can't be fixed without fixing the culvert. • The City continues to allow development to happen.

<p>Ed Zumwalt 10888 SE 29th Milwaukie, OR 97222 654-2493</p>	<p>Project: McLoughlin Blvd: Harrison/SPRR X'ing (CBL3)</p> <p>Mr. Zumwalt, speaking on behalf of the Historic Milwaukie Neighborhood Assoc., supports this project. He made the following points:</p> <ul style="list-style-type: none"> • This project is important to their overall plan • A letter was sent to Mr. Washington
<p>Martin G. Slapikas 5211 SW View Point Terrace Portland, OR 97201-3909</p>	<p>Project: N Macadam District Streets and Connections (PTOD2) and other Priorities 2000 projects</p> <p>Mr. Slapikas is the Transportation Chairman of the Corbett-Terwilliger-Lair Hill (CTLH) Neighborhood Assoc. He submitted written testimony and made the following points concerning this project:</p> <ul style="list-style-type: none"> • A major development is planned for the North Macadam area that will increase traffic through these neighborhoods. A traffic study by David Evans showed a 26% increase on Corbett, 22% increase on Macadam and several choke points. There is a need to mitigate the problems that impact the neighborhood. • A comprehensive study is needed to address this—all the Priority 2000 projects affecting this area should be looked at together. Mr. Cotugno agreed that attention should to be paid to spillover effects.

<p>John Bendit 19460 SW 89th Ave. Tualatin, OR 97062 692-0846</p> <p>Bob Boryska 9535 SW Cherry Ln Tualatin, OR 97062 692-8955</p> <p>Dan Kaempff No address or phone</p>	<p>Project: TMA Assistance Program (TDM5)</p> <p>Mr. Bendit, Mr. Boryska and Dan Kaempff testified together in support of funding for TDM and TMAs. Mr. Bendit represents the Tualatin Chamber of Commerce. They made the following points:</p> <ul style="list-style-type: none"> • Support funding for the Tualatin Chamber of Commerce TMA; they have provided a large private commitment of funds for the TMA, and feel that continued matching support is important to continuing efforts. • It is important that the three TMAs that exist continue and others spin off. Mr. Cotugno said that JPACT adopted a policy direction to set a framework for how TMAs are considered in the future. A typical budget to keep a TMA going is \$75,000. The general framework adopted would provide start up money with a three-year sliding scale, but not continuing operation funds.
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- Mr. Bendit said that not many TMAs operate around the country with out continuing operating support.
- Tualitan chamber of commerce started TMA with private funds, already bucking the average. It is difficult to go beyond that. Where else will funds come from?
- The transit choices for livability study indicates that 5 out of 10 programs were in Tualatin. So it appears that Tualatin will be an important transportation hub. No other transit service out there for an industrial area. Need an answer to that.
- Tualatin has performed a vital role in providing affordable housing.
- Tualatin plays a key role in transportation issues and projects, including high-speed rail.

Sha Spady
17855 Alden St.
Oregon City, OR
650-1195

Project: Beaver Creek Road/Highway 213 Intersection (CM14)

Sha Spady, representing Friends of Newell Creek Canyon submitted written testimony, and speaking in favor of this project, made the following points:

- Factors beyond technical scoring should be considered.
- This intersection is where Newell Creek, which is now culverted begins. The Environmental Learning Center at Clackamas Community College is the headwaters of Newell Creek, a Class 1 stream.
- There is an opportunity for Metro to create a stormwater management facility demonstration project.
- There are multiple goals incorporated into one project.

<p>Diane Sparks Oregon City Chamber of Commerce PO Box 226 Oregon City, OR 97045</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Sparks speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> • The ranking at medium priority is a concern • Safety is important for businesses, residents and students with traffic speeds of 50 mph. • Fire and police have expressed concern about the intersection • Doesn't want another Sunnyside • A lot of industrial • Growth cannot continue without a fix—even temporary • People avoid Beavercreek Road and use residential streets and they shouldn't need to. • Sorry no one was there from the school district, but the Chamber of Commerce represents the school district and is aware of their concerns for safety. • Many try to avoid the intersection
<p>Dan Kaufman Portland, OR 97202 233-9513</p>	<p>Project: Eastbank Trail (Pbi6)</p> <p>Mr. Kaufman, representing the Brooklyn Neighborhood Association submitted written testimony, a petition and a map, and spoke concerning this project. He made the following points:</p> <ul style="list-style-type: none"> • He wants access to the Springwater Trail from the Brooklyn neighborhood. There is currently no access along the trail from Holgate to the Ross Island Bridge. • Would promote livability, and recreation.
<p>Carolyn Tomei 11907 SE 19th Milwaukie, OR 97222 659-9116</p>	<p>Projects: McLoughlin Blvd.: Harrison/SPR X'ing (CBL3), Linwood Ave: Monroe/Cedarcrest (CM16)</p> <p>Ms. Tomei is the Mayor of Milwaukie. She spoke in favor of these</p>

	<p>projects and made the following points:</p> <ul style="list-style-type: none"> • McLoughlin Boulevard Project: Milwaukie is a transit center. This project will link Traction Co. trail from Park Place to Glen Echo. It also links to Johnson Creek Blvd. Safe pedestrian access is needed from I-205 • Linwood Ave project: Is close to school and on a Tri-Met bus route. • Supports Lake Road construction project
<p>Clark Poulton 624 7th St. Oregon City, OR 97045</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Poulton is Deputy Fire Chief with the City of Oregon City. He submitted written testimony and spoke in support of this project. He made the following points:</p> <ul style="list-style-type: none"> • Too many accidents at this intersection and congestion is the cause. Accidents at the Maple Lane intersection are also the result of problems with this intersection. • High-speed traffic on 213 and Beaver Creek. The posted 40-mph limit is seldom maintained. • Wants an intersection where smooth flow of traffic can be maintained.
<p>Don Vedder 656-1160</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14), and the effect of access management.</p> <p>Mr. Vedder represents Scott Parker, Gayle Molader and the estate of Patricia S. Parker. He supports the intersection project. He spoke about the effect of ODOT access management and submitted supporting documents. He made the following points:</p> <ul style="list-style-type: none"> • The heirs now own Tax lots 500, 700, 800, 2000, of 3 So 2 East 9 B • 1991 at request of ODOT work sessions and public hearing were held to adopt Phase 1 and 2 into the comprehensive plan • 11.688 acres now still owning, of which ODOT needs 6 acres • Access control line caused loss of access to property • City approved an amendment of comprehensive plan (7/1992) eliminating access control lines from map and to change maps and documents to reference Trails End Hwy. • Ordinance 92-1002, February 5, 1992 (see attached) The words access control were not removed; this didn't follow the comp plan amendment. • Users/Buyers don't want to build and be condemned, therefore marketing of property is limited • July, 1996 City, State and County wanted to do improvements

	<p>around Molalla Ave and Beaver Creek Rd. The affected property owners had a right to dispute, and did because the City did not live up to its previous deal.</p> <ul style="list-style-type: none"> • 1996 Clackamas County, ODOT, the City and the Patricia Parker entered into agreements that she had not lost any of her constitutional rights and she could ask for protective buys. So far no purchase. Part on Fir Street has utilities and could market 2 acres, some of which has ODOT access control line. Buyers objected. Other 2 acres offers and seller had to pay additional fees. Original 2 acres now sold with access control line in parking lot on plans. • Heirs cannot afford to put in road, utilities to reach the 5.688 acres of industrial land that exist. It remains financially unserviceable.
<p>Don and Ladonne Mueller Oregon City Secure Storage 14295 Marjorie Ln. Oregon City, OR 97045 557-8858</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14), Beaver Creek Road: Highway 213/Mollalla (CM13), McLoughlin Blvd, McLoughlin Blvd.: Harrison/SPR X'ing (CBL3)</p> <p>The Muellers own a business located at the Berryhill Shopping Center. They spoke in favor of these projects. They also favor a gas tax increase. They made the following points:</p> <ul style="list-style-type: none"> • Concerned about safety and congestion at this intersection. • Would like better lighting on Highway 213 from Beaver Creek to Redland Rd. It is very dark and dangerous. Wondered how it could be maintained; would donations be allowed. • Support the McLoughlin Boulevard Project
<p>Diane Sparks Oregon City Chamber of Commerce PO Box 226 Oregon City, OR 97045 503-656-1619</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Sparks, Executive Director of the Oregon City Chamber of Commerce, speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> • The medium priority ranking is a concern • Ties hands for future growth of homes businesses, schools • Concerned with safety residents, businesses and students and 55 mph traffic • Fire and police are unable to make safe movements through intersection • Hazards will increase so don't wait • Highway 213 is possibly the next Sunnyside Rd.
<p>Ruth Barber 14754 S Quail Crest Ln. Oregon City, OR 97045</p>	<p>Project: No project identified.</p> <p>Ms. Barber is concerned with intersections south of the</p>

655-3481	<p>Beavercreek/Hwy 213 intersection. She submitted written testimony, maps, pictures and other documents. She made the follow points:</p> <ul style="list-style-type: none"> • Unhappy with the Clackamas County Planning—they are manipulating land use laws. She has spoken with Robin Brooks • Concern is the unsafe intersection of Quail Crest and Beavercreek. Would like vertical alignment and center medians and turn lanes. • Metro file No. 10068gm-06
<p>Jim Brink City of Milwaukie 11188 SE 27th Ave Milwaukie, OR 97222 786-6043</p>	<p>Projects: Johnson Creek Blvd: 36th/45th (CR2), Linwood Ave: Monoe/Cedarcrest (CM16), McLoughlin Blvd: Harrison/SPR X'ing (CBL3), Lake Road: Oatfield/Hwy 224 (CR3)</p> <p>Mr. Brinks is the Public Works Director for the City of Milwaukie. He submitted written testimony and spoke in favor of these projects. He made the following points:</p> <ul style="list-style-type: none"> • McLoughlin project: provides a connection form downtown to the river. • The Johnson Creek Blvd project: Phase 3 will complete the project started in Phase I, providing sidewalks, and curbs. Receives calls asking when it will be completed. He questions why it is ranked in the middle. The public wonders how long it will remain in this condition. Phase 3 design and funding for right-of-way is available. They are waiting for construction funds. • Linwood Ave. project: Linwood Ave runs in form of school. Supports this project to add sidewalks, etc. It also supported by the Linwood neighborhood.
<p>Dave McNeel 15711 S. Henrici Rd. Oregon City, OR 97045 632-3497</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Mr. McNeel speaking in favor of this project. He also commented on the Sunnybrook Interchange. He made the following points:</p> <ul style="list-style-type: none"> • Wants to make sure the State makes the City and the County stick to the previous commitments and wants ODOT to make sure the public knows of the commitment • Supports Sunnybrook Interchange—does not support the split diamond project scenario, supports a project, just not the split diamond concept.
<p>Peter Angstadt Dean-College Services Clackamas Community College</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Angstadt submitted written testimony supporting this project.</p>

Margaret Branson
Garthwick Association
625 SE Manchester Place
Portland, OR 97202
232-2483
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Project: Eastbank Trail (Pbi6)
Ms. Branson, chair of the Garthwick Association submitted written testimony in favor of this project.

