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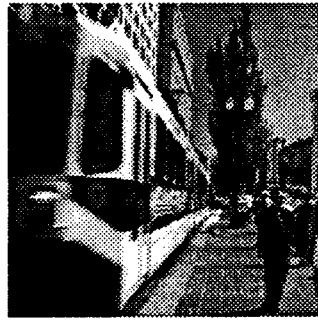
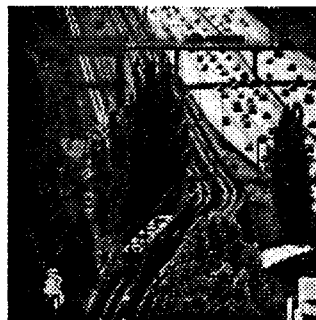
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Draft

June 29, 2000

2000 Regional Transportation Plan Public Comment Report

*Summary of public comments received
between May 15, 2000 – June 29, 2000*



METRO
Regional Services
*Creating livable
communities*

Metro

Protecting the nature of our region

“It’s better to plan for growth than ignore it.”

Planning is Metro’s top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region’s recycling efforts. Open spaces, salmon runs and forests don’t stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro’s web site: www.metro-region.org

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District 3

Jon Kvistad

District 4

Susan McLain

District 6

Rod Monroe

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INTRODUCTION

Background

This final public comment report on the 2000 Regional Transportation Plan (RTP) represents the culmination of a major outreach effort that began in 1995 to update the region's long-range transportation policies and priorities for the next 20 years. This report reflects public comments received on the draft 2000 RTP during a final public comment period that began on May 15, 2000 and ended on June 29, 2000. Other comment periods were held in June 1996, November 1997, October 1998 and October 1999, reflecting different milestones in the development of the 2000 Regional Transportation Plan. For more detail on the update process, see the "Public Involvement Timeline" in Figure 1, which chronicles all major RTP update activities.

The RTP is a 20-year blueprint that establishes the policies, systems and actions needed to adequately serve increasing demand for walking, bicycling, driving, use of transit and national and international freight movement in this region. The first RTP was adopted by the Metro Council in 1983, and is updated periodically to reflect changing conditions in the Portland metropolitan area.

In 1995, a 21-member citizen advisory committee (CAC) was appointed by the Metro Council to provide citizen oversight on the update to the RTP. By 1996, the committee had drafted a new set of regional transportation policies for use in updating the RTP. The new policies (Chapter 1 of the RTP) were approved by resolution by the Metro Council in July 1996.

The policies guided development of more than 800 projects and programs that make up the RTP. More than half these projects are new to the plan, and many originated from ideas of interested citizens. Public comments received during the update process have helped to expand the scope of the 2000 RTP to include hundreds of bicycle, pedestrian and boulevard projects.

Summary

The final public comment period on Metro's draft RTP began on May 15, 2000 and ended on June 29, 2000. Notification for this comment period included a special mailing to governments, schools and special districts in the region, a flier mailed to over 2,000 people, newspaper ads in the Oregonian and a variety of community and ethnic newspapers, and press releases to TV, radio and print media. The newspaper ad was also printed in Spanish. The comment process was also described on Metro's web site and on Metro's transportation hotline. A more complete description of this notification process is in the section titled "Notification," located at the end of this report.

Notification included the availability of the draft RTP and related materials either in a printed copy or via Metro's web site.

The 45-day comment period provided opportunities for both written comment via letters, faxes or e-mail and verbal comments via the transportation hotline or at a public hearing held on June 29 before the Metro Council.

Highlights

More than 60 individuals, local jurisdictions, businesses and community organizations commented on the draft RTP as part of the final public comment period, recommending more than 150 changes to the document. Comments came from all areas of the region and included a broad range of topics:

- The Washington County Commission and area business groups suggested that the adoption of the RTP be delayed by 6 months.
- The Federal Highway Administration and Oregon Department of Environmental Quality requested that the financially constrained system be more prominent in the plan.
- Many respondents requested the addition of several regional trails to the plan, including the Banfield Corridor trail.
- Several comments from the Clackamas County area provided support for the I-205 Corridor and South Corridor studies and the Sunrise Corridor project proposed in the plan.
- Multiple comments were received related to widening SW Hall Blvd in Tigard to five lanes, both in support of and in opposition to this project.

A summary of the JPACT and Metro Council disposition of proposed changes to the plan, will be posted on Metro's web site after August 11, 2000.

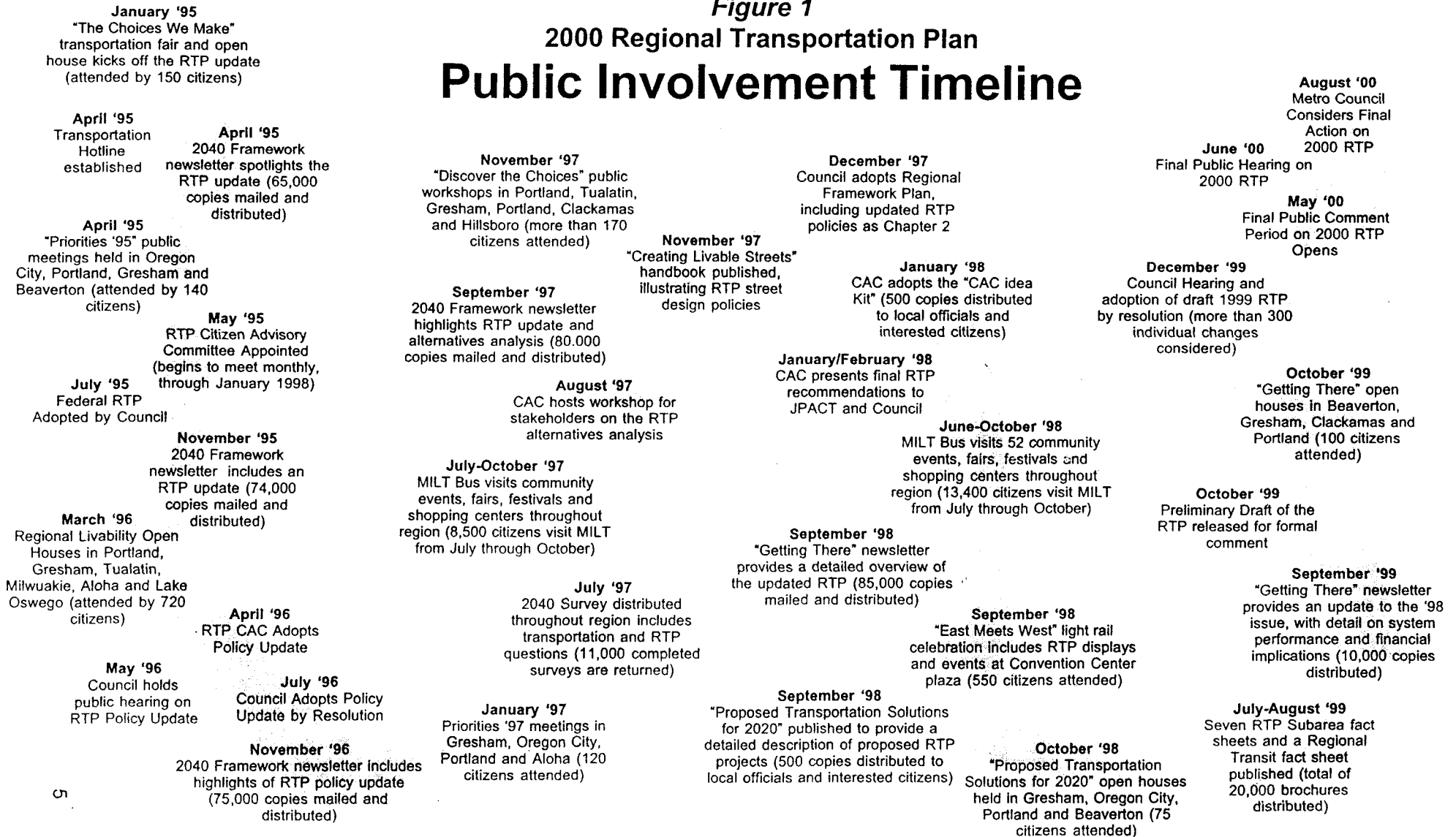


METRO

Figure 1

2000 Regional Transportation Plan

Public Involvement Timeline



From: Raj Gala <rajgala@pacifier.com>
To: "'mcci@metro.dst.or.us'" <mcci@metro.dst.or.us>
Date: Sat, May 13, 2000 1:15 PM
Subject: Bike lanes

My comment is about existing bike lanes & future planned in Regional Transport Plan. I hope that we envision safety, create better ones and improve existing bike lanes.

A half feet wide bike lane near the edge of a narrow winding road like in NW suburb is creating hazardous situation for both motorist & bicyclist.

Situation becomes dangerous during winter times when conditions are early darkness , rains & no street lights on many roads in NW suburb / exurb area.

Motorist has to drive that narrow road, staying inside double yellow lines on left , watching oncoming lights as well as biker on right (in the darkness) who is probably riding on white strip to avoid falling in a ditch.

For biker also, space is restricted & has to balance his bike in difficult situation.

I wish this situation is considered for while designing bike lanes.

Thanks.