Letters

PRIORITIES 2000
Metropolitan Transportation Improvement Program
Letters
Feb. 8 – Mar. 30, 1999

Name	Date	Comments
Kathleen Dana 13592 SE 145th Ave. Clackamas, OR 97015	N/A	Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and building pathways to transit stops and erecting bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
Wayne Cozad President Swan Island Business Assoc. PO Box 4773 Portland, OR 97208	2/17/99	Supports full funding of transportation demand management (TDM) programs. In 1998 the SIBA Transportation Comm. worked with Tri-Met and C-Tran to put a new transit line between Swan Island and Clark County. Projects like this provide better options for employees and create more capacity for the movement of freight. Building a better transportation system must include investments in the "soft infrastructure" that helps people access alternatives to driving alone.
Amy Rhoades Chair Glenfair Neighborhood Assoc. 224 SE 155th PL Portland, OR 97233	2/17/99	Supports funding for SE Stark – 122nd/146th Reconstruction. The businesses and residents of this community support funding this project. The street is currently in poor condition. The project is vital to the quality and livability of our neighborhood.
Betty Jean Lee Chin's Import/Export 2035 NW Overton Portland, OR 97209	2/17/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside is currently a barrier into the Old Town/Chinatown. There could be a more desirable pedestrian entrance to the area. The Classical Chinese Gardens, increases in housing, and Port of Portland facility all create the need for a study now. By cleaning up the street, it will bring needed economic growth into this part of the city.
Helen L. Ying Chinese American Citizens Alliance 2035 NW Overton Portland, OR 97209	2/18/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside St. does not present an aesthetic or welcoming setting for the city. In anticipation of projects such as the Classical Chinese Gardens and other developments, improvement for Burnside St. is imperative. It will bring vitality and economic growth into this part of the city.

Richard L. Harris Central City Concern 2 NW Second Portland, OR 97209	2/19/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. As a business that operates on Burnside, we live with the negative aspects of this street on a daily basis. Burnside is noisy and dangerous. It is a serious physical, psychological and social barrier to integration of residents and businesses on either side of the street. There are numerous traffic and pedestrian problems every day. Many problems associated with West Burnside, such as drug dealing and boarded businesses, are directly related to this street.
Reg Wobig Kaiser Permanente 500 NE Multnomah St Suite 100 Portland, OR 97232	2/22/99	Supports funding of Tri-Met regional TDM program. Kaiser has benefited from this program. We support its expansion so more businesses can benefit. Tri-Met provides solutions beyond basic transit service with this program, such as ECO assistance and guidance on carpool programs. Kaiser has 500 employees in the Lloyd District. In 1998 we have seen a decrease of 11% in drive-alone commutes and have increased transit and alternative mode participation to 49% of our Lloyd District employees.
James Nicoli Mayor City of Tigard 13125 SW Hall Blvd. Tigard, OR 97223	2/23/99	Supports funding for the Murray Blvd. extension. A majority of the Tigard City Council supports this project. This road extension is a key element of Tigard's Comprehensive Transportation Plan and is critical to the establishment of Beaverton's Scholls Ferry Town Center. It provides long-awaited direct east-west connection between Tigard and Beaverton. Improvements to major collectors in Tigard are being designed in preparation for this project. The Murray extension will provide better traffic circulation and connectivity in this part of the region.
Jonathon Porter 1832 NE Wasco Portland, OR 97232	3/23/99	Supports funding for bicycle and pedestrian improvements.
Tiffany Branum 1036 SE 45 th Portland, OR 97215	2/23/99	Supports funding for bicycle improvements and other alternative modes.
Andrew D. Hayden 2014 NW Glisan St #411 Portland, OR 97209	2/23/99	Wants to see a greater percentage of funds spent on bicycle and pedestrian projects. Supports funding for PR3, PM4, PM6, PR10, PF1, Pbi1, Pbi6, PP1, PP2, PP4, Pbi7, PBL1, PBL3, PBL4, PBL5, WTr1, RTr1, RTr2, RTOD1, TDM5, RPlng4, and RPlng5.
Craig Gilbert LSI Logic 23400 NE Glisan Gresham, OR 97303	2/24/99	Supports funding of Tri-Met's TDM program. Currently working with Tri-Met to reduce the auto trip rate from 80% of our employees to 72%. Tri-Met is providing superb assistance and guidance towards a van shuttle program.

<p>Rene' Pizzo PO Box 1308 Oregon City, OR 97045</p>	<p>2/25/99</p>	<p>Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways, build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.</p>
<p>Patty Lee Ashcreek Neighborhood Assoc.</p>	<p>2/25/99</p>	<p>Supports funding for the following projects: PP1 Capitol Hwy: SW Taylors Ferry/36th, PP2 Capitol Hwy: Bertha/BH Hwy, PBL4 Barbur Blvd., and PP5 Red Electric Line.</p>
<p>Bob Peterson Chair Overlook Neighborhood Assoc. PO Box 17065 Portland, OR 97217</p>	<p>2/28/99</p>	<p>Supports full funding of Tri-Met's TDM program. Recently met with Lenny Anderson of the Swan Island Transportation Committee and found that we shared many concerns and ideas. Our membership voted unanimously to ask Metro to look at viable transportation alternatives for increasing the volume of traffic coming in and out of Swan Island.</p>
<p>Jim & Gwynn Sullivan 1844 Woodlawn Dr. Medford, OR 97504</p>	<p>3/1/99</p>	<p>Support transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic claming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.</p>
<p>Elaine M. Wells Executive Director Volunteer Transportation, Inc. 2145 NW Overton Portland, OR 97210</p>	<p>3/4/99</p>	<p>Supports funding Tri-Met transit system improvements. Tri-Met's application is a comprehensive response to the transportation related issues for the approximately 220, 000 people who live in poverty in the Portland area. Access to transportation services continues to be a major barrier for people with special transportation needs, such as the mobility impaired, seniors, persons with disabilities and those on a low income. This funding is integral to a Job Access package which will provide new mobility to work sites throughout the region.</p>

<p>Bob Akers 40 Mile Loop Land Trust 2828 SW Corbett Portland, OR 97201</p>	<p>3/4/99</p>	<p>Supports funding for the following projects which will help complete the 40 Mile Loop and connect 160 mile trail system in the Portland region. These trails connect parks, open spaces, schools, recreation centers, business and commercial centers and communities. Trails are a successful alternative to the auto. The 40 Mile Loop Board supports: Cbi4 Portland Traction Company Trail, CBi12 Willamette Shoreline Rail, MBi1 Gresham Fairview Trail, PBi2 Peninsula Crossing Trail, PBi5 Springwater Corridor, PBi6 a and b OMSI/Springwater Trail completion, PBi8 Willamette Greenway Trail, PP5 red Electric Line, WBi1 Fanno Creek Bike Path, WBi10 Fanno Creek Multi-Use Path, PP6 Springwater Trailheads at 82nd/136th/174th, PBi7 Eastbank Riverfront Access and Neighborhood Connections, and CT42 Willamette Shoreline Trestle and track repairs.</p>
<p>Kathy and Lee Orton 3363 SE 14th Ave. Portland, OR 97202</p>	<p>3/7/99</p>	<p>Supports the following projects: Brooklyn Neighborhood Access to the OMSI/Springwater Trail, continuation of the OMSI/Springwater Trail to the existing Springwater Trail, pedestrian accessibility via all corner crossings at Powell and Milwaukie, pedestrian and bicycle safe access over the Ross Island Bridge, pedestrian and bicycle safe access from west to east Brooklyn, and reducing access from Brooklyn to McLoughlin Blvd.</p>
<p>Clark and Assoc. Interior Design 12701 SW Iron Mountain Blvd. Portland, OR 97219</p>	<p>3/9/99</p>	<p>Supports funding for repair and upgrading of bicycle and pedestrian trail in Tryon Creek State Park. Trail is currently damaged and unsafe. Only alternative route is Terwilliger Blvd.</p>
<p>Loriann Richards Graphic Impressions 12250 SW Myslony Rd Tualatin, OR 97062</p>	<p>3/9/99</p>	<p>Supports full funding of Tri-Met's TDM program. Our company has benefited from this program through the support of the Tualatin TMA. We support expansion of the TDM program and funding for TMAs. Tri-Met helped us solve specific transportation problems. The Tualatin TMA is one of the few TMAs nationwide that was founded with private funding. TMA members have shown their ongoing commitment to providing commute alternatives for their employees.</p>
<p>Lisa Searle Durametal Corp. 9560 SW Herman Rd Tualatin, OR 97062</p>	<p>3/9/99</p>	<p>Supports full funding of Tri-Met's TDM program and funding for TMAs. Tri-Met helped to create the Tualatin TMA shuttle service which gives workers a fast, easy connection to Tri-Met service to Tualatin. The regional TDM program is a vital resource for employers and TMAs.</p>

<p>Ray Hering Hank's 1519 N Adair PO Box 647 Cornelius, OR 97113</p>	<p>3/9/99</p>	<p>Support funding for Cornelius Enhancement project. This is the only connection between Hillsboro and Forest Grove. My business was established in 1935 next to the highway in Cornelius. It was a two lane road then, and still is today. In 1935 it was a sleepy farm community, now it is one of the fastest growing areas in the State. Cornelius cannot afford to make the necessary changes to move more traffic through its main street and still serve its 6000 plus citizens.</p>
<p>Tim Leahy, Chair Wilsonville Planning Commission 30000 SW Town Center Loop E Wilsonville, OR 97070</p>	<p>3/9/99</p>	<p>Supports the following projects: CBI9 Town Center Park Bike and Pedestrian Connection – project provides an important connection between the newly improved park and retail and residential properties, also provides a link to the east-west Boeckman Creek bike/pedestrian crossing; CBI10 Parkway Avenue/Town Center Loop Bikeway – project completes a south-north link between corporate campuses, industrial facilities and residential and retail properties, and links to the Town Center Loop Bikeway which was funded with ISTEAF funds; CBI11 Parkway Center Bikeway – project connects the proposed North Center Transit Center Park and Ride to housing and industrial areas.</p>
<p>Thomas P. Moyer TMT Development Co. 1000 SW Broadway, Suite 900 Portland, OR 97205</p>	<p>3/9/99</p>	<p>Supports funding for Cornelius Enhancement project. The City of Cornelius is matching the grant with 33% of the cost of the project. This project is very important and beneficial for the citizens and property owners of Cornelius.</p>
<p>Monte D. Haynes Insignia/ESG, Inc. 8705 SW Nimbus Ave Suite 230 Beaverton, OR 97008</p>	<p>3/10/99</p>	<p>Supports funding for the Tri-Met's regional TDM and TMA programs. The TDM program would assist businesses in the Kruse Way area that are looking for flexible, responsive transportation alternatives. We are particularly concerned about the impacts of construction of I-5/217 improvements. Providing a variety of transportation options is critical to the economic vitality of the Lake Oswego area.</p>
<p>Karen D. Moore President Old Town Chinatown Neighborhood Assoc. 520 SW Yamhill St Suite 1000 Portland, OR 97204</p>	<p>3/10/99</p>	<p>Supports funding for the study of West Burnside as a top priority for the MTIP. Burnside acts as a major thoroughfare, but is not pedestrian friendly and does not function as a urban boulevard. Burnside has been identified as a major barrier to the neighborhood and creates an unsafe and unfriendly environment. We recommend a number of short and long term actions on Burnside, including modifying the signal system to reduce traffic speeds, providing additional on-street parking, increasing pedestrian crossings and grants for street front improvements.</p>

Bob Miller Foster Farms 1333 Swan St Livingston, CA 95334	3/10/99	We currently have a chicken hatchery on 2500 Beavercreek Rd in Oregon City. Supports funding for the upgrade to the Hwy 213/Beavercreek intersection. The increase of traffic on Beavercreek has made it difficult to exit our facility. Traffic backs up past our entrance road and causes delays in deliveries and makes it difficult and unsafe for employees to exit and enter our facility.
Charlotte Lehan Mayor City of Wilsonville 30000 SW Town Center Loop E Wilsonville, OR 97070	3/11/99	Supports funding for the following projects: CBi9 Town Center Park Bike/Ped Connections, CBi10 Parkway Avenue/Town Center Loop Bikeway, CBi11 Parkway Center Dr, CTr1 SMART Transit Center and Park and Ride, TDM6 SMART TDM program, and I-5 Corridor Transportation Enhancement Project. All of these projects are important to Wilsonville and to meeting regional transportation goals.
Deborah A. Watkins Chairman Hillendale Neighborhood Assoc.	3/11/99	Supports funding for Beavercreek Rd/Hwy 213 intersection improvements. Hwy 213 provides connections to Highways 212, 224, 205, 211 and 99. This a major freight route. The intersection is currently unsafe and there are long delays. Oregon City has more buildable land within the Urban Growth Boundary and experienced 6% growth last year, this improvement would serve new growth in the area.

James H. Kyung 1001 SW 5th Ave Suite 1200 Portland, OR 97204	3/11/99	Supports funding for upgrades and improvements to the bicycle and pedestrian paths in Tryon Creek State Park. This is an important recreation area for families and the bike path provides the only alternative transportation option in this area.
Yong-Joo Kim JAE Oregon PO Box 1106 Tualatin, OR 97062	3/11/99	Supports funding for Tri-Met's regional TDM program and TMAs. Tri-Met helped to create the TMA shuttle service which gives workers a fast and easy connection to transit service in Tualatin. The regional TDM program is a vital resource for employers and TMAs in the region.
Randall Ward PacifiCorp 825 NE Multnomah	3/11/99	Support funding for Tri-Met's regional TDM program and TMAs. We believe that were it not for the TDM's efforts, PacifiCorp would have obtained ECO compliance as effectively has we have. In one year we have reduced SOV trips to our work sites by more than 10%. Tri-Met's TDM program is vital to our company and others as well.
R. Bartholomew Portland Community College PO Box 19000 Portland, OR 97280	3/12/99	Supports funding for the Westside Transportation Alliance. They have taken a leadership role in reducing employee vehicle miles of travel and encouraging commute options. They have formed strong partnerships between the private and public sector. They are working with Tri-Met to provide shuttle service to centers of employment not served

		by public transportation.
Robert J. Massar Director of Finance and Support Service City of Hillsboro 123 W Main St Hillsboro, OR 97123	3/12/99	Supports funding for the Westside Transportation Alliance and the TDM programs they offer businesses in our area. They provide valuable regional leadership in reducing employee vehicle miles traveled. Without constant stimulation, employer programs are more likely to cease and falter. Also supports funding for the Transit Choices for Livability expansion of non-traditional transit service.
Michael Surface Transportation and Parking Manager Lewis and Clark College 0615 SW Palatine Hill Rd Portland, OR 97219	3/12/99	Supports funding for the regional TDM program at Tri-Met. Our organization has been assisted by Tri-Met to obtain our ECO goals. Would like to see expansion of the TDM effort in the metropolitan area to improve air quality and quality of life. We have seen more than an 11% decrease in drive-alone behavior since working with Tri-Met. We recently were awarded Best ECO Employer of 1999, and Tri-Met helped us achieve that honor.
David Brook President Carsharing Portland 1905 NE Clackamas St Portland, OR 97232- 1514	3/12/99	Supports Tri-Met's application for \$16 million for transit service improvements. It will provide significant benefits to low income people. Carsharing provides an important alternative for many of these households giving them the flexibility of a car without the expense of ownership. Improving transit access and service is integral to the Jobs Access package and will provide mobility to worksites throughout the region.
Tom Ranieri Cinema 21, Inc	3/12/99	Supports funding for TMAs. There is strong community and Nob Hill Business Assoc. support for a TMA here. The neighborhood has been actively working on transit service, shared parking and traffic calming. But these efforts have relied on volunteers and private funding. A more formal and professional management process or entity is crucial at this point and vital to the ultimate success of our many months of work.
Rex Burkholder Lynn Peterson Coalition For A Livable Future 534 SW Third Ave, Suite 300 Portland, OR 97204	3/12/99	We urge JPACT to provide policy direction specifying a project selection mechanism before the proposed 150% cut is made. There are no explicit criteria for making the first cut and there has been no effort to rank the projects between categories. Many regional policies as well as public surveys support greater emphasis on transit, bike, walk and boulevard projects. The only way to achieve a balanced transportation system is to fund the historically underfunded pieces of our transportation system. Citizens responding to a 1997 Metro questionnaire on growth issues indicated that they want \$65 out of every \$100 spent on projects other than road widening and freeways.

<p>Bruce Barbarascg 310 SE Alder St Portland, OR 97214</p>	<p>3/13/99</p>	<p>Supports funding bicycle and transit projects over those that solely benefit cars. I live in SE Portland and work in Beaverton. More sidewalks and bike lanes are needed in Beaverton. It is dangerous and inconvenient to walk anywhere. Support funding the following: PF3 SE 7th/SE 8th Ave. Connector; PBr1, PBr2, PBr3 Bridge Repairs – these are vital to all modes of travel; PBi1 Morrison Bridge Ped/Bike Accessibility – will allow more people to cross the river safely and reduce congestion; WBi1, Wbi2, WBi4, WP2, WP7 – Fanno Creek, Hall Blvd and Cedar Mill Path; WP5 SW 170th – this is the most important project in Beaverton for pedestrians; PBL1 Hawthorne Blvd; and RTr2 Transit Choices for Livability Service Increase for Regional/Town Centers.</p>
<p>Paul E. Bunn 7251 Lynnwood Ct Wilsonville, OR</p>	<p>3/13/99</p>	<p>Supports funding for the following projects: CBi9 Town Center Park Bike/Ped Connections, CBi10 Parkway Avenue/Town Center Loop Bikeway, CBi11 Parkway Center Dr, CTr1 SMART Transit Center and Park and Ride, TDM6 SMART TDM program, and I-5 Corridor Transportation Enhancement Project. All of these projects are important to Wilsonville and to meeting regional transportation goals.</p>
<p>Bruce R Kindler 6413 Palomino Way West Linn, OR 97068</p>	<p>3/15/99</p>	<p>Supports upgrades to Tryon Creek State Park bike and pedestrian paths. Letter details repairs needed to path to improve safety. Currently uses the path to commute to work by bicycle.</p>
<p>Pam Murray Regional Director Steps To Success Mt. Hood Community College 14030 NE Sacramento Portland, OR 97230</p>	<p>3/15/99</p>	<p>Supports funding for Tri-Met's application for \$16 million for transit service improvements. This is vital to people living in poverty. Lack of adequate transportation is a primary barrier to achieving financial self sufficiency. Inadequate public transit to the store, child care and other destinations means that scare dollars are spent on other transportation options that are more flexible and more expensive. Tri-Met's proposal is vital to the Jobs Access Plan and to providing new mobility options to worksites throughout the region.</p>
<p>Kurt Schrader State Representative District 23 H-477 State Capitol Salem, OR 97310</p>	<p>3/15/99</p>	<p>Supports funding for intersection improvements at Hwy 213/Beavercreek Rd. The Beavercreek area is the largest urban reserve in the region. Under state law, no land may be annexed or made part of the UGB until the infrastructure to accommodate growth is in place. This project provides a direct link to undeveloped industrial land within the existing UGB and an important connection to rural areas.</p>

<p>Stuart M. Anderson Transportation Consulting 1041 Marion St Denver, CO 80218</p>	<p>3/15/99</p>	<p>Commenting on the TMA funding under the TDM element of the plan. I am a transportation consultant working with the Oregon DEQ. I have also worked with 45 TMAs nationwide and am also the national chair of the TMA Council for the Association for Commuter Transportation. Would like to make the following suggestions: consider a regional assessment to identify areas and activity centers with strong TMA potential before soliciting funding applications; conduct a feasibility study to determine private sector interest and financial sustainability; create funding opportunities for TMAs in pursuing special projects, especially after the three year start-up period; and provide ongoing funding for TMAs core marketing activities.</p>
<p>Linda Odekirk Nike One Bowerman Drive Beaverton, OR 97005</p>	<p>3/15/99</p>	<p>Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has helped Nike meet ECO rule requirements since 1992. They provide valuable regional leadership in reducing employee vehicle miles traveled, concentrating trip reduction efforts on specific employment areas, resulting in higher mode split reductions than individual employer efforts. Also supports funding for the Tri-Met non-traditional transit service improvements to connect regional centers and employment areas, such as the WTA/employer/Tri-Met partnership to provide shuttle service in employment areas that lack bus service.</p>
<p>Sandra L. Philbrook Integrated Measurement Systems, Inc 9525 SW Gemini Dr Beaverton, OR 9708</p>	<p>3/15/99</p>	<p>Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has provided support to our organization for successful ECO survey administration and ECO plan development ideas and strategies. WTA is working to implement a shuttle to and from the Beaverton Transit Center to Nimbus Ave. WTA is very deserving of funds and has benefited businesses in the Nimbus/Gemini business park area.</p>
<p>Don Shafer 10415 Pleasant Place Wilsonville, OR 97070</p>	<p>3/15/99</p>	<p>Supports funding for the SMART Park and Ride and Transportation Demand Management. I am handicapped and unable to drive and depend on public transportation every day to get me to and from work. Wilsonville is a natural transfer point to and from Salem and to Oregon City and Gresham. The park and ride will help meet future transportation demands. The TDM program will help change travel behavior, provide information and make people aware of the travel options available to them.</p>