- Raj

From: "Lahsene, Janice S. (Susie)" <lahses@portpld.com>
To: 'Tom Kloster' <klostert@metro.dst.or.us>
Date: Fri, May 26, 2000 9:11 AM
Subject: FW: RTP RG Rail Line

Hi Tom, In reviewing the Regional Transportation Plan, Figure 1.17 Regional Freight System, I realized that a significant portion of the rail system in Rivergate was not shown. The Slough rail bridge connecting north and south Rivergate was funded with ISTEAs federal demonstration dollars and CMAQ funds (as well as port and RR \$). The improvement was made in 1996 and now links north Rivergate Rail system with South Rivergate rail providing access for both rail carriers to all of Rivergate. In the message below, Justin Bates has provided the GIS Shapefile of the improvement so you can easily add this existing rail segment to the map. Thanks

> -----Original Message-----

> From: Bates, Justin
> Sent: Tuesday, May 16, 2000 3:49 PM
> To: Lahsene, Janice S. (Susie)
> Cc: Beck, Preston
> Subject: RTP RG Rail Line
> Importance: High

>
> Susie

>
> On your chair is a map indicating the missing section of "Branch Railroad
> Lines and Spur Tracks" as indicated in Metro's RTP Figure 1.17, Regional
> Freight System. Also, I am attaching the Port's Rivergate area rail line
> GIS shapefile for you to forward to your contact at Metro. Let me know if
> you have any questions.

>
> -Justin

>
> <<RAILROAD.DBF>> <<RAILROAD.SHP>> <<RAILROAD.SHX>>

CC: 'Chris Deffebach' <deffebachc@metro.dst.or.us>, 'K...

From: "Ley Garnett" <l.garnett@prodigy.net>
To: <trans@metro.dst.or.us>
Date: Wed, May 31, 2000 3:58 p.m.
Subject: comment on plan

It is difficult to read your map in terms of bus transportation improvements. I am a strong supporter of light rail to the Clackamas Town Center, but while we wait on that, my community, which is known as Boyer Meadows, does not have adequate bus service to downtown between the hours of 8am-3pm. You should expand to full service Route 31 which only goes as far as the Milwaukie Transit center from 8-3pm. I am unable to ride the bus to work downtown and would during those hours if you had direct service to downtown. It is possible that you are proposing that, but I can't tell from the map on line.

Oakley Garnett
8630 SE King Rd.
Portland 97266

From: Trans System Accounts
To: "mmase@earthlink.net"@MetCen.GWIA55ep
Date: Fri, Jun 2, 2000 5:35 p.m.
Subject: Re: Regional Transportation Plan

Hello. Thank you for your recent comments on the Regional Transportation Plan. Your comments will be included in a public comment report that will be forwarded to the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a group of local elected officials, in July.

Please let me know if you would like a copy of this report by replying with your name and address, or you can view the report on Metro's web page (www.metro-region.org) when it is available.

Once again, thank you for your interest.

Sincerely,

Rooney Barker
Metro Transportation Department

>>> "F. Mase" <mmase@earthlink.net> 05/30 12:45 PM >>>

I would suggest that you look into revising the #1 or #45 bus line, or adding a new one, that would leave Downtown, come down Barbur Blvd, and turn onto Multnomah Blvd, and follow it south through Multnomah Village, through Garden Home, and possibly ending at Washington Square. The routes of the present lines are not as service friendly as they could be.

--- F. Mase
--- mmase@earthlink.net
--- EarthLink: It's your Internet.

From: "Trudy Knowles" <trudyknowles@home.com>
To: <trans@metro.dst.or.us>
Date: Sat, Jun 10, 2000 10:23 p.m.
Subject: transportation

To the Members of Metro:

I just want to let all of you know that I am alive and well. I am still advocating for my neighborhood. I just put up a banner that states this KEEP METZGER LIVABLE. It is on the side of my house that is visible to all residents and commuters through my neighborhood. . Many of these people are cutting through all the mess in the Tigard area. This includes the mess on Highway 217 and I 5, the Pacifica Highway repaving project. I wish each of you had to travel this each day to and from work. It is a real nightmare. Unfortunately, thanks to your Regional Transportation Plan the desired outcome is only going to get worse. I can't imagine SW Hall Blvd widened to 5 lanes thanks to your plan. I can't imagine SW Greenberg Road widened to 5 lanes due to your plan. This is a disaster waiting to happen. Where do you expect the local residents and local businesses to go? We are not going to sit idle while you come in and destroy our neighborhood in the illusion this is progress and needs to be done to satisfy the travel needs of the region. In fact, it will only make things worse. Can you imagine trying to get the school age children to the lonely school located in the north section of Tigard? Thanks to the school district selling the Phil Lewis Site and the City of Tigard granting Eagle Hardware to build, Metzger El. is the only school in the area which will accomodate school age children. The problem is the Metzger El. is over capacity and the school district is having to bring portables in to provide an education to the students. I want to know where and what the traffic is suppose to do while the construction goes on. Who wants to listen to the noise and bull dozers and tons of gravel trucks coming through our neighborhood streets? Where is the money going to come from? Are you going to finance it solely with Metro's money? Are you going to finance it with taxpayers money? Are you going to try to get a sales tax proposed for this? Are you going to ask for federal money? Many of these options you are trying to get but it still at the taxpayers pocketbooks. Look at the last election results all the money issues were defeated except for some of the school districts money request. This Regional Transportation Plan needs to be revisited. I have not given up my MCCI position in the termoil of my own family life. I have juist put it on the back burner until the upcoming meeting in June. I will be there in full force.

I will oppose this plan with all my heart and soul. I will do everything in my power to keep my neighborhood livable.

Trudy

From: Walter Hellman <hellman@teleport.com>
To: <trans@metro.dst.or.us>
Date: Sat, Jun 10, 2000 3:00 p.m.
Subject: Citizen input on RTP

I am writing to comment on the 1999 Regional Transportation Plan. I am writing in my capacity as an individual, but also as the president of the Edwards Meadows Homeowners Association in Hillsboro and a board member of the Citizens Against Irresponsible Development organization. Please include these comments in the formal consideration of the the RTP.

1. In regard to the TV Highway Specific Corridor study (Supplemental Revision, May 15, 2000: 6.7.6), the description of use does not adequately represent TV Highway as a route to downtown Portland via Canyon Road and Canyon Road access to Route 26. I live in south Hillsboro and most people I know in this area have now switched over to using TV Highway straight into Portland because of the dangerous congested drive on Sunset Highway, the extra distance north you have to go to get to Sunset Highway and the increased congestion on the routes to Sunset Highway.
2. With regard to North Washington County Regional Highway Projects 3021 and 3025:
 - a. The idea of a limited access TV Highway between either Cedar Hills Blvd or Murray Blvd and Hillsboro in not realistic to any informed reasonable person. ODOT has no plans whatsoever to do any of this. The plan would involve removal of existing major business access including Fred Meyer and Intel, not to mention whole shopping centers. It would involve building complicated and extremely expensive overpasses, underpasses and intersections. Recall that even with all the Federal involvement with light rail, we were unable to get a single overpass where light rail intersects 185th. Why would any reasonable person think a whole collection of much more complicated, larger and costly overpasses could be build by the state a few miles away even during the next 20 years?
 - b. While the TV Highway Expressway is very close to an absurd proposition, its inclusion in the RTP will, on paper, show adequate capacity to accommodate the 20,000-25,000 people in the projected St. Mary's addition area. Since Metro is actively pursuing this development, one may view the phony TV Highway Expressway part of the RTP as a cynical manipulation of the regional planning process to allow the St. Mary's development.
 - c. While improvements in access management and certain parallel roads for business access, as well as signal coordination can improve capacity some, these improvements are nowhere near what is needed for the St. Mary's development. Metro's and Washington County's own traffic engineering studies show this. These improvements might make the road a more pleasant experience for current residents, but they simply do not have the heft to take on significant further development.
 - c. In order to better serve the public good, the RTP should have the more realistic designation availability of "severely constrained

capability for increased capacity; significant capacity improvements unlikely." Such a designation makes the simple and accurate statement that in terms of transportation infrastructure, the area around that maxed out major route is "built out." We must recognize the being built out is not only a function of available land, but available infrastructure.

d. Additionally, a constrained increased capacity designation for TV Highway would be a signal to Hillsboro (and Metro) to look for areas which are not so constrained for further development. Sunset Corridor where there is land for the development, light rail, a major highway which ODOT does intend to expand, and close proximity to jobs and jobs growth.

Conclusion and Request:

The greatest public service you can provide here is to remove the projection of the TV Highway expressway from the RTP altogether and formally recognize in the North Washington County section that TV Highway has no prospects of significant expansion of capacity.

Walter Hellman
2451 SE Clover Ct.
Hillsboro, OR 97123

648-6361

--
hellman@teleport.com ***** Hillsboro, Oregon
USA

CC: Larry Derr <lderr@transport.com>

From: Tom Aufenthie <taufenthie@yahoo.com>
To: <trans@metro.dst.or.us>
Date: Wed, Jun 21, 2000 9:40 a.m.
Subject: RTP

Thank you for the opportunity to comment on the RTP..

I live in Sherwood and have been following closely the RTP and the Urban growth boundary expansion process..The RTP has a project proposal that calls for a Connector (perhaps a toll road or a limited access expressway) from 99w to I-5 South of Sherwood..

This encompasses or passes through an area designated as a possible urban expansion area South of Sherwood known as area 45..The connector proposal also crosses a location being planned as an expansion route for Northwest Natural gas..

There is a concept plan out describing/discussing area 45 and also the proposed connector route.I believe you have a copy...It seems that given Sherwoods transportation problems and especially those on highway 99 that any growth boundary expansion South of Sherwood should be put on hold until a fairly firm location for the connector is determined or a site analysis determines the connector is not feasible..Only then can the city determine the practicality and feasibility of any growth boundary expansion plans..