Brenda Durbin Clackamas Co. Dept. of Social Services 18600 SE McLoughlin Blvd Milwaukie, OR 97267	3/15/99	Supports funding for Tri-Met transit service improvements. This is necessary for seniors, people with disabilities and low-income people served by the agency. Supports the following service improvements: increased service along McLoughlin Blvd, Oatfield Rd and between Oregon City and Clackamas Town Center; better lighting and more bus shelters to allow the elderly and disabled citizens access to transit; improved service to Kaiser Sunnyside Hospital; and new service to Happy Valley. This funding is integral to competing the Jobs Access Plan.
Rainer H. Poersch Leupold & Stevens, Inc. PO Box 688 Beaverton, OR 97075- 0688	3/16/99	Supports funding of the Westside Employer Assistance program and shuttle service to link employees to public transit. This shuttle service is critical to making light rail effective. TDM programs at L&S are a success; trip reduction strategies have been working. The Westside Employer Assistance program is an excellent means of supporting the ECO program and ensuring its continued success, and also reduces the number of vehicles on our roads.
Richard Henry Tilden, D.C., P.C. PO Box 507 Cornelius, OR 97113	3/16/99	Supports funding the Cornelius Enhancement Project. As a member of the Cornelius Main Street District Plan Advisory Committee, I can attest to the widespread interest and participation in our community. We recognize the need to create an environment which fosters safety, livability, business development and civic pride. Our Main Street plan has identified significant potential for our community. However, potential has a limited shelf life. Working together we can add value to the lives of those who live and work here.
Margaret Branson, Chair Garthwick Assoc. 625 SE Manchester Pl Portland, OR 97202	3/16/99	Supports funding for the Tier 1B connection of the Springwater Corridor and the Willamette Greenway to OMSI. Completion of this link will serve residents, the thousands of recreationalists enjoying the path, and those who commute by bicycle.
Peter Angstadt Dean, College Services Clackamas Community College 19600 S Molalla Ave Oregon City, OR	3/17/99	Supports funding Tri-Met's \$16 million Transit Choices for Livability service expansion request, particularly improvements on lines 32 and 33 which serve Clackamas Community College. Several thousand students, faculty and staff will benefit.
Bernadette Brazil City of Wilsonville 30000 SW Town Center Loop E Wilsonville, OR 97070	3/17/99	Supports funding for SMART projects in Wilsonville. Our senior population is growing. They need services "on demand" with very short notice. Access to medical care needs to be a priority.

Steve Amen Oregon Public Broadcasting 7140 SW Macadam Ave Portland, OR 97219	3/17/99	Supports funding for the Building Community Through Media pilot project. OPB looks forward to being part of the project and bringing together a diverse group of experts to enhance Metro's efforts to broaden awareness of key issues facing Oregon. A similar program aimed at immunizing children in Oregon was very successful.
Jeff O'Neal Oregon Graduate Institute of Science and Technology 20000 NW Walker Rd Beaverton, OR 97006	3/17/99	Supports funding for the Westside Transportation Alliance for TDM programs for businesses in our area. WTA has been a great ally in our effort to get transit service to OGI. Also supports funding for non-traditional expansion of transit service to provide connections between regional centers and employment centers.
Claudia Clark His & Her Carpet Care PO Box 834 Tualatin, OR 97062	3/17/99	Writing as President-Elect of the Tualatin Chamber of Commerce in support of regional TDM programs at Tri-Met. Tualatin has benefited through Tri-Met's support of our Chamber's TMA. Tri-Met has provided critical assistance to our TMA to create a local program to solve local transportation problems; solutions have included car and van pool matching, on-site transportation fairs and education for employee transportation coordinators.
John R. Bendit President, Tualatin Chamber of Commerce Upscale Automotive 19460 SW 89th Tualatin, OR 97062	3/17/99	Supports the Tri-Met regional TDM program which provides valuable assistance to the Tualatin TMA. TDM should be expanded so more employers can benefit from this worthwhile program. Tri-Met helped to create the TMA's shuttle service, which links workers to public transit in Tualatin. Tualatin TMA is a pioneer in that it is one of few TMAs nationwide founded with private funding. Public support is critical to the continuation of this program.
Louis A. Ornelas, P.E. OHSU Facilities Management 3310 SW US Veterans Hospital Rd Portland, OR 97201	3/17/99	Supports the Tri-Met regional TDM program. Working in partnership with Tri-Met, OHSU's transit mode split has gone from less than 10 to over 25 percent in the past four years. The regional TDM program is a vital resource for employers and TMAs in the region.
R. Dan Walleri Mt. Hood Community College 26000 SE Stark Gresham, OR 97030	3/17/99	Supports Tri-Met's \$16 million request for expanding transit in our region, particularly improvements to lines 26 and 80 which will improve service to Mt. Hood Community College. Several thousand students, faculty and staff will benefit from the transit enhancements. Approving the request will go a long way toward keeping our communities livable.

<p>Glen Hamake Bonar Plastics 19705 SW Teton Ave. Tualatin, OR 97062</p>	<p>3/17/99</p>	<p>Supports the Tri-Met regional TDM program which provides valuable assistance to the Tualatin TMA. TDM should be expanded so more employers can benefit from this worthwhile program. Tri-Met helped to create the TMA's shuttle service, which links workers to public transit in Tualatin. Tualatin TMA is a pioneer in that it is one of few TMAs nationwide that founded with private funding. Public support is critical to the continuation of this program.</p>
<p>Ruth C. Barber 14754 S Quail Crest Ln. Oregon City, OR 97045</p>	<p>3/17/99</p>	<p>Supports improvements to unsafe blind intersection of Quail Crest Lane and Hwy 213.</p>
<p>Kathy Lowe State Representative District 26 Oregon House of Representatives Room H-371 Salem, OR 97310</p>	<p>3/17/99</p>	<p>Supports funding of intersection improvements at Hwy 213 and Beavercreek Rd. The intersection provides a significant connection to Clackamas Community College, connections to the 9th grade campus and proposed Oregon City High School, is a regional freight connector north and south of the city and the main access to the Mollala/Silverton area, provides a link to undeveloped industrial lands within the UGB and links to home development in Oregon City.</p>
<p>Katherine Diack 1041 SW Westwood Ct Portland, OR 97201</p>	<p>3/17/99</p>	<p>Supports funding for Tryon Creek State Park bicycle and pedestrian paths which are currently unsafe. This path provides an alternative to biking along Terwilliger with speeding cars and untrimmed overhanging branches.</p>
<p>Bree Moyer United Grocers 6433 SE Lake Rd Portland, OR 97222</p>	<p>3/18/99</p>	<p>Supports funding for Tri-Met's regional TDM program. It should be expanded so more employers can benefit. Tri-Met has provided assistance in the development and maintenance of our carpool program and subsidization of bus passes. We have over 800 employees who benefit and have seen a 1% decrease in our drive-alone rate over the last year.</p>
<p>G. William Ososke and 21 other Barbur Blvd area business and property owners IBA 8200 SW 19th Portland, OR 97219</p>	<p>3/18/99</p>	<p>The undersigned are businesses and property owners along Barbur Blvd. The March 1999, proposal by Tri-Met to develop Barbur as a transit corridor and updating of the MTIP is of concern to us. Barbur is a unique commercial area. Access on the southeast side of Barbur is quite limited by I-5. Most of the properties between I-55 and Barbur can only be reached by Barbur itself. It is important for the health of the neighborhood that the businesses along Barbur are healthy, and it vital that vehicle access to businesses be preserved. An improved rapid bus transit system will benefit all, but it must not impede the access of other vehicles. We depend upon automobile traffic for our customers. There is little depth between I-5 and Barbur and limited off-street parking. Street parking should be preserved. Our customers generally do not come by foot or bus. As transit along Barbur is improved, we want to make</p>

		sure that it is not at the expense of this neighborhood and its commercial vitality. We want to be involved in the planning process, and we look forward to working with you.
Neal D. Knight Cornelius	3/18/99	Supports funding of Cornelius Enhancement project. As a resident and business owner it is exciting to see the positive relationship between Metro and Cornelius bring the much needed help to make our community more functional. It is frustrating that the community is small enough to walk or ride a bike anywhere in town, but it is too dangerous and difficult to cross the highway. Safe bike lanes, sidewalks and traffic lights are needed. The project will also help to put people in businesses by halving the necessary frontage improvement, making the cost more in line with neighboring cities. These projects are badly needed to make our community more livable.
Don Peterson 1108 7th St Oregon City, OR	3/18/99	Supports the following improvements in Oregon City: Washington St between 7th and Abernathy Rd – this project is needed to provide multi-modal transportation possibilities and would advance the boulevard development of the 7th St Corridor; and Hwy 213/Beavercreek Rd. intersection improvements – this project is needed to reduce congestion, improve safety and support developing commercial areas in the hilltop region of Oregon City. The project is cost effective; one-half of the funds will come from a local match. The project will promote mixed-use development by keeping through traffic off the 7th St/Molalla Corridor. And as a matter of regional equity the project should be funded. The technical scoring for this project appears inadequate. The Hwy 213/Beavercreek Rd. project should be a priority.
Jeffrey C. Grant Executive Director Wilsonville Chamber of Commerce PO Box 3737 Wilsonville, OR 97070	3/18/99	Supports funding the following projects: land acquisition for a new SMART/Tri-Met park and ride in North Wilsonville; and SMART TDM program to work with Wilsonville employers to set up car pools and work on trip reduction programs and other TDM support. The Board of Directors endorses these projects on behalf of the 354 members of the Wilsonville Chamber of Commerce to achieve more efficient use of transportation and work commuting options.
Larry Eisenberg Facilities Manager Washington County 111 SE Washington St Suite A, MS 42 Hillsboro, OR 97123	3/18/99	Supports funding for the Westside Transportation Alliance and their efforts to establish TDM programs for employers in Washington County.