Tom Aufenthie

15674 Highpoint Dr. Sherwood, Or. 97140 ph. 625-1608..

To: whitek@MetCen.MRC-PO
From: Clark Berry <Clark_Berry@co.washington.or.us>
Subject: RTP Project Revision
CC: "Andy_Back@co.washington.or.us"@MetCen.GWIA55ep
Date Sent: Thursday, June 22, 2000 9:55 AM

We are reiterating our previous request to add project #3175, Barnes Rd. from Hwy. 217 to 119th (\$6.2 million) to the Strategic and Financially Constrained systems. To stay under the Financially Constrained system funding cap we also request removal of the following projects from the Financially Constrained system: project #3177, Cedar Hills/Barnes intersection (\$1.8 million cost) and project #3190, 143rd Ave. improvements, Cornell to West Union (\$5,000,000)

Clark Berry
Senior Planner
Washington County Dept. of Land Use and Transportation
Planning Division
155 N. First Ave., Suite 350
Hillsboro, OR 97124

To: leyboldt@MetCen.MRC-PO; valoner@MetCen.MRC-PO
From: "Heisler, Jane" <JaneH@ci.oswego.or.us>
Subject: Request for Metro Review of Code Change
CC: "rbunch@ci.oswego.or.us"@MetCen.GWIA55ep
Date Sent: Monday, June 26, 2000 2:43 PM

Ted,
As we have previously discussed, the City has noted that OAR 660-12 permits local governments to exempt connectivity standards due to title restrictions, while Metro does not in its connectivity language. The City has chosen to include the exemption in its draft and would like to request that Metro review whether we are in substantial compliance with its Functional Plan by including this exemption. We would also like to request that Metro review whether or not this OAR clause needs to be part of the RTP or Title 6.

Thanks

Jane Heisler, Project Planner
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034
Phone: 503-697-7422
FAX: 503-635-0269



METRO

April 24, 2000

Ms. Terry Moore
8440 SW Godwin Court
Portland, OR 97223

Dear Terry:

Thanks for the letter and updated articles on suggested RTP changes. It's our turn to run with the ball. I'll keep you informed of our progress. Thanks for your concern and effort.

Sincerely,

A handwritten signature in cursive script that reads "Rod Monroe". The signature is written in black ink and is positioned above the printed name.

Rod Monroe
Metro Councilor
District 6

cc: Presiding Officer David Bragdon
Andy Cotugno

i:\assist-patm\r.monroe\correspondence\moore.ltr.doc

APR 24 2000

April 21, 2000

Rod —

Here's the letter I said we'd get you in mid-April, as you suggested, regarding changes to the RTP that would make life easier for people on foot, all following up on your wonderful letter to the editor. I'm also including two articles from this past week's newspapers just for some more "real-life" evidence of what's happening out there.

I hope we can see some of the suggested changes included in the RTP. Change happens slowly, but it is truly time for some real change in this area.

Thanks for your help. I was glad to see you're not having a hard race to keep your seat.

A handwritten signature in cursive script, appearing to read "Larry".

APR 24 2000

POLICE LOG

No charges filed after car injures pedestrian

BEAVERTON – Police say an investigation concluded there was no wrongdoing on the part of a motorist who struck and severely injured a pedestrian on Southwest Farmington Road last week.

Young Joo Lee, 60, of Beaverton remained in critical condition on Wednesday at Oregon Health Sciences University Hospital, where she is receiving treatment for a head injury sustained in the April 11 accident.

Police spokesman Mark Hyde said it appeared Lee was trying to reach a bus stop when she crossed Farmington at the intersection of Southwest 139th Street shortly after 8 a.m.

Lee apparently hesitated after crossing the first of two eastbound lanes, Hyde said, and then froze as an eastbound car travelling in the second lane bore down on her.

Hyde said that the car's driver, a 26 year-old Tigard man, slammed on the car's brakes but was unable to avoid hitting Lee, who was taken by helicopter to OHSU in very critical condition.

Photographer
Phone: 503-294-5962



Dana E. Olsen
Photographer
Phone: 503-294-5962



Tom Quinn
News clerk
Phone: 503-294-5963
e-mail: thomasquinn@news.oregonian.com



The Oregonian

4-20-00

Must drive to volunteer work

Well, they have for me. I'm 76 years old, and I walk OK, but I can't run.

Although I'm two blocks from the nearest Tri-Met on Hart Road, in order to board the bus to go into town to do my volunteer work at Elders in Action, I must cross Hart Road. There is no traffic light there, no stop sign and no pedestrian crosswalk. Vehicles do not slow down even though I wait and even yell. I cannot safely go to the bus stop.

Therefore, I must drive my car to a park-and-ride, which is silly when you really think about it because I pay the same fee to get on MAX whether I pick the bus up on Hart Road or whether I drive to Millikan Way and take the MAX from that point.

NORMA ROWE
Beaverton



Willamette Pedestrian Coalition
P.O. Box 2252
Portland, Oregon 97208-2252
Telephone (503) 223-1597

APR 24 2000

April 21, 2000

*Working
together to
improve
conditions
for walking
in the
Portland
region.*

David Bragdon, Presiding Officer
Rod Monroe, Metro Councilor
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilors Bragdon and Monroe:

This letter follows up a telephone call in response to your letter to the Editor of *The Oregonian* of February 17, 2000 decrying the unsafe and often non-existent pedestrian facilities on our public streets.

We appreciate your invitation to suggest changes to the Regional Transportation Plan (RTP) prior to final ordinance adoption by the Metro Council later this year. The enclosed attachment details those we believe are possible and would have a near-term beneficial effect for pedestrian travel throughout the region's urban areas.

We agree with you that the pedestrian projects in the Plan must be funded and implemented. The Metro Council should commit regional funding to complete the transportation network for all modes before committing further funds to expansion of automobile facilities, and should create a permanent regional fund for the construction of stand-alone pedestrian facilities.

The Willamette Pedestrian Coalition applauds your concern for all the people who walk, or who would walk if there were safe, attractive, and continuous pedestrianways and crossings throughout the region. We thank you for the opportunity to comment further on this important planning effort. If we can be of any further assistance to you, please don't hesitate to contact us.

Sincerely yours,

Terry Moore, WPC charter member

Ellen Vanderslice, WPC vice-president

Douglas Klotz, WPC pedestrian advocate general

Attachment to WPC Letter of April 21, 2000
Discussion of Suggested Changes to Regional Transportation Plan
Page 1

The biggest single factor which creates an unsafe pedestrian environment, especially at street crossings, is vehicle speed. The engineering design standards used in today's street construction and reconstruction engender in drivers a sense of being on a "highway". Because these design standards are directly related to the classification of many of our most important regional streets as "highways", this is no wonder.

- 1) Our first request is that you change the highway classifications of three streets for the portion that is in an urbanized area (i.e., an area where transit service is available and people can be expected to cross the streets to use that service). The three streets which should be re-classified on the Regional Street Design System Map from a Highway to a Regional Boulevard and which should be changed from a Principal Arterial to a Major Arterial on the Regional Motor Vehicle System Map are:
 - McLoughlin Boulevard – Change and reclassify between SE Stephens and Highway 224;
 - Tualatin Valley Highway – Change and reclassify in Beaverton, Aloha, and Hillsboro (and consider a name change to Tualatin Valley Boulevard);
 - St. Helens Road – Change and reclassify in Linnton.

- 2) There are other situations where the street classification will lead to engineering and design that discourage pedestrian travel by creating a street with high vehicle speeds, wide cross sections, and access restrictions that severely reduce the frequency of legal crosswalks. You should at least remove the arterial designation from the Regional Motor Vehicle System Map for streets that travel through residential areas where pedestrian activity is high (walking to neighborhood parks, to and from school/Tri-Met buses, etc.) and where an arterial alternative exists in proximity.

Two examples for your action are:

- SW Oleson Road – Remove arterial designation on the Regional Motor Vehicle System Map between SW Beaverton-Hillsdale and SW Hall (SW Scholls Ferry Road is the arterial in this area);
- SW Garden Home Road – Remove arterial designation on the Regional Motor Vehicle System Map between SW 69th and SW 92nd Avenues (SW Hall is the arterial in this area).

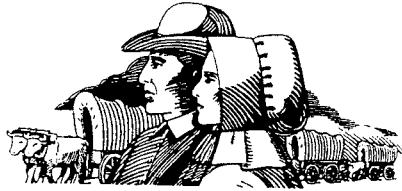
Attachment to WPC Letter of April 21, 2000
Discussion of Suggested Changes to Regional Transportation Plan
Page 2

- 3) Since the pedestrian environment has been so compromised by the past 50 year's of street design, you could make a big difference in how future street construction and reconstruction treats pedestrian travel by taking action to mandate design and engineering that return a "sense of belonging" to the person on foot or in a wheelchair traveling along or across a public street.
- Include in the ordinance adoption of the RTP language that gives greater weight to the design guidelines adopted under the title "Creating Livable Streets, Street Design Guidelines for 2040", November 1997. These guidelines should be adhered to by local jurisdictions in their own design manuals. Right now, it seems they are trumped by local design standards.
 - Existing conditions often make it hard to adhere to the 2040 street design guidelines due to smaller rights-of-way than would be needed to fully implement them. In these instances, the RTP should state that, in cases of limited right-of-way, the following "Green Transportation Hierarchy" will be followed as a space allocation formula, which assumes auto travel as part of the hierarchy, but not as a dominating element:
 - A. First, (re)design for walking.
 - B. Second, (re)design for cycling.
 - C. Third, (re)design for transit use.
 - D. Fourth, (re)design for goods movement.
 - E. If there is right-of-way remaining, (re)design for expedited auto use with wider travel lanes, the addition of turn lanes or parking, etc.
- 4) In closing, a litany of specific design improvements to our present practices is offered. These could be appended, where applicable, to the 2040 street design guidelines, or could be otherwise included in the RTP. If left unchanged, these existing practices make walking more dangerous than it should be by allowing auto travel to grossly dominate the public right-of-way.
- Reduce auto speed by decreasing lane widths from the standard 11' and 12' to 10' for most classifications of street, particularly in the 2040 centers;

Attachment to WPC Letter of April 21, 2000
Discussion of Suggested Changes to Regional Transportation Plan
Page 3