<p>George M Crandall American Institute of Architects Portland Chapter 315 SW 4th Ave. Portland, OR 97204</p>	<p>3/18/99</p>	<p>Supports funding for the TOD implementation program as per letter dated Oct. 12, 1999. Portland American Institute of Architects has reviewed the TOD implementation program and is in full support of it. Transit oriented development is a major benefit to the region in reducing auto traffic, increasing transit use and improving air quality. The TOD program provides the financial mechanism to ensure that development patterns support the substantial public investment in transit.</p>
<p>Rob Drake Mayor City of Beaverton 4755 SW Griffith Drive Beaverton, OR 97076</p>	<p>3/18/99</p>	<p>Supports funding for the TOD implementation program as per letter dated Oct. 15, 1999, especially as it relates to funding for the Round. The region has made a major commitment to improve livability by investing in transit oriented development. The payoff is urban villages that help contain sprawl, reduce congestion, improve air quality and add to our livability. The proposed TOD program is a valuable tool to assist in stimulating transit-supportive development throughout the region.</p>
<p>Thomas Kemper President Lennar Affordable Housing Portland, OR</p>	<p>3/18/99</p>	<p>Supports funding for the TOD implementation program. Lennar is currently developing a \$30 million dollar transit-oriented development adjacent to the NE 60th Ave. light rail station in Portland. This mixed-use, mixed-income project will contain 314 housing units, a child care center, ground floor retail and strong, direct and convenient access to light rail. Ours is the first project undertaken by the TOD program which ensured that transit-oriented features survive cost cutting during project design. The staff is knowledgeable and had dealt with complex federal procedures so that the project moved forward on schedule.</p>
<p>Gordon Faber Mayor City of Hillsboro 123 West Main St Hillsboro, OR 97123</p>	<p>3/18/99</p>	<p>Supports funding for the TOD implementation program. The former Wells Fargo Bank adjacent to the Hillsboro Central light rail station is the first site in the county to be purchased with FTA funds to undertake a transit-oriented development. Transaction was completed in partnership between the City of Hillsboro and Metro TOD program. The TOD program worked well and kept the purchase within tight time constraints and under budget. The program allowed us to prevent re-use of the property that would likely have had little or no transit benefit.</p>
<p>R. Bartholomew Portland Community College PO Box 19000 Portland, OR 97280</p>	<p>3/18/99</p>	<p>Supports funding of Tri-Met's \$16 million request for expanding transit service. Reflects priorities of our community planning effort through Transit Choices for Livability. Particularly supports improvements to bus line 72 to PCC's Southeast Campus. Several thousand students, faculty and staff will benefit from the transit enhancements.</p>

Arlene M. Kimura Vice Chair and Co-Land Use Chair Hazelwood Neighborhood Assoc. Portland, OR	3/18/99	Supports funding for SE Stark St. – 122nd/146th reconstruction. The project is needed to rehabilitate SE Stark. The potholes, blocked inlets, poor drainage, inadequate sidewalks and curb ramps increase the potential for accidents, create unnecessary noise and add to the continuing degradation of air and water quality.
Tom Gainer 2124 NE 54th Ave Portland, OR 97214	3/18/99	Support transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and building pathways to transit stops and erecting bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
Sandra L. Philbrook Integrated Measurement Systems, Inc 9525 SW Gemini Dr Beaverton, OR 9708	3/18/99	Supports funding of Tri-Met's \$16 million request for expanding transit service. Reflects priorities of our community planning effort through Transit Choices for Livability, such as transit improvements for the Westside, including the Nimbus Business park area. The current level of service is not adequate to meet the needs of the 5,000 employees that work in the business park.
Donald E. Hochstatter and 12 others Thayer Neighborhood	3/19/99	Supports funding the HWY 213/ Beaver Creek Road intersection improvements.
Mike Houck Audubon Society of Portland	3/19/99	Supports funding for the 47 th Ave. Bridge improvements to provide needed access to the Columbia Slough. More than 8,700 school kids participate in classes and must use 47 th Ave. The project would make their walk safer.
Nanette Watson Willamette Valley Development	3/19/99	Supports funding for the TOD implementation program.
Selwyn Bingham BCD Group Developers	3/19/99	Supports funding for the TOD implementation program.
Vera Katz Mayor City of Portland	3/19/99	Supports funding for the TOD implementation program.
Scott Franklin City Councilor City of Sherwood	3/19/99	Supports funding for the Tri-Met Transit Choices for Livability \$16 million request.
John Frye Vice President Sellwood Moreland Improvement League	3/19/99	Sellwood Moreland Improvement League Board of Directors supports completion of the OMSI-Springwater Corridor link.

Curtis Peltz CEO Timberline Software	3/19/99	Supports funding for the Westside Transportation Alliance (WTA) TMA.
Bob Randall, Jr. Randall II Properties, LLC.	3/19/99	Concerned about Barbur Blvd. transit and boulevard improvement proposals. On-street parking, left turn access and left turn lanes needs to be retained and are critical to businesses in the area.
Louise Cody Chair Centennial Community Assoc.	3/19/99	Support rehabilitation of SE Stark in Portland.
Michael Monahan Michael Monahan and Associates	3/19/99	Supports funding for the TOD implementation program.
Ray D. Sherwood 5254 NE 21 st Ave Portland, OR 97211	3/19/99	Want to suggest other filters the region should use when making funding decisions. Will the final package of projects distinguish the region? Which projects will alleviate pressure on the UGB? Which projects require future expenditures by the public or private sector? Which projects serve land that is subject to judicial review due to the LUBA urban reserve decision? Which projects will make it difficult to meet endangered species act requirements? Which expenditures reinforce population growth pressures? Which projects were selected because of geographic equity rather than good land use planning.
Chris Beck Trust for Public Land 1211 SW 6 th Ave Portland		Supports funding for the TOD implementation program. Resubmitted letter dated Oct. 15, 1998.
Steve Fosler Nob Hill Business Assoc. 600 SW 10 th Ave #401 Portland, OR 97205	3/22/99	Supports full funding for TMAs. The Nob Hill Business Assoc. is interested in developing a TMA in MW Portland.
Fred Nussbaum Ralph Gaskill AORTA Portland Chapter PO Box 2772 Portland, OR 97208	3/22/99	Supports funding for Tri-Met's \$16 million transit service increase. Transit service is critical to meeting regional livability goals.
Karen Williams 7634 SE 32 nd Ave Portland	3/22/99	Supports funding for Tri-Met's \$16 million transit service increase and bicycle and pedestrian improvements.
Ann L. Gardner Association for Portland Progress	3/23/99	Supports funding for Tri-Met's \$16 million transit service increase. Support a diverse multi-modal transportation system. Submitted list of priority improvements including air port light rail.

Douglas L. Capps Consulting PO Box 3241 Portland, OR 97208	3/22/99	Supports funding TMAs in the Portland region.
Will Vinton Will Vinton Studios 1400 NW 22 nd Ave Portland, OR 97210	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Bob Stacey Executive Director Tri-Met	3/22/99	Supports funding for the TOD implementation program.
Carl Flipper Humboldt Neighborhood Target Area Grant 4815 NE 7 th Portland, OR 97211	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Howard Aaron Northwest Film Center Portland Art Museum 1219 SW Park Ave Portland, OR 97205	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Mike Salsgiver Intel	3/22/99	Supports funding for the Westside Transportation Alliance (WTA) TMA.
Pat Prendergrast Ed McNamara Predergrast & Associates 333 SW 5 th Ave, Suite 200 Portland, OR 97204	3/22/99	Supports funding for the TOD implementation program.
Becky Kreag City of Portland Environmental Services 1211 SW Fifth Ave Portland	3/22/99	Supports funding for the 47 th Ave Columbia Slough Bridge enhancement and the 162 nd St and Foster Rd intersection project.
Alice P. Blatt 15231 NE Holladay Portland, OR 97230	3/22/99	Supports funding for the 47 th Ave Columbia Slough Bridge enhancement improvement.
William A. Harper City of Tualatin PO Box 369 Tualatin, OR 97062	3/22/99	Supports funding for the Tri-Met regional TDM program.
Ralph Brown Mayor City of Cornelius	3/23/99	Supports funding for the Cornelius Boulevard project.
Allison Pang	3/27/99	Supports funding for PBL4 Barbur Blvd.
John C. Caldwell 129 Ogden Drive Oregon City, OR 97045	3/27/99	Supports funding for the Hwy 213/Beavercreek Rd intersection improvements.

Chris Smith Co-Chair Northwest District Assoc. Transportation Comm. 1819 NE Everett St. #205 Portland, OR 97209	3/30/99	Supports funding for transit and other alternative mode projects that do not add traffic lanes, and efforts to calm traffic and improve pedestrian environments.
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E-mail

PRIORITIES 2000
Metropolitan Transportation Improvement Program
E-mail comments
Feb. 8 – Mar. 22, 1999

Name	Date	Comments
Marsha Hanchrow machiya@agora.rdrop.com	1/27/99	Funds should support closely tied pairing of mass transit and pedestrian facilities.
Kyle Walden Kamwalden@ethergate.com	2/8/99	Eliminate I-5 bottleneck south of Delta Park and supplement or replace I-5 drawbridge.
Jeanie Morgan M.Jean.Morgan@worldnet.att.net	2/9/99	More bike lanes are needed. They should be adequately wide and kept clean. Developers should cover costs of streets, sidewalks and bike lanes near new development. Gas taxes should be used to maintain roads.
Melissa Williams Melissa.williams@precisionint.com	2/16/99	Metro should not fund the Murray Blvd extension. Our neighborhood is opposed to the project because of traffic impacts on local neighborhoods, impacts to the Summer Creek wetlands, and traffic impacts on Barrows and Walnut. An alternative route should be considered, just because this has been planned for a long time does not make it a good plan.
Tom Gainer tbgainer@hevanet.com	2/17/99	Full funding of all bike projects requesting funds is imperative to meeting our 2040 vision without excessive road congestion and air pollution.
Nicholas Johnson Njohnson@internetcds.com	2/18/99	Continue to support and fund Portland's bicycle program. It is a cost-effective, convenient and enjoyable form of transportation that allows people an alternative to purchasing and/or using an automobile.
Carey Booth Carey.Booth@directory.Reed.EDU	2/18/99	Please give a high priority to bicycling in allocation of funding for transportation projects. This is the only mode of medium-distance travel that is pollution-free and uses only the energy of the rider.
Andrew Hayden Ahayden@CH2M.com	2/18/99	Funding for bicycle and pedestrian projects should be emphasized and consistent with Metro's 2040 plan. Proper funding of these modes will have a greater impact on the mobility of all users than spending money on increasing automobile capacity.