- Increase the separation of the pedestrian from travel lanes by adding planting strips, street trees, or with increased sidewalk widths (the minimum pedestrian area should be 10' – sidewalk plus planting strip);
- Limit the width of driveways to 24' and require a minimum 3'-wide area of a maximum 2% cross slope (to meet the ADA);
- Require protection of the pedestrian space by the addition of street trees, short bollards at the curb edge of the sidewalk area, or other means (just as natural gas pipe lines and telephone booths are protected from vehicle damage);
- Mandate close spacing of legal pedestrian crossings, no further than every 400' along transit streets and in pedestrian districts. Mandate frequent spacing of legal pedestrian crossings on other major streets by means of a "treated" pedestrian crossing no less frequently than every 1000' (and not based on the "warrant system" now used before crosswalks are given designation and/or signal activation);
- Require reductions of curb radii (made possible by the addition of bike lanes which effectively increase street and lane area), thus reducing the turning speeds of autos and trucks ;
- Require creation of a maximum pedestrian crossing distance standard of 50' through the use of medians, prohibition against multiple left or right turn lanes, etc.;
- Require design for the desired driving behavior and don't rely on signage to modify driver behavior encouraged by bad street design. The police often say they can't enforce against street design that encourages people to drive too fast.

tshu/ev/dk
4-21-00



CITY OF OREGON CITY

Incorporated 1844

320 WARNER MILNE ROAD | OREGON CITY, OREGON 97045
TEL 657-0891 | FAX 657-7892

RECEIVED
MAY 03 2000

BY:

May 1, 2000

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

Dear Mr. Cotugno:

The City of Oregon City formally requests the following revisions to the DRAFT 1999 Regional Transportation Plan (RTP):

Regional Public Transportation System Map

The City requests that a regional bus route be added to the map. The requested route is located on Main Street and Washington Street between the downtown transit Center and Highway 213. This route illustrates the transit connection to the proposed Amtrak passenger rail station as well as future land uses for which future transit connections are expected to be critical.

The City also requests that two additional major bus stops be added to the map:

1. The City foresees the need for a major stop in the Hilltop area, likely on Molalla Avenue in the vicinity of Warner Milne Road or Beaver Creek Road.
2. The City believes that a major bus stop should be shown at the Amtrak rail station to connect the inter-city passenger service with the regional bus service.

RTP Project List

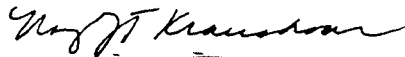
The City requests that two trail projects be added to the list. These trails represent links between the I-205 trail, the North/South Transit corridor, and downtown Oregon City (regional center designation).

1. The Clackamas River Trail between I-205 and Clackamette Park is included in the Oregon City Parks and Recreation Master Plan and the Metro Greenspaces Master Plan and Trails System. This trail is viewed as connecting downtown Oregon City at Clackamette Park (a regional park) and the I-205 trail. Several segments of this trail have been constructed. The City currently estimates the project cost to be approximately \$230,000.
2. The 1.3-mile Willamette River Trail between the Clackamas River Trail at Clackamette Park and Smurfit (5th and McLoughlin Boulevard or Highway 99E) will provide a vital

transportation link to the southern end of downtown Oregon City. The project is included in the Oregon City Parks and Recreation Master Plan, the Oregon City Downtown Community Plan (riverfront promenade), and the Metro Greenspaces Master Plan and Trails System. The master plan estimates the cost to be \$155,000. This cost estimate likely does not include structural needs for the promenade envisioned along portions of McLoughlin, so it is expected to be quite low. Future design work will need to be completed before a more accurate cost estimate is available.

Thank you for consideration on these revisions. If you have any questions, please call me at 503/657-0891 or e-mail me at nancy-k@ci.oregon-city.or.us.

Very truly yours,



Nancy J.T. Kraushaar, P.E.

City Engineer

- C: Bryan Cosgrove, Oregon City Assistant City Manager
- Dee Craig, Oregon City Parks and Recreation Director
- Maggie Collins, Oregon City Planning Manager
- Tom Kloster, Metro Transportation Planner
- Ted Leybold, Metro Transportation Planner
- Mel Huie, Senior Regional Planner
- Bill Barber, Senior Transportation Planner

Dr. Gene & Vivian Davis
10875 SW 89th Street
Tigard, Oregon 97223 USA
Tel: 503 246-5862, fax: 503 977-9343
Email: fmf@jps.net

RECEIVED
MAY 04 2000

BY:.....

Tom Kloster
RTP Project Manager
600 NE Grand Ave
Portland, Or 97232-2736

May 3, 2000

Dear Tom,

Re: Metro transportation issues project # 6030 widening, 5 lanes on Hall Blvd., from Locust to Durham Rd. =

We have noticed that Metro scheduled this project to be done from 2000-2005. Since we cannot get out on to Hall from Spruce between 4-6pm, we are thrilled.

Another issue we would like to address is that we are planning on building a house on our lot 8753 SW Spruce which faces Hall. All the permits have been paid and we have put in our water and sewer utilities, which cost us \$27,000. Our lot is only worth \$21,000 vacant and we would like to build as we have space for three houses.

The city of Tigard flagged our lot because of a drainage water problem. Our neighbors would not let us drain the water to the creak even though we would pay the costs. As a result, we are land-locked. Our request is that you provide drainage for us when you are building the five-lane highway.

We have also talked with Joel McCarroll the assistant district manager and Ed Miller the permit, for the Dept. of Transportation, DST. 2A. They have given us permission to drain towards Hall Blvd.

Also, we have talked to Sherry Arthur about this issue also. Sherry suggested that we write you this note because Metro is trying to get more use out of our vacant land.

Please seriously consider this request for drainage and help Hall Blvd. be the best highway possible.

Thank you,



Gene & Vivian Davis
Cc. Joel McCarroll, Ed Miller

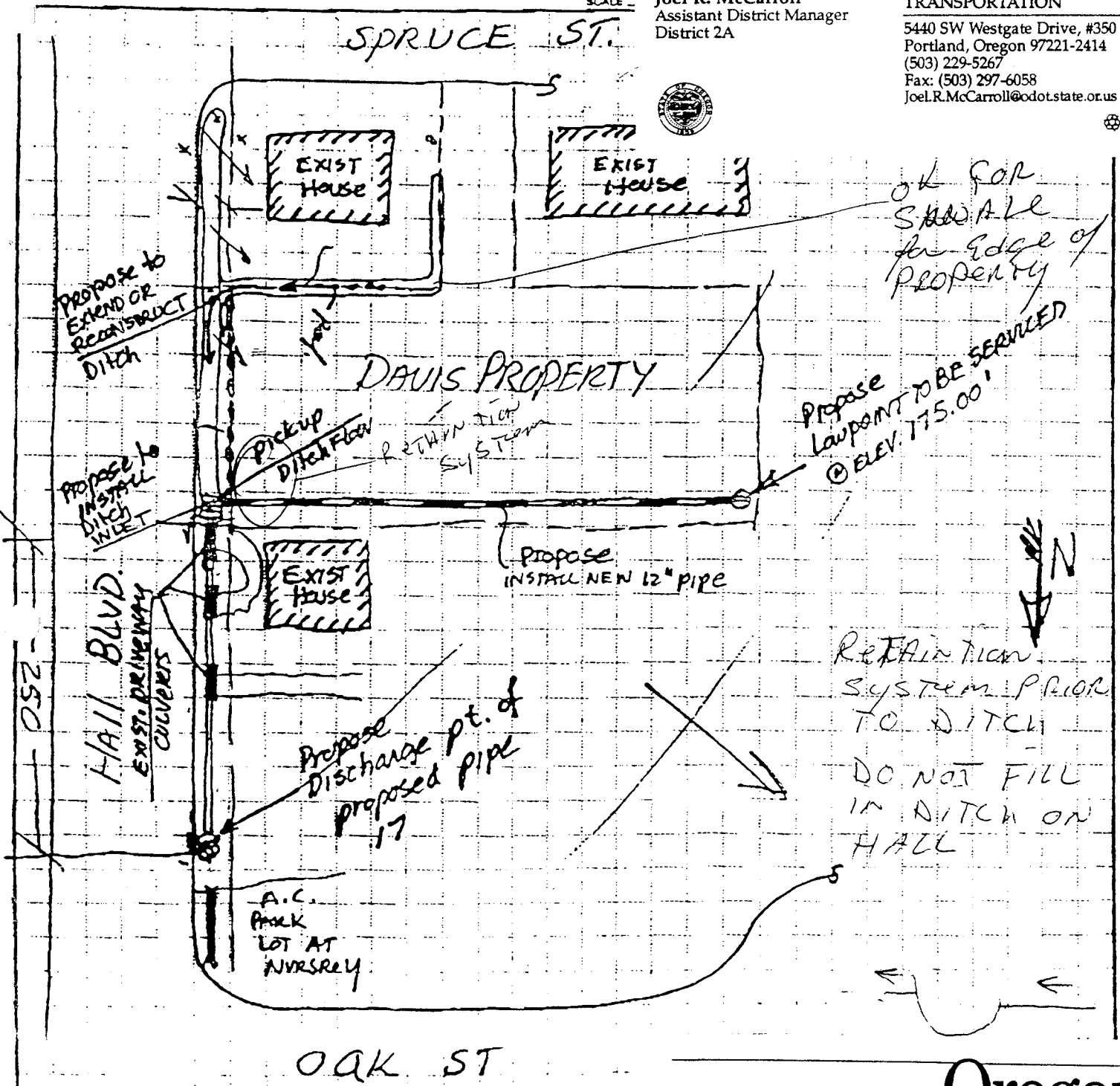
W.B. WELLS & ASSOCIATES, INC.
 4230 NE Fremont St.
 PORTLAND, OREGON 97213
 (503) 284-5896 FAX (503) 284-8530

W.B. WELLS & ASSOC
 JOB NO. 11015
 SHEET NO.
 CALCUL.
 CHECKED
 SCALE

Oregon

DEPARTMENT OF
 TRANSPORTATION
 5440 SW Westgate Drive, #350
 Portland, Oregon 97221-2414
 (503) 229-5267
 Fax: (503) 297-6058
 Joel.R.McCarroll@odot.state.or.us

Joel R. McCarroll
 Assistant District Manager
 District 2A



PLAN VIEW NTS
 for
 DAVIS PROPERTY DRAIN

Ed Miller
 Permit Specialist
 District 2A

Oregon

DEPARTMENT OF
 TRANSPORTATION
 5440 SW Westgate Dr., #350
 Portland, Oregon 97221-2414
 (503) 229-5002
 Fax: (503) 297-6058
 edward.j.miller@state.or.us

MAY 08 2000

ALEXANDER B. CRAGHEAD
12205 SW HALL BOULEVARD
TIGARD, OREGON
97223-6210
TELEPHONE & FACSIMILE:
503.620.1699

May 4th, 2000

page 1 of 3

To: Tom Kloster, RTP Project Mgr., Metro

@ 503.797.1949

From: Alexander Craghead

@ 503.620.1699

RE: Comments on 1999 RTP, to be entered into public record

Please enter the following comments into the public record, as part of the Phase II comment period for the Regional Transportation Plan.

After having studied the 1999 RTP draft, I must make a few points regarding two particular projects within the plan. These elements are project numbers 6013 and 6030, both affecting improvements to Hall Boulevard. In my opinion, both of these projects would be detrimental to congestion, to the economy, and to the livability of the Tigard community.

Projects 6013 and 6030 will contribute to increased surface street congestion.

Widening the roadway to five lanes will likely draw more traffic onto this route, encouraging more frequent use of Hall as a 217 alternate. The RTP supports this supposition on page 6-34, where it suggests trying to ease 217 grid lock by "improve[ing] parallel routes," a clear reference to Hall. However, routing further through traffic onto Hall will only make local access more difficult, as well reduce it's effectiveness as a local arterial.

Projects 6013 and 6030 will reduce the taxable property base of the City of Tigard.

A considerable number of structures, both homes and businesses, are located close to the current roadway's edge; many will have to be razed in order to make room for a two more lanes plus bike paths and sidewalks. According to 1999 Washington County tax records obtained from the City of Tigard, the total value of all property adjacent to this roadway is \$166,357,150.00. If even one quarter of these values are affected by the widening, it could mean a loss of nearly \$42 million in taxable property values for the City of Tigard. If even one sixteenth were affected, it would still be a loss of nearly \$10 million in taxable value.

Projects 6013 and 6030 will negatively impact the economy of Tigard, especially

small businesses. Those properties that are commercial in use, excepting the properties immediately adjacent to Washington Square Mall, tend to be small businesses. Of those that lose their place of business, many will not be able to afford to replace them. The businesses here tend to be small and may not have the capital to move and re-establish themselves elsewhere. Those businesses that survive condemnation may not have the means to afford closing during the ensuing construction.

Projects 6013 and 6030 will create hardship for predominately lower and middle class families. It should not be ignored that a great majority of the adjacent properties are single family homes, and apartments. A great deal of these residents are on limited or fixed incomes. Those that lose their homes to condemnation will be greatly hurt financially by the loss of their homes, and many will not be able to afford to replace them.

Much of project 6030 is not supported by the City of Tigard's Transportation Systems Plan. The latest (Feb. 2000) draft of the City of Tigard's Transportation Systems Plan [TSP], a twenty year plan, neither anticipates nor supports widening of Hall Boulevard to five lanes south of it's intersection with S.W. Hunziker Street.

Projects 6013 and 6030 will harm the livability of Tigard. Hall runs predominately through small commercial areas and residential districts. Widening it to five lanes will increase traffic, cut off people's front yards, parking lots, and privacy, put small businesses out of business or in dire financial straights, destroy homes, and further divide neighborhoods from each other. None of these things will contribute to better livability for Tigard.

Projects 6013 and 6030 do not live up to the high standards called for by the RTP. The RTP's Preface states "the Regional Transportation Plan recognizes that the transportation system plays a critical role in the continued economic health of the region." It additionally aims to "limit the amount of congestion motorists experience" and to "balance the need to maintain motor vehicle and freight mobility with the potential impacts of these improvements on our communities and other modes of travel." I must stress that projects 6013 and 6030 will do none of these things for the Tigard community.

I propose that projects 6013 and 6030 be reduced, widening and improving Hall Boulevard to a uniform three lanes with bikepaths and sidewalks, rather than a harmful five. A reduced project 6013 and 6030 would:

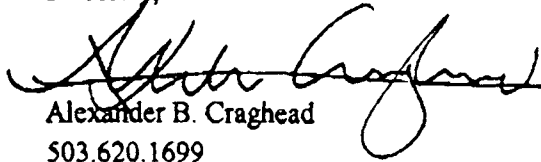
- * retain it's bicycle and pedestrian transportation elements
- * not contribute to surface street congestion as severely
- * increase safety by adding a full length center turn lane
- * have a reduced economic impact by requiring narrower right-of-way
- * not disrupt the livability of Tigard neighborhoods and communities
- * free up funding dollars for projects that would bring greater benefits

Funding that would have been allocated to projects 6013 and 6030 could better benefit

the city and the region by being channel to 'connectivity' projects such as project 6027 and 6028, phases II and III of the I-5/217 interchange improvements. Improvements in flow here could greatly reduce the number of accidents on this freeway and reduce traffic backflow onto surface streets. Other projects that could help local flow include the Dartmouth Street overpass, project number 6044, which would add additional east-west connectivity to the Tigard street network and provide an alternative to 99W usage.

Projects 6013 and 6030, as they stand in the RTP today, do not benefit the city of Tigard or the region. Considering the above, reducing projects 6013 and 6030 would be the right thing to do, to improve traffic flow, to protect livability, and to protect the economy of the City of Tigard. In keeping with the goals of the RTP, I call on the Metro Council to reduce these projects accordingly.

Sincerely,



Alexander B. Craghead
503.620.1699

RECEIVED

BY:

May 4, 2000

Tom Kloster, RTP Project Manager
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Kloster,

I am writing to you in hopes that you will work with the planning committee on looking at the possibility of creating a bus line that runs down Prescott. There are two north/south bus lines on 60th and 42nd, and two east/west bus lines on Killingsworth and Fremont. Not having a bus line on Prescott has a great impact on this densely populated area.

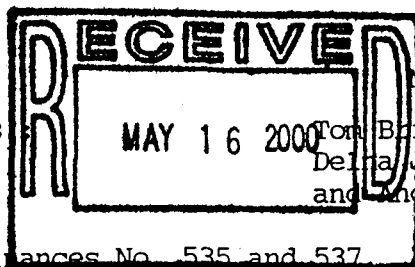
The families and children who attend Rigler elementary school, which is a Schools Uniting Neighborhood School, would benefit greatly from Tri-Met service on Prescott. Rigler School is holding more and more family events at night and will continue to do so as a SUN school. Please use this as a time to plan ahead, before it becomes a difficulty in the future.

Thank you for your time and consideration

Sandy vanBaggen Rigler PTA
Rosalie Achziger Rigler PTA
Gene ~~White~~ Hollywood Video
Sherry Whiteley Rigler PTA
Robert Strand Rigler PTA
Bruce van Baggen
Stephanie Fuller Rigler PTA - Bus Committee

**Bruce vanBaggen
Sandy vanBaggen
5645 N.E. Going
Portland, OR 97218**

Washington County Board of Commissioners
155 North First Ave.
Hillsboro, Oregon 97124



May 9, 2000

Tony Brian, Chairman
Delna Jones, Roy Rogers
and Andy Duyck.

RE : Raleigh Hills Town Center and Ordinances No. 535 and 537

The enclosed " PUBLIC SAFETY " petition is submitted as a part of this hearing since the proposed Ordinances relate to this Dangerous Intersection and are not able to correct all of the Safety problems, schedule any construction or funding.

Specific " Existing Life Threatening " conditions are described in the Petition and will be shown by our display Map of the Intersection.

METRO's newest Regional Transportation Plan for State Hwy #10 & 8 shows that traffic growth will require additional lanes for this State Highway Corridor. 1999 ODOT Traffic counts shows a 25 % peak traffic increase at this intersection area already. 60 to 70 % of this is Regional Traffic going through the area. The same METRO report says large and small Freight Truck traffic will double by the year 2040 !

Therefore, the present Revised 1996 Alternate No.3 Design for this intersection is outdated and invalid because of preplanned " NO GROWTH and NO BUILD " assumptions using " MATURE " neighborhoods without increased Density requirements.(See encl.)

Due to the Town Center planner's desire for a " Boulevard type design " which will reduce State Highway # 10 by two traffic lanes, it is self evident that some version of Alternate No. 5 Over-Pass Design is mandatory to accomplish METRO's goals for this State Regional Transportation Corridor at this location.

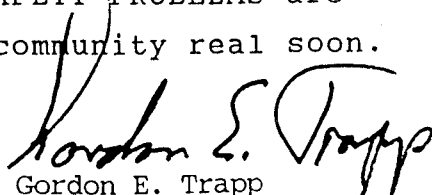
At two of the Public Information Hearings we attended in the Raleigh Hills area, it appeared that a majority of the people present, by a show of hands indicated that they preferred an Over-Pass to reduce congestion and for greater safety. The 1996-97 Kittelson Report indicated that the Alternative No. 5 Over-Pass Design was most efficient for handling traffic and for SAFETY ! The enclosed SWNI letter from 16 Neighborhood Areas to the east expressed a similar preference.