Michael Mase Mmase@earthlink.net	2/20/99	More public transportation is needed in the Garden Home, Multnomah Village, Maplewood and Hillsdale area. Bu service on the #1 Vermont and #45 Garden Home is inadequate. Bike paths are needed to connect these areas to John's Landing and downtown. Sidewalks or pedestrian pathways are needed on Vermont and Capitol Hwy. People need alternatives to cars.
Ron Kernan Rkernan@hevanet.com	2/20/99	Supports funding for bicycle related projects. It's important to create a network throughout the City of Portland. The Portland Bicycle Master Plan is well thought out. These projects have significant benefits. They reduce traffic, air pollution and wear and tear on the roads. Cyclists will use facilities if they are built.
Sharon Fekety Fekety@hevanet.com	2/21/99	Supports funding for bicycle projects. Bicycle facilities benefit all modes by reducing traffic and air pollution and lessening congestion. More money should be spent to create transportation choices. Widening highways is expensive and will not provide long-term transportation solutions for our region. Commenting on behalf of Portland Wheelman Touring Club, an organization of 1000 cyclists.
Becky Anderson randerson@ci.portland.or.us	2/22/99	Supports funding for bicycle projects above current 3% spent on bicycles. Bicycle projects are important. They keep our air clean; the roads clear, and reduce the need for parking. I only started bicycle commuting when it became easier to do so with new marked bike lanes on the roads. I am 50 years old and now commute 6.5 miles each way to work in downtown Portland.
Tim Whetten tim_whetten@om.cv.hp.com	2/22/99	Supports funding for bicycle projects, particularly the Highway 43 bicycle/pedestrian path. A safer route is needed along Highway 43. Situation will only become worse as traffic increases in the future.
Sally Kuhns sallynk@juno.com	2/22/99	Supports funding of the Barber Blvd project pbl4. Those on the south side of the Terwilliger Bridge cannot walk to businesses on the South side of Barbur after crossing the Bridge. This funding is needed to make the neighborhood pedestrian friendly.
Sarena Regazzoni SRegazzoni@clientele.com	2/23/99	Supports funding of pedestrian/bicycle path along Highway 43. Currently dangerous to ride on the road. The project will reduce traffic, reduce pollution and increase property values. It would also provide a great place for family recreation.
Jere Retzer jere@teleport.com	2/25/99	Supports funding for PP1 Capitol Highway: SW Taylors Ferry/36 th , PP2 Capitol Highway: Bertha/BH Highway, PBL4 Barbur Blvd, PP5 Red Electric Line.
Dave Johnson daj@netropole.com	2/25/99	Supports funding of pedestrian/bicycle path along Highway 43. Our employees who live in Lake Oswego would use this path to reach our business in downtown

		Portland.
Phil Hamilton RosiePhilH@aol.com	2/27/99	Supports funding the following projects: PBL4, PBL5, PP5, PM3, Pbi6, Pbi8, and PTOD2.
Susan Crisfield Scrisfield@hotmail.com	2/27/99	10% of federal dollars should be earmarked to support bicycle and pedestrian funding. With our growing population we must make a greater effort to provide and encourage residents to use alternative non-motorized transportation. Cycling is the alternative mode we must work the hardest to develop.
Rick Seifert connect@swnnews.com	2/28/99	Supports funding for these projects in SW Portland: PP1 Capitol Hwy: SW Taylors Ferry/36 th – this is essential for completing the Capitol Hwy improvement plan; PP2 Capitol Hwy: Bertha/BH Hwy – needed for the relocation of the Hillsdale Library branch; PBL4 Barbur Blvd: Naito Pkwy/65 th – these streetscape improvements create a needed showcase entry to the Blvd; PP5 Red Electric Line – an excellent project.
Ken Meyer kmpdx@europa.com	3/2/99	Support the following projects: PP2 Capitol Hwy: Bertha/BH Hwy and PP5 Red Electric Line. Also support PP1 and PP4, but PP2 is the highest priority to allow the Hillsdale Library proposal to move forward.
Kathy Orton ktorton@earthlink.com	3/3/99	Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Provides important links to recreation areas and the City of Portland.
Lee Orton ktorton@earthlink.com	3/3/99	Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Pedestrian crossing improvements are needed along Powell Blvd at Milwaukie, 17 th , 26 th and 39 th .
Steve Berlinger Friends of Kellogg & Mt. Scott Creeks Watershed forcreeks@aol.com	3/3/99	Supports funding for the SE Sunnyside widening at Mt. Scott Creek. Essential to match the needs of a growing N. Clackamas County with those of fish habitat and wildlife. Disagree with the technical scoring of the project. Mt Scott Creek is the best and last remaining wildlife corridor linking key open spaces and offering viable habitat throughout a heavily burdened watershed. Friends group represents 250 households located along the creeks of this watershed. Project is important to restoring the once thriving trout and salmon runs. The project supports 2040 objectives for the Clackamas Regional Center area. The project will allow a pedestrian trail to link neighborhoods on both sides of Sunnyside Rd. and is important for pedestrian safety.

Patricia Kubala	3/3/99	Does not support widening roads to increase traffic speeds and volumes. These projects are ineffective and make other choices for travel more dangerous. Does not support widening of Sunnyside Road. Transportation investments need to make our communities better to live in, not easier to drive through. Supports funding for bicycle and pedestrian improvements on arterial streets, bike and pedestrians paths, and more bus shelters to increase transit use and more pathways to transit stops.
John White whiteja@pacificu.edu	3/4/99	Wants to see continued Metro support of pedestrian and bicycle projects in Forest Grove. Bicycle lanes need to be increased and should be well marked. Bike parking needs to be increased. Public transit must be supported even at the risk of lost revenues. Support extending light rail to the airport and funding for South/North light rail.
Courtney Scott scottwrk@mail.teleport.com	3/5/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. We are trying to avoid sprawl, but if we don't keep our city livable, with easy access to natural beauty we will jeopardize that goal.
Ken Handel louie5@teleport.com	3/7/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Many people use the trails in this park.
Dave Kruse Dave_Kruse@pgn.com	3/8/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path connects bike paths in Lake Oswego and Portland. If funding is approved, Metro should require that Bio Control type materials be used to prevent root damage in the future.
Myra Glasser MyraG@hap.portland.or.us	3/9/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path allows us to reach destinations along Terwilliger Blvd without using our car.
Faviana Priola Nob Hill Business Assoc. DayleDAZZLE@MSN.com	3/9/99	Nob Hill Business Association Board of Directors supports funding for Transportation Management Association in the Nob Hill/Northwest Portland district. Support full funding for TMA line item. The entire area will benefit from a TMA due to its high residential density, high employment density and mixed-use neighborhood character and function.

James Parker parkerja@ohsu.edu	3/10/99	Supports funding for the Westside Transportation Alliance and TMAs and Region 2040 Initiatives. WTA will use the money to partner with Tri-Met to provide shuttle service between regional centers and employment centers. The shuttle service has doubled transit ridership at the Primate Research Center.
Bill Peterson bpeterson@cascorp.com	3/11/99	Automobile Transportation Systems – I suggest that there are several “truisms” that Metro shouldn’t forget when thinking and planning for transportation. No. 1: “It’s hard to turn back the clock?,” No 2: “It’s even harder to “uninvent” something?, and finally No. 3: an idea whose time has come usually cannot be ignored. Trying to change a megatrend is like trying to stop a volcano or a flood: it can’t reasonably be done. What can be done rationally, logically and practicably is to work WITHIN the trend, to live with it, and hopefully, optimize it for our society. Throughout history, there are too many disastrous examples of people trying to ignore trends, and develop “utopias” based on someone’s ideal or dream. It simply does not work in the long run and usually extracts huge costs physically and emotionally from the society.
Phil Hamilton RosiePhilH@aol.com	3/11/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.
John Lusky Lusky@MillerNash.com	3/12/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.
Miriam Banker Cornelius Boosters MBa1951@aol.com	3/14/99	Supports funding for the Cornelius Enhancement Project. The Main Street district includes mixed uses around the central core for retail development and housing. Improvements will encourage walking and modes other than driving. Provides an important link to the local improvement district along TV Hwy from 20 th to the east city boundary.
Brian Coleman pavillion_connection@ email.msn.com	3/14/99	Supports funding of the PBL4 Barbur Blvd project to reverse decay along Barbur. It’s a small price to pay to bring the Blvd up to date and encourage pedestrian friendly businesses and make it possible for residents to use the Barbur transit center.
Eugene Grant Mayor, Happy Valley Egrant@schwabe.com	3/16/99	Supports widening of Sunnyside Road from the freeway to 122 nd . This project is important to residents of Happy Valley. This is only a first step to dealing with traffic problems in the Sunnyside corridor. There is rapid development in the area and the current street system is not adequate. There is an urgent need to reopen 147 th from Sunnyside into Happy Valley. The development of urban reserves in this area will not be feasible unless and until Sunnyside Road is improved. This is key to residents of Happy Valley supporting annexation.

Alexander Kain kain@cse.ogi.edu	3/16/99	Supports funding for bicycle projects. They should receive more than the 3% that have been allocated in the past. Bicycling is a very important mode for many reasons, particularly for the environmental benefits.
Susan Barthel susanb@bes.ci.portland.or.us	3/18/99	Supports funding for the 47 th Avenue Bridge over the Columbia Slough. This project would create a much-needed public access to this important natural space.
Annette Arnold-Boyd r2-d2@ptld.uswest.net	3/18/99	Does not support more highways. Wants the Tri-Met MAX system expanded.
Phillip Jones PJones@dkjb.com	3/18/99	Supports funding for the 47 th Avenue Bridge over the Columbia Slough. The Slough is an excellent place for small paddle powered craft to avoid powerboats and commercial craft. The bridge would create needed access to the Columbia Slough.
Dr. William Leler wm@zat.com	3/18/99	Supports expansion of the light rail system to the airport and would like to see it connecting more neighborhoods together. Also supports the creation of bicycle and pedestrian paths separate from busy streets.
NNPortland@aol.com	3/19/99	Supports funding for walking, bicycling and riding transit and projects that make these options safer and more convenient. Does not want more road investments, but does want to see the existing road system maintained and repaired. Traffic congestion should be a tool to encourage people to make more rational decisions about where to live, work and play.
Christine Perala perala@teleport.com	3/18/99	Supports funding for bicycle projects. Does not want to see investments in new roads, instead it should go towards reducing car traffic and increasing transit.
Karen Sandness ksand@teleport.com	3/20/99	Supports non-automobile means of transportation. The pedestrian network needs to be completed, particularly along Hwy 43. Bike and pedestrian paths should be parallel to the busiest roads. Metro should ensure that everyone has access to alternatives to driving. Bus service in Sellwood, Multnomah, Irvington and St. John's should be as convenient as service in NW Portland and the Hawthorne district.
Lea Bergman lbergman@teleport.com	3/21/99	Supports funding for the 47 th Avenue Bridge over the Columbia Slough. The roadway is used heavily by traffic and by students. Access is needed for environmental classes that visit the Slough. Will also provide access to a much needed canoe launch and will improve water quality in the Slough.
Lisa Scardina scardina@up.edu	3/22/99	Supports funding for the TOD implementation program. This program is needed to ensure a healthy future for the Hollywood district. A missing link in recent redevelopment in the area is making better use of the area around the MAX station.

Jennifer Devlin jennife@ bes.ci.portland.or.us	3/22/99	Supports funding for the 47 th Avenue Bridge over the Columbia Slough. The site is very popular with teachers because it is accessible via Tri-Met. The project will create needed sidewalks in a currently unsafe area. The project will also provide water quality benefits
Charlie Dolezal cdolezal@standard.com	3/22/99	Supports funding for bicycle projects. Wants to see more off-road paths like the Springwater Trail. As a bike commuter would like to see safer facilities for cyclists.
Nathalie Darcy fannocat@gowebway.com	3/22/99	Supports funding for Wbi10 Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry.
Ramune Nagisetty ramune.nagisetty@intel.com	3/22/99	Wants to see carpool lanes on US 26, with an express on-ramp for those who use them.
Jay Cosnett jayrc@teleport.com	3/22/99	Supports funding for expansion of light rail and Tri-Met's transit service improvements. Also wants to see Metro look at commuter rail from Oregon City and streetcars from Milwaukie to Portland.
Rob Bennent Bennent@teleport.com	3/22/99	Supports funding for TOD implementation program.