A suggested solution could be similar to the enclosed Map showing a proposed "Revised" Alternative No. 5 dated Nov. 1999. Possibly this could be paid for by savings that might result from deleting the rebuilding of the north end of Oleson Road to go east through several businesses and also the new west road off of Oleson going through the expensive PGE transformer substation. With the new design these are not needed.

Therefore: BY MEANS OF THIS PUBLIC PETITION, WE RESPECTFULLY ASK THAT EACH COUNTY COMMISSIONER - EACH METRO COUNCILOR and EACH ODOT ENGINEER do their very best to work together by TAKING INDIVIDUAL and OFFICIAL RESPONSIBILITY to see that these " LIFE THREATENING PUBLIC SAFETY PROBLEMS are corrected for the benefit of this community real soon.

Thank you for your attention and consideration,

Encl.& Copies to :  SWNI
RYAN DECKERT


Gordon E. Trapp
6825 S.W. 63rd Ave.
Portland, OR 97219

April 5, 2000

An open letter to : WASHINGTON COUNTY PLANNING COMMISSION,
THE BOARD OF COUNTY COMMISSIONERS **METRO,** ✓
AND OREGON DEPARTMENT OF TRANSPORTATION.

Re : RALEIGH HILLS TOWN CENTER PLANNING AND THE BEAVERTON -
HILLSDALE STATE HIGHWAY # 10 & OLESON/ SCHOLLS CROSSING.

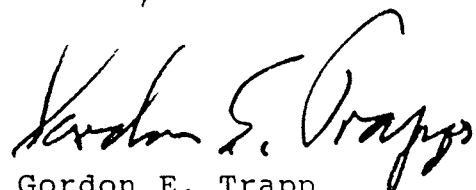
Many Residents and Business Owners who use this area have been frustrated for many years by the lack of action to correct " Several Life Threatening Traffic Hazards " at this intersection that were made known for the 1996 Preferred Alternative Traffic Study.

Since these conditions have not been corrected over a four year period and traffic congestion has increased by 25 %, we are told that no money is budgeted or available and that even Phase 1 of the plan is perhaps five years away ! As a result we are submitting the enclosed Petition requesting action by both the State and Washington County to correct the basic " Death Defying " problems as soon as possible.

Also, since the latest proposed intersection plan only creates more problems than it fixes and is completely invalid since it was based entirely on a " NO - BUILD " and " NO - GROWTH " concept as shown by the enclosed copy from the 1996 Kittelson Alternatives Analysis Report:

We therefore ask that - THIS INTERSECTION PLAN BE COMPLETELY
WITHDRAWN AND BE RESTUDIED USING THE
LATEST REALISTIC TRAFFIC DATA PROJECTIONS
AVAILABLE ALONG WITH ALL OF THE REQUIRED
METRO GROWTH / DENSITY REQUIREMENTS AND
FUNDED WITH STATE AND COUNTY COMMITMENTS.

Respectfully submitted,



Gordon E. Trapp
6825 S.W. 63rd Ave.
Portland, OR 97219

Alternatives Analysis Report

Intersection of
Beaverton-Hillsdale Highway
&
Oleson Road/
Scholls Ferry Road

Presented to



Washington County

Prepared by

W&H Pacific

in association with

Kittelson & Associates

December, 1996

"Alternatives Analysis Report"

Existing Traffic Volumes NO-BUILD NO-GROWTH ASSUMPTIONS

Existing weekday peak hour traffic volumes at the BHSO intersection were obtained from manual traffic counts conducted in June 1995. These counts were conducted on a typical weekday between 7 and 9 a.m. and between 4 and 6 p.m. Because p.m. peak hour traffic volumes were higher than a.m. peak hour volumes, the traffic operations analysis focused on the p.m. peak hour. Existing weekday p.m. peak hour traffic volumes are shown in Figure 7.

Future Traffic Volumes

The forecast year and study period for this analysis is the year 2020 p.m. peak period. To develop the 2020 no-build intersection approach traffic volumes, a straight line interpolation between Metro's 1994 p.m. peak forecasts and 2015 p.m. peak forecasts was performed. The annual growth rate that has occurred between 1994 and 2015 was applied to the five-year period between 2015 and 2020. The intersection approach volumes forecast by the model for 1994 and 2015 and the approach volumes projected for the year 2020 are also shown below. The 2020 intersection approach volumes were converted to intersection turning movement volumes based on the distribution of intersection turning movements in the 1994 and 2015 model results.

Following the development of the 2020 no-build traffic volumes, the traffic volumes were hand-assigned to each of the study alternatives. The hand-assignments were based on the existing travel demand to and from different approaches to the intersection, an analysis of forecast 2015 travel patterns through the study area, as well as professional judgement regarding operations and accessibility opportunities and constraints for each alternative. Table 2 describes the 2020 p.m. peak traffic volumes for each of the alternatives analyzed.

The traffic volumes forecast for 2020 for Beaverton-Hillsdale Highway and Scholls Ferry Roads show a growth rate that may appear to be low considering growth rates predicted for the County. However, the area in the immediate vicinity of the intersection under study is considered mature under current plans and would not be expected to generate a lot of additional traffic over the next 20 years. However, under Metro's 2040 growth concept, densities could increase significantly and generate higher traffic volumes. Potentially this could require further traffic studies. !!

• 23% TO 27% INCREASE
TO NOV, 1999 ALREADY!

• (TRI-MET & ODOT VERIFY THIS
IN MAY 1999 REPORT.)

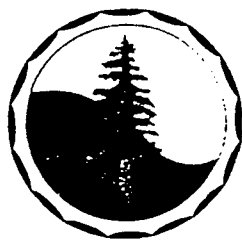
• SEE OREGONIAN ARTICLE 10-26-99 TO
ALSO VERIFY 25% INCREASE!

Prepared by

W&H Pacific

in association with

Kittelson & Associates



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 20, 1999

Washington County Board of Commissioners
155 North First Ave, Suite 300
Hillsboro, Oregon 97124

RE: Ordinances #535 and #537

Dear Commissioners:

We are writing to express our opposition to the above ordinances before you. As you know, the City of Portland and the Neighborhood Associations have been deeply involved in planning future development throughout the Southwest area to be incorporated into the Portland Comprehensive Plan. These ordinances seriously conflict with the vision, policies, and proposals currently under consideration.

One major concern in this undertaking has been the protection of the environment with particular attention to the headwaters of the Fanno Creek/Tualatin River watershed. Citizens throughout our area are making every effort to restore our degraded quality limited waterways to their natural, pristine condition as much as possible in accordance with the Clean Water Act and the Endangered Species Act. Ordinances #535 and #537 propose to blanket the Raleigh Hills Town Center area with vastly increased impervious services and oily asphalt pavement. Obviously, this plan prevents the natural cleansing, controlled flow of rainwater as it drains and percolates through the soil to the streambeds. Our work upstream will be to no avail if the watercourses immediately downstream are further polluted and degraded by excessive development and disregard of basic protection, preservation, and enhancement as required by law.

Another major subject of concern throughout Southwest is traffic congestion. Our streets and highways are already overburdened at present usage levels including the Beaverton-Hillsdale State Highway #10. Ordinances #535 and #537 are based on outdated assumptions flowing from a traffic study done in 1995 before the burst of development to the west. Furthermore, they also ignore the Beaverton-Hillsdale/Scholls/Oleson Road Intersection Study of 1996 that showed over 60% of vehicles crossing that corner consists of regional traffic that does not stop or shop there. Even at present levels of use, commuter traffic at this location is a nightmare and a barrier separating the surrounding neighborhoods and making access to present facilities a safety hazard.

The ordinances before you do not separate the regional and local traffic as suggested in the Intersection Study of 1996, thereby exacerbating the existing problems. The proposed town Center Plan would bring commuter traffic to a crawl through the intersection. As a result, a number of unintended, negative consequences would follow.

1. Each commuter will experience a greater delay passing through the area. Every additional minute a vehicle is operating on a highway increases the amount of pollution exhausted into the air. This is a situation where very minute counts for the multiplier effect of the thousands of cars involved twice a day.
2. The stop and go cycling experienced by each driver will cause brake pad dust to deposit on the roadway that will eventually wash into the stream beds further polluting them.

Arnold Creek • Ashcreek • Bridlemile • Collins View • Corbett-Terwilliger-Lair Hill • Crestwood
• Far Southwest • Hayhurst • Hillsdale • Homestead • Maplewood • Markham • Marshall Park
• Multnomah • South Burlingame • West Portland Park

3. Each vehicle consumes more fuel on acceleration that it does when rolling up to speed. Each and every start up from a standing stop creates additional air pollution.
4. The delay and frustration that drivers will inevitably experience at this location will set the stage for more accidents, more road rage, and more cutting thru neighborhood residential streets.
5. More stop lights and slower traffic increase air pollution. *Federal dollars cannot be spent on any development that increases air pollution.*

In view of all of the above, we urge the abandonment of the present proposals and re-consideration of the entire plan. It may very well be that this is not a suitable location for a town center. The problems outlined herein must be resolved before this or any other plan goes forward. It would be folly to proceed with a plan with so many flaws regardless of any supporting precedents. This is a problem that requires a fresh, unbiased, creative solution uniquely tailored for this situation. Start with such a plan and hold to it until any obstacles, funding or otherwise, can be addressed and resolved.

Yours truly,

Gouanne C. White, Vice Chair, Hayhurst N.A.

Don Bain, Maplewood NA Board & Transportation Rep.

Becky Vogt, Bridlemile N. A.

John E. Crapp 1998 Vice Chair, Maplewood N.A.

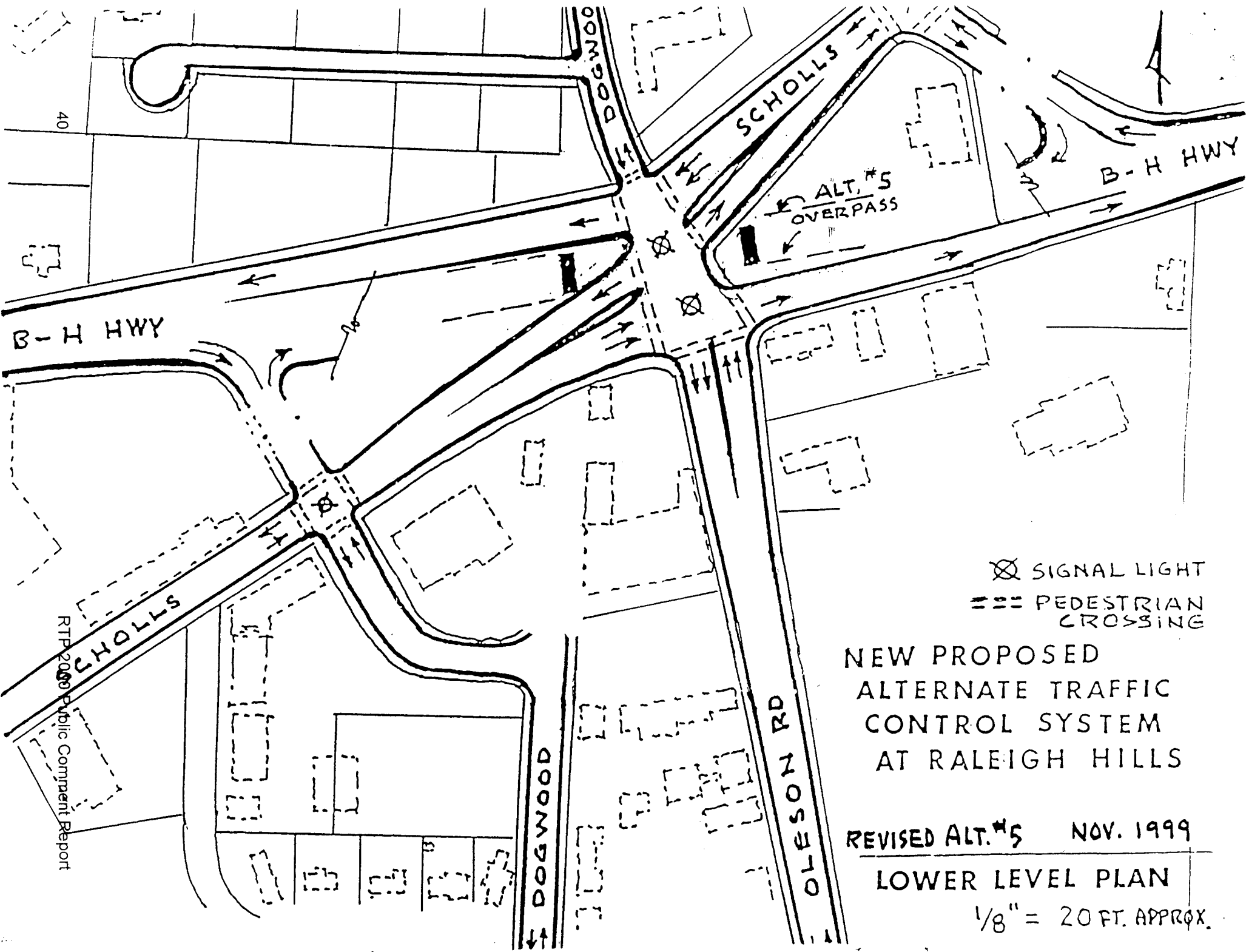
Joseph Higgins Chair Hayhurst Parks and Environment Committee.

John Ziljoren, Chair, Transportation Committee, Hayhurst N.A.

Jerry E. [unclear], Bridlemile Resident

G. Peter [unclear], BRIDLEMILE N.A.

Cc: Grace Cruncian, ODOT
 Councilor David Bragdon, Dist 7 Rep
 Councilor John Kvistad, Transportation Planning
 Councilor Susan McLain, Growth Manager
 Councilor Bill Atherton, District 2 Rep
 Commissioner Charles Hales
 Vic Rhodes, PDOT Director
 Washington Co. Special Planning Commission
 Bob Bothman, Chair CPO#3



40

RTP 2000 Public Comment Report

ALT. #5
OVERPASS

⊗ SIGNAL LIGHT
 == PEDESTRIAN CROSSING

NEW PROPOSED
 ALTERNATE TRAFFIC
 CONTROL SYSTEM
 AT RALEIGH HILLS

REVISED ALT. #5 NOV. 1999

LOWER LEVEL PLAN

1/8" = 20 FT. APPROX.



May 9, 2000

Clackamas County Commissioners
Metro Councilors
Multnomah County Commissioners
Portland City Commissioners

Re: Willamette Shore Rail Line, this letter is one Councilor's view.

I attended a May 3rd meeting of the Willamette Shore Rail Line Consortium. This group operates a trolley between Lake Oswego and Portland for the purpose of preserving this corridor. Substantial areas of the corridor, Dunthorpe, are easements over private property which expire if the rail is not being used. The corridor could be permanently lost if abandoned.

Lake Oswego's city staff provides support for the trolley operation. The City Engineer wrote a report for Minimum Maintenance \$45,000 and Recommended Maintenance \$90,000. Among the problems are wooden culverts 80 years of age which need replacement, that some rails are 90 years old, and the trestles, some labeled as poor condition, need repair. The trolley operator stated: They are on the verge of shutting the trolley down due to safety conditions; there are 16 places the trolley must slow to 5 mph for safety reasons; sometimes during the ride the trolley rocks so much from side to side they must stop it and unload the passengers until it stops rocking; there is a one inch gap between some of the rail ends; that they will use volunteer workers to do maintenance; there is poor drainage along the line. It was also reported that the trestles the rail runs over were in poor shape, but the federal grant of \$500,000 to repair them was not available for two years. This grant requires a match of \$57,000. Initially all agreed the \$90,000 maintenance program should be followed.

Someone mentioned liability should there be an accident. There was a chuckle around the table. It was pointed out that Lake Oswego shouldered the liability. The meeting quickly moved on to the next agenda item. Tri-met reported that it spends \$15,000 annually in legal fees to preserve the corridor from encroachment claims. An hour later toward the end of the meeting funding and who would provide it was discussed. This is when consortium members become somewhat reluctant to participate. After hesitation it was decided that five of the members of the consortium would each ask their governing bodies for \$9,000 for the \$45,000 minimum maintenance. It appeared even this sum was unlikely.

380 "A" AVENUE
POST OFFICE BOX 369
LAKE OSWEGO,
OREGON 97034
(503) 635-0213
FAX (503) 697-6594

BILL KLAMMER,
MAYOR

BOB CHIZUM,
COUNCILOR

JACK HOFFMAN,
COUNCILOR

TOM LOWREY,
COUNCILOR

CRAIG PROSSER,
COUNCILOR

KARL ROHDE,
COUNCILOR

BILL SCHOEN,
COUNCILOR

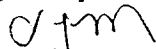
The above reads like the first chapter of a John Grisham novel. People who should know better giving short shrift to the safety of ordinary citizens. I have since related this tale to four attorneys, who all reacted the same, "this is a dream come true for a plaintiff's attorney". Some of the more civic minded asked "isn't the safety of your citizens always your first concern"?

Further, this \$9,000 request does not cover other necessary expenses such as: the Tri-met legal fees, the matching grant, and maintenance for future years, which will be greater because of the neglect caused by the minimum maintenance being done now.

Throughout the meeting Vic Rhodes, of Portland, asked if rail of any kind was viable in this corridor. No attempt was ever made to answer his question. Ridership is 9,000 passengers a year which averages 25 a day. The benefit of the trolley seems slight, and in the face of the potential huge liability and continual annual expenses it doesn't seem worth it.

The corridor, however, is well worth preserving and to do so the rail should be converted to a trail using the rails to trails federal legislation designed for this purpose. Many more people would use a pedestrian pathway for walking, jogging, biking, or just strolling. The conversion would still preserve the corridor for future rail use should that become feasible at some future time. While there may be substantial initial cost to convert in the long run much money would be saved because a pathway is much less expensive to maintain.

Thank you



Tom Lowrey, Lake Oswego City Councilor



METRO

May 3, 2000

To: Andy Cotugno, Transportation Director
Richard Brandman, Transportation Planning Director

From: Sharon Kelly, Transportation Planning Supervisor

Re: Summary of Budget issues on the Willamette Shore Line Right-of-Way Agenda

The purpose of this memorandum is to summarize and total the budget needs of the various identified work tasks related to the Willamette Shore Line right-of-way that are on the May 3, 2000 agenda. This summary compiles the proposed budget numbers from the various scopes of work that have been completed by the member jurisdictions and agencies of the Consortium. It identifies the total funds that would be necessary over the next 5 years to accomplish all of the work outlined in the scopes of work.

<u>Task</u>	<u>5-year budget need</u>	
1. Ongoing operations and maintenance of the line	\$45,625 - \$89,200	x 5 = \$446,000
2. Right-of-way protection and enforcement	\$64,383	54,383
3. Trestle engineering and repair	\$550,000	550,000
4. Pedestrian/bicycle feasibility study	\$75,000 - \$100,000	100,000
5. Rail transit feasibility study	\$250,000 - \$350,000	350,000
<u>Total</u>	<u>\$985,008 - \$1,153,583</u>	← \$1,510,383
Flexible Funds (committed)	-\$500,000	↑
Unfunded Gap	\$485,008 - \$653,583	← 1,010,383
Or	\$97,000 - \$130,717 per year	↑

I:\trans\hct\Willamette Shore Line\budget needs summary.doc

Corrected
To include
5 years of
maintenance



MEMORANDUM

City of Beaverton
Engineering Department

RECEIVED
MAY 11 2000

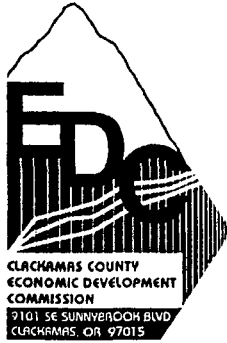
BY:.....