Hotline comments

**MTIP HOT LINE COMMENTS
FOR PRIORITIES 2000**

Date	Name & Address	Comment
3/22/99	Brandon Vernell 12650 SW 7 th St. Beaverton, OR 97005 644-7280	Supports Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry. Wbi10 Would like to see more bike and pedestrian paths.
3/22/99	Wes Higgins 14944 SE Covington Rd. Clackamas, OR 97015	Feels Sunnyside Road should be at the top of the list for Priorities 2000.
3/22/99	Emily Venata 83 rd Avenue	Supports Fanno Creek Multi-Use Path.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO 99-2772
THE METROPOLITAN TRANSPORT-)
ATION IMPROVEMENT PROGRAM) Introduced by Councilor Jon
(MTIP) TO PROGRAM A TRI-MET) Kvistad, JPACT Chair
BUS PURCHASE)

WHEREAS, The Region has in the past allocated funds to Tri-Met for bus purchases to improve service on popular lines which experience delays and overcrowding during peak periods; and

WHEREAS, The "usual and customary" 1.5% service increase for the coming planning period comes to approximately \$20.06 million; and

WHEREAS, The federal share of this increase is approximately \$18 million; and

WHEREAS, Tri-Met is also planning extension of light rail transit to Portland International Airport; and

WHEREAS, Tri-Met general funds of \$18 million are needed to complete a critical element of the financial package for the Airport LRT project; and

WHEREAS, Regional funds committed for a bus purchase would free Tri-Met general funds on a dollar for dollar basis, which Tri-Met has committed to apply toward the Airport LRT project; and

WHEREAS, Tri-Met must sign bus delivery contracts in early June to assure prompt manufacture and delivery of the needed buses in Fall of 2000; and

WHEREAS, An unavoidable interval of 1.5 months is typically encountered when programming an amendment to the MTIP and STIP transit program; and

WHEREAS; Tri-Met can sign contracts using Federal Transit Administration "Pre-Award Authority" so long as a bus purchase project is shown in the MTIP; and

WHEREAS, The funds supporting the programming can be Tri-Met general funds; and

WHEREAS, The type of funds supporting the programming can be changed to federal funds after such funds are allocated to Tri-Met in the Priorities 2000 process; and

WHEREAS, Tri-Met will not sign delivery contracts until such funds are allocated to it by JPACT and the Metro council, and such contracts shall be for no more than JPACT and the Metro Council may award to Tri-Met; and

WHEREAS, The only purpose for the request is eliminate the approximate 1.5 month delay between regional approval of bus purchase funds and the appearance of such funds in the MTIP and STIP; and

WHEREAS, This action will not prejudice the Priorities 2000 decision process; now

THEREFORE BE IT RESOLVED:

1. The MTIP is amended to show a \$20.06 million bus purchase project.
2. The type of funds supporting the project will be Tri-Met general funds.
3. Tri-Met will not sign bus delivery contracts associated with this MTIP action until after conclusion of the Priorities 2000 process.
4. Should the region allocate the federal funds requested by Tri-Met, the MTIP will be further amended to reflect the precise sum and funding source allocated for the bus purchase project.

5. Staff are authorized to coordinate this amendment and associated administrative details with ODOT and federal staff.

ADOPTED by the Metro Council this _____ day of _____, 1999.

Rod Monroe, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2772 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM A TRI-MET BUS PURCHASE

Date: March 30, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this Resolution would authorize amendment of the MTIP to program \$20.06 million of Tri-Met general funds for a new bus purchase program in FY 2000. This request anticipates that JPACT and the Metro Council may approve up to \$18 million of regional flexible funds for bus purchases as part of the Priorities 2000 process. If this occurs, the MTIP would be further amended to indicate federal funding for the bus purchase rather than Tri-Met general funds. If no regional funds are forthcoming, Tri-Met will not sign a contract and the project would be deleted from the MTIP.

BACKGROUND AND ANALYSIS

Enclosed are two letters from Tri-Met staff requesting that Metro approve programming of \$20.06 million of Tri-Met general funds in the MTIP and STIP for purchase of buses to alleviate peak period congestion on high use transit lines. Tri-Met must enter into a contract for the bus purchase by the middle of June if they hope to receive delivery of the vehicles by fall of 2000. This is the time Tri-Met is publicly committing to deliver the improved peak period service.

Tri-Met needs two things in order to sign a delivery contract. First, a bus purchase "project" of no less than \$20.06 million must be shown in an approved MTIP/STIP. The type of funding supporting the project does not matter. So long as the project has received regional and state endorsement, Tri-Met can spend funds for the project and receive federal reimbursement under FTA Pre-Award Authority regulations. The second thing Tri-Met needs is a commitment by the region (i.e., approval of a resolution by JPACT and the Metro Council and subsequent concurrence by the ODOT Region 1 Manager) to award up to \$18 million of federal funds for the project. Tri-Met will not sign contracts prior to both these conditions being met.

It typically takes no less than one and a half months to program a transit amendment of the MTIP/STIP. If action is not taken at this time to show the bus purchase in the MTIP/STIP (with their general funds), Tri-Met will have to wait until mid-July to sign a contract (after a final MTIP/STIP decision is made). This will cause Tri-Met's priority standing with its bus manufacturer to slip which will delay delivery of the buses for up to six months. Taking action now to program the project will enable Tri-Met to sign a delivery contract the day that JPACT and the Metro Council approve federal funds for the purchase. Tri-Met will not sign a contract if no regional funds are approved, or will

amend the contract if funds less than \$18 million are approved. The bottom line for Tri-Met is that they will not have to wait another month or more after the regional commitment is made to gain federal approval of the MTIP/STIP allocation. They will sign the contract using pre-award authority and will simply request technical amendment of the MTIP/STIP to reflect the newly approved federal funding for the project. Draw-down of funds would not occur until delivery of the vehicles in federal fiscal year 2001. Therefore, this action does not predetermine regional commitment of funds.

**METRO**

ATTACHMENT A

Date: March 18, 1999

To: TPAC

From: *AC* Andrew C. Cotugno, Transportation Director

Subject: Tri-Met Request to Program \$20 Million Bus Purchase

Enclosed are two letters from Tri-Met staff requesting that Metro approve programming of \$20 million of Tri-Met general funds in the MTIP and STIP for purchase of buses to alleviate peak period congestion on high use transit lines. Tri-Met must enter into a contract for the bus purchase by the middle of June if they hope to receive delivery of the vehicles by fall of 2000. This is the time Tri-Met is publicly committing to deliver the improved peak period service.

Tri-Met needs two things in order to sign a delivery contract. First, a bus purchase "project" of no less than \$20 million must be shown in an approved MTIP/STIP. The type of funding supporting the project does not matter. So long as the project has received regional and state endorsement, Tri-Met can spend funds for the project and receive federal reimbursement under FTA Pre-Award Authority regulations. The second thing Tri-Met needs is a commitment by the region (i.e., approval of a resolution by JPACT and the Metro Council and subsequent concurrence by the ODOT Region 1 Manager) to award up to \$18 million of federal funds for the project. Tri-Met will not sign contracts prior to both these conditions being met.

It typically takes no less than one and a half months to program a transit amendment of the MTIP/STIP. If action is not taken at this time to show the bus purchase in the MTIP/STIP (with their general funds), Tri-Met will have to wait until mid-July to sign a contract (after a final MTIP/STIP decision is made). This will cause Tri-Met's priority standing with its bus manufacturer to slip which will delay delivery of the buses for up to six months. Taking action now to program the project will enable Tri-Met to sign a delivery contract the day that JPACT and the Metro Council approve federal funds for the purchase. Tri-Met will not sign a contract if no regional funds are approved, or will amend the contract if funds less than \$18 million are approved. The bottom line for Tri-Met is that they will not have to wait another month or more after the regional commitment is made to gain federal approval of the MTIP/STIP allocation. They will sign the contract using pre-award authority and will simply request technical amendment of the MTIP/STIP to reflect the newly approved federal funding for the project. Draw-down of funds would not occur until delivery of the vehicles in federal fiscal year 2001. Therefore, this action does not predetermine regional commitment of funds.



TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

MAR 15 1999

March 10, 1999

Andy Cotugno
Metro
Transportation Director
600 NE Grand
Portland, OR 97232-2736

Dear Andy,

Tri-Met recently requested an administrative amendment to the MTIP and STIP to add buses and various capital projects. The memo requesting the administrative amendment is attached. Terry Whistler asked that we provide you with a letter of clarification.

Tri-Met is planning to place an order for about 50 buses in late May or early June for arrival fall 2000. These buses will be funded with CMAQ funds (some of the \$18 million from the Airport agreement) and the \$3.5 million Section 5309 earmark. The CMAQ funds may not be an approved STIP (signed and approved by the FTA and FHWA) until well after the date we need to place the order for the buses. This is a problem for Tri-Met as we will not be able to sign a contract with a bus manufacturer until those funds are in an approved STIP. Experience has shown that full approvals can take months, even extending the process into October.

I have discussed this dilemma with Nick Hockens, who had a solution. His solution, which is the subject of Shawn's letter, is for Tri-Met to request an administrative amendment to the current MTIP/STIP to add the bus order showing the funding sources as the \$3.5 million earmark and Tri-Met General Funds (not CMAQ). Once that administrative amendment has been approved by ODOT and agreed to by FTA, Tri-Met can enter into an agreement with the bus manufacturer for the buses. This way, Tri-Met takes the risk, not the FTA, that the CMAQ funds will not be approved. Tri-Met will abandon this approach and delay the bus order if we do not receive the \$18 million CMAQ funds through the JPACT process. Our understanding is that a vote is scheduled mid-May. Tri-Met will not risk placing the order until it is certain that the region has approved these funds.

We are using the same approach for the \$4 million of STP funds. If the region approves these funds for Tri-Met, it will be imperative for Tri-Met managers to be able to enter into contracts as early as July 1, 1999, thus freeing up funds for the FY00 service improvements. Tri-Met will abandon this approach and revise the plan to purchase capital projects with STP funds if the region does not receive \$4 million of STP funds via the JPACT process.

Please approve this request. This approach is not meant to pressure the region into funding these projects, but it is to help ensure that should the funding be granted, plan production, review, and signatures will not hold up critical capital projects. If you have any questions, please call me at 238-5867 or Shawn Ferguson at 238-5850.

Sincerely,



Claire Potter
Director Financial Planning

c: Bruce Harder
Shawn Ferguson
Terry Whistler, Metro
Bob Stacey
G.B. Arrington
Dick Feeney
511 Mar 10 Andy Cotugno



TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

February 26, 1999

Terry Whisler
Metro
600 NE Grand Avenue
Portland, OR 97323-2736

RE: Request for Amendment of 1998 MTIP/STIP
FY00 Tri-Met Bus Purchase

Dear Terry:

Due to the timing of the expected approval of the 2000 MTIP/STIP and the need to enter into contracts for capital projects without future federal prejudice, Tri-Met requests an amendment to the 1998 MTIP/STIP. The amendment adds the following seven new projects to FFY2000 of which new codes need to be assigned:

- Expansion Buses (approx. 54)	\$20.060 million
- Bus Support Equip. & Facilities	\$ 2.161 million
- Bus Signal & Communication Equip.	\$ 1.250 million
- Bus Stations/Stops/Terminals	\$.685 million
- Rail Stations/Stops/Terminals	\$.375 million
- Rail Support Equipment & Facilities	\$.650 million
- Rail Electrification/Power Dist.	\$.100 million
Total Requested Amendment	\$25.281 million

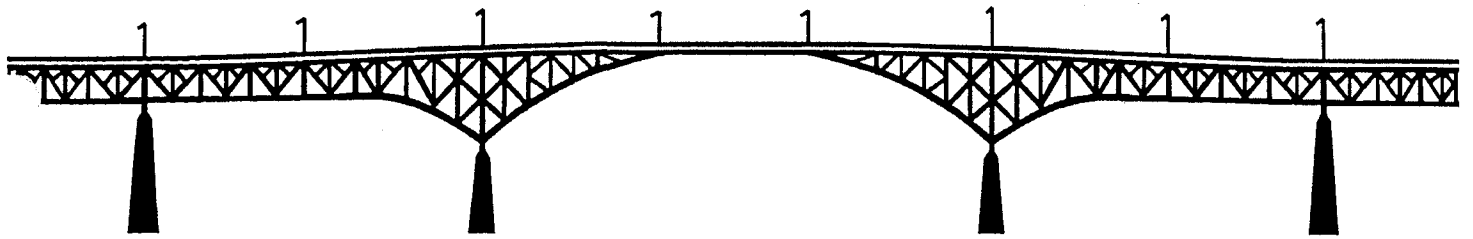
The amount of the amendment is \$25.281 million and the source of funds is Tri-Met general funds. No federal funds are assumed at this time.

If you have any questions regarding this information, please feel free to contact me at 238-5850.

Sincerely,

Shawn Ferguson
Tri-Met

CC: Michele Thom, ODOT
Nick Hockens, FTA



Ross Island Bridge Rehabilitation Information

Background

Work on the Ross Island Bridge began in 1925, and the bridge opened to traffic on December 21, 1926. The cantilever truss-style bridge was designed by Gustav Lindenthal, who also designed the Sellwood and Burnside bridges.

Today the Ross Island Bridge is an important regional connector, carrying 70,000 vehicles daily, and it's in serious need of a make-over. The historic concrete railing is not up to today's standards for crash resistance, and portions of the sidewalk are crumbling away. The drainage system is permanently clogged, causing storm water to pool on the bridge and runoff to spill directly into the Willamette River. The bridge deck hasn't been paved since 1985 and the surface is showing the wear. Failure of the joint seals is allowing moisture to seep through, causing rust and on-going deterioration that undermines the structural integrity of the bridge.

Rehabilitation Project

This year, the Oregon Department of Transportation will begin a \$5.5 million, 15-month project to rehabilitate the nearly 75-year-old bridge. A bid date of August 26, 1999 has been set. Construction could begin as early as mid October, however, no daytime lane restrictions will occur before Dec. 5.

One important feature of this "facelift" is the installation of crash-resistant railings. Following an extensive planning process with the City of Portland's Historic Landmarks Commission and Design Review Board, the State Historic Preservation Office, Federal Highway Administration and agency bicycle and pedestrian liaisons, ODOT has developed a design that will satisfy bridge safety needs while retaining the historic "open" rail design. A new concrete railing based on the original design will be constructed and will be reinforced by two crash-resistant steel tubes.

The bridge lighting will be updated to provide adequate illumination to the roadway. Repair plans call for grinding down a small layer of the existing pavement and replacing it with a new structural concrete overlay of the bridge deck. The joint seals will be replaced and bearings repaired as needed.

The bridge drainage system will be upgraded to take water off of the bridge into environmentally friendly retention/treatment facilities.

Traffic Management

Managing traffic during construction is not going to be easy. All of the other non-freeway bridges serving Portland's central business district are currently at or near capacity during peak travel hours, so it will be difficult for these bridges to absorb diverted traffic caused by a partial closure of the Ross Island Bridge during construction.

Overweight load restrictions on the Sellwood, Morrison and Hawthorne bridges make the Ross Island the preferred east-west regional connector for hauling freight. The bridge also serves as a continuous route for westbound traffic on U.S. Hwy. 26, and is used by 11,000 Tri-Met commuters daily.

Full closure of the bridge during construction is simply not feasible. ODOT has studied a number of options for providing a safe and efficient work area while maintaining limited vehicle access to the bridge.

Current planning calls for maintaining one travel lane in each direction during peak daytime traffic hours, and full nighttime closure of the bridge. Motorists can also expect full or intermittent closures of a number of approach ramps and connectors. Traffic mitigation strategies and detour plans are currently being developed.

Project Scope

Some people ask why this project is limited to a basic facelift. Why doesn't ODOT widen the bridge to accommodate south-side pedestrian access and bicycle lanes on both sides of the bridge?

First of all, widening the bridge would require major structural work and an estimated two-year total closure during construction. It would also require \$35-40 million to finance the construction, which simply is not available at this time.

In addition, there is a much higher demand statewide for bridge improvements than there is funding available to implement these projects. According to a recent study, Oregon's 2,700 state-owned bridges currently are in need of more than \$2 billion worth of safety and preservation improvements. The draft 2000-2003 Statewide Transportation Improvement Program provides only \$52 million annually for bridge replacement, rehabilitation and preservation projects.

Throughout the state a number of major highways have been identified as lifeline travel routes in the event of a disaster and the bridges situated along these highways are given priority in the competition for bridge funds. In the Portland-metro area, bridges on the Interstate 5 and Interstate 84 corridors have been identified for priority funding of safety improvements. For example, the Boone Bridge on I-5 near Wilsonville, and the Iowa Street Viaduct on I-5 in the John's Landing area of southwest Portland are currently being retrofitted to improve their ability to withstand an earthquake.

Finally, state bridge maintenance resources, because they, too, are limited, must be reserved primarily for smaller-scale emergency preservation and critical rehabilitation needs.

Even though a limited scope is required for the Ross Island Bridge project, it will prolong the life of this important and historic regional connector for years to come.

For more information about this project, call ODOT Community Affairs at 731-8281.



METRO

March 15, 1999

Lt. Gerald A. Gregg
Portland Patrol Office
Oregon State Police
PO Box 66470
Portland, OR 97290-6470

***Subject: JPACT Support for State Police Patrols on
Portland Metropolitan Area Highways***

Dear Lt. Gregg:

On behalf of local governments and agencies represented through the Joint Policy Advisory Committee on Transportation (JPACT) for the Portland metropolitan area, we would like to offer our support for the proposed plan to have the Oregon State Police (OSP) patrol the region's freeway system. However, the metro area transportation system is also under-funded in a number of other areas beyond highway patrols. These include the areas of system modernization and preservation, public transportation, access to freight terminals, and support for adequate bicycle and pedestrian facilities. Over time, we hope to be able to fill most of our critical funding gaps. As such, we support a highway patrol strategy that provides an incremental and strategic ramp-up of patrols to address the most critical safety and operations problems first. As the region continues to grow over time, we would support additional patrols, as necessary.

JPACT is in support of the enhanced patrolling for metro area freeways for two primary reasons. First, the Regional Transportation Plan identifies a safe transportation system as one of five key policy directives. Second, from an operations standpoint, a strategic plan for patrolling high accident locations will greatly enhance system reliability and reduce delay due to incidents. This was proven with the 48 percent drop in incidents on I-5 through the Terwilliger Curves during last year's saturation patrols. A commensurate improvement in operations was also realized.

In return for our support, we would also hope that the OSP works with the metro area in our pursuit of additional transportation-related revenues. ODOT, Tri-Met, and local governments will need substantial increases in revenue over the next few years in order to both maintain our current transportation system and to accommodate anticipated population growth.

Lt. Gerald A. Gregg
March 15, 1999
Page 2

We therefore support additional revenue for the state police, but not through an earmark of the state's Highway Trust Fund. We would encourage the Legislature to find general fund or new revenue sources to fund the OSP budget request.

In the event additional revenue is available for patrolling metro area highways, we would look forward to working with the OSP to identify critical patrol locations that will maximize the system safety and system operations during our peak congested times. Thank you for the opportunity to review and comment on your budget proposal.

Sincerely,

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in black ink and is positioned above the typed name.

Jon Kvistad,
JFACT Chair

COMMITTEE MEETING TITLE

JPACT

DATE

4-8-99

NAME

AFFILIATION

NAME	AFFILIATION
Dave Lohman	Port of Portland
ED. WASHINGTON	METRO
Jim Knight	4-Cities E County
KAY VAN SICKEL	ODOT-Region 1
Mary Leary	WSDOT
Royce E. Pollard	MAYOR - VANCOUVER
David Brydon	Metro Council
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Sharon Kelley	Mult Co
B.U. FENNEMORE	CLACKAMAS Co
CHARLIE HALE	City of Portland
Roy Rogers	WASHINGTON County
Fred Hansen	Tri-Met
Mike Burton	Metro
Jon	"
Dick Rieten	NW Natural Gas
ROB DRAKE	CITIES OF WASHINGTON CO.
KARL RONDE	C ³
Ted SPENCE	ariga
Susan Lee	Multnomah Co.
Jim & Kathleen Boyzick	Metro
Richard French	Metro
GB ARRINGTON	TRI-MET
Dave Williams	ODOT

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MARK HIROTA.
Sam Grossberg
Frank Nelson
John Rosenbengen
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Rod Monroe
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Michael Bolliger
Stephanie Vance
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Bruce Hilde
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Westside Transportation Alliance
Corvallis City Council
Multnomah County
Central Eastside Industrial Council
ODOT.
ODOT
ODOT
Washington County
TriMet
Metro Council P.O.
Wald County, District 1
Central Eastside Industrial Council
Rep. Blumenthal
City of Wilsonville
Oregonian
C-TRAN
CITY OF PORTLAND
Tri-Met
Tri-Met.
Multnomah County, Dist. 2
metro
Tri-met
Tri-Met

COMMITTEE MEETING TITLE JPACT

DATE 4-8-99

NAME

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NAME	AFFILIATION
GREGG KANTOR	NW NATURAL
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Toni Mackay	
Sharon Kelly	Metro
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John Cullerton	Metro
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Susan McLean	Metro
Brian Ollerton	Westside Economic Alliance
Rene Spitzer	Guest of Sharon Kelly (Reynolds Sch. Dist)
John A. [Signature]	Metro
David Moskowitz	Metro
Mike Eidlin	Tri-Met
Dennis Mitchell	ODOT
Beth Anne Steele	Metro
Pat Collmeyer	NGI
John Hauser	Metro

Ron Benjamin

POD SANTOZ

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Maika Bennett

M. Krishna Germani

DAN KAEMPF

Clark County

CHUCKAMAS COUNTY

Pac West Comm.

CITY OF PORTLAND STAFF

City of Milwaukie

Portland - Comm Francisco

TUALATIN TMA