To: Kim White
From: Margaret Middleton *M Middleton*
Date: May 10, 2000
Subject: *Legal Refinements RTP Supplemental Revision Comments*

Thank you for the opportunity to comment on the latest revisions to the RTP. We have the following comments:

1. There are several places in the Legal Refinements document that still refer to the Strategic (e.g., Page 15 #2 and #3 proposed revisions), and the April 27 RTP Project List. The legal refinement document and all RTP appendices and project lists will need to be revised accordingly.
2. Section 6.4.7 on page 21: The sentence before the first bullet is confusing. We suggest new language: "Jurisdictions may adopt alternative standards that allow less vehicle delay than the minimum LOS established in Table 1.2. However, the alternative standards must not: ..."
3. Section 6.4.9 on page 23: In the last sentence of the first paragraph, "three options" should be "four options".
4. Section 6.4.10 on page 24: This section was extensively discussed in house and we feel strongly that the amendments in subsection #1 are unnecessary. Local jurisdictions are already complying with the TPR. The proposed language would establish standards that are difficult to interpret for a specific site and which allow no flexibility to contend with other requirements such as steep grades, wetlands, etc. The amendments to subsection #1 should be deleted.
5. Section 6.8.12 on page 29 #5., first word in the sentence should be "assess".
6. Section 6.8.12 first paragraph on page 30: In the second sentence, how can income be 150% below the poverty level?
7. Glossary on page 31: Posted speed definition should reference to ORS 811.105 and 811.123. Local codes do not set posted speeds in Oregon.

Please feel free to call me if you have any questions or concerns about these comments.



May 19, 2000

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland OR 97232

David Bragdon, Presiding Officer
Metro
600 NE Grand Avenue
Portland OR 97232

RE: Letter of support for the timely identification and implementation of a South Corridor project

Dear Mr. Burton and Mr. Bragdon:

The Clackamas County Economic Development Commission strongly supports transportation improvements in the South Corridor. The South Corridor Transit Study is an important step in identifying the alternatives for addressing the increasing congestion problems and accommodating the increasing demands on the existing system.

The McLoughlin Blvd/Highway 224 corridor is a vital commuter link and freight connection between Clackamas County and Portland. This corridor is currently over capacity during peak travel times and is projected to become even more congested in the future.

- ❖ By 2015, an estimated 52,000 new households and 80,000 new jobs are expected to locate in the Clackamas County portion of the corridor.
- ❖ By 2015, 60,000 new jobs are expected to be located in downtown Portland.

- ❖ This new population and employment growth is anticipated to result in a 56% increase in vehicle miles traveled in the corridor by the year 2020.
- ❖ This increase in travel demand will ensure even more congestion and increased travel times for commuters, freight and transit in the future.

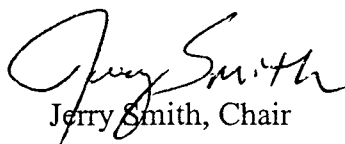
The Clackamas County Economic Development Commission appreciates the fact that our regional partners have recognized that this critical corridor needs additional capacity improvements and have agreed to conduct a study to find a solution. It is essential that the South Corridor Transportation Alternatives Study identify a capacity improvement project that we can all agree on in time to secure federal funding in the next federal transportation authorization cycle.

Of the number of transportation alternatives presently under consideration our preference at this time is for a capacity improvement project that would facilitate the uncongested movement of buses and carpools in this corridor.

We understand that LRT, as currently proposed in the Regional Transportation Plan, remains the long-term transit solution in the McLoughlin/Highway 224 corridor. For that reason, we feel that any new improvements built in this corridor should address immediate capacity issues in the near term and accommodate the potential for light rail in the future. We strongly feel that establishing high quality transit service in the South Corridor now will help build a transit-oriented market needed to sustain other future transit operations.

Additionally, the South Corridor needs immediate capacity improvements that are affordable within our existing transportation resources that augment all surface transportation modes.

Sincerely,



Jerry Smith, Chair

cc:

Senator Ron Wyden

Senator Gordon Smith

Congresswoman Darlene Hooley

Congressman Earl Blumenauer

Board of County Commissioners

METRO Advisory Groups on the South Transit Corridor Study.

North Clackamas Chamber of Commerce

City Managers for City of Milwaukie, City of Oregon City, and City of Gladstone

Ross Roberts, South Corridor Project Manager, Metro



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301
503-399-5749
FAX: 503-399-5838

RECEIVED
MAY 24 2000

BY:.....

May 23, 2000
IN REPLY REFER TO

HPL-OR
724.41

Mike Hogland
Transportation Director
Metro
600 NE Grand Avenue
Portland, Oregon 97232

RE: Comments on Metro Regional Transportation Plan Update

Dear Mr. Hogland:

I am pleased that your update of the Metro Regional Transportation Plan (RTP) is finally nearing completion. As you know better than I, the process has been long and involved and was greatly complicated by the need to not only meet federal transportation planning requirements but also many other state and local needs. However, I am concerned that, as it is currently formatted, the RTP may not meet federal transportation planning regulations.

Given the complexity of the region and the constraints that you have been working under, I have supported Metro's approach whereby you have identified and evaluated several "layers" in developing the draft RTP. Each layer has a slightly different purpose which I understand to be as follows:

- The "**Existing Resource System**" represents an example of what might be implemented with no new sources or major increases in revenues. It provides a benchmark against which the performance of other scenarios can be compared but does not represent a policy statement of how Metro would like to see the region's transportation system grow. It defines what might happen with a "do nothing different" approach but does not meet the region's 20-year needs.
- The "**Preferred System**" is the largest of the four layers. Though not totally unconstrained by cost, it represents a system of projects and programs that would likely meet the region's 20-year needs. A full chapter is devoted to this scenario which I perceive as a valuable guiding vision but not a goal which Metro sees as fully attainable.
- The "**Financially Constrained System**" represents the system that could likely be implemented assuming that reasonable revenue increases become available, as defined by the federal planning regulations. *This system defines the full extent of the federally recognized RTP and provides the basis for all required federal actions* such as regional air quality conformity findings, transportation improvement program approvals, NEPA actions, etc..

- The "Strategic System" is a layer between the "preferred" and "fiscally constrained" systems. It represents Metro's vision of the minimum set of actions needed to keep pace with growth in the region and meet the state Transportation Planning Rule (TPR) definition of an adequate system. This scenario would require major increases in transportation funding to accomplish. While it goes substantially beyond what can be supported under the federal definition of a fiscally constrained system, it is still viewed by the region as achievable if extraordinary efforts are used to secure new revenues. It is my understanding that, even though the strategic system does not meet the federal fiscal constraint definition, it would likely meet the TPR fiscal requirements.

There is general consistency between this layered approach and federal planning requirements. Although TEA-21 requires that your adopted long-range plan be fiscally constrained, it still allows *additional* "illustrative projects" to be identified. These illustrative projects represent what the region would likely add to your RTP and Transportation Improvement Program (TIP) if reasonable *additional* resources beyond those identified in your financial plan were available. Essentially, illustrative projects represent the differences between your fiscally constrained RTP and TIP and the projects and programs in your strategic system. Advancing illustrative projects would require future actions by Metro, ODOT and the Secretary of Transportation.

The primary problem that I see with the format of your draft RTP is that it does not clearly define which projects and programs will be included in the officially adopted plan and which have been identified as future additions (i.e. illustrative projects). Full chapters are devoted to describing the "preferred" and "strategic" systems however the still undefined fiscally constrained system will be an appendix. Thus, when one reads the document, it appears that the strategic system defines the RTP. This can be very confusing to the general public and does not meet federal planning regulations.

As noted before, for all federal purposes, the fiscally constrained system defines the full extent of your RTP. While additional illustrative projects are allowed and encouraged, they must be clearly identified as such until the resources needed to support them can be reasonably identified.

Sincerely,



Fred Patron
Senior Transportation Planner

cc:

ODOT Region1 (Dave Williams)
FTA Region 10 (Helen Knoll)



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

RECEIVED

BY:.....

MAY 24, 2000

PUBLIC WORKS DEPARTMENT

Department Management

Environmental Services

Equipment Maintenance

Mapping Services

Streets Division

Wastewater Services

Water Division

Mr. Andy Cotugno
Planning Director
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: DELETION OF MARINE DRIVE EXTENSION PROJECT

Dear Andy:

Metro's Regional Transportation Plan contains a project (new ID# 2076) entitled "Marine Drive Extension". It envisioned an extension of Marine Drive southward from the southern Frontage Road to Halsey Street.

At its regular meeting on May 23rd, the Troutdale City Council discussed the adverse impacts such a project would have on the current and future residential areas south of Halsey Street and on the potential increase in traffic on 257th Avenue. For those reasons, the Council indicated its lack of support for the project and voted to request that it be deleted from the County's Capital Improvement Plan and Metro's Regional Transportation Plan.

Please accept this letter as the City's request that Metro remove the Marine Drive Extension project from the Regional Transportation Plan.

Sincerely,

CITY OF TROUTDALE

James E. Galloway
Public Works Director

C:PW MAY00

JUN 5 2000

June 1, 2000

To Whom it Must Concern,

This is all about protecting our region. Right? Well, if that's the case, which I doubt. But I'll give my opinion anyway. We should begin, gradually, a little at a time, making the automobile secondary in the city. NOT First!

I do not own a car, I walk or use public transportation exclusively. Believe me! Now this is where you listen.

Buses and Max should not wait for autos to pass in front of them. This is almost the

22nd Century. There is technology, technology in traffic management. Bus comes.

after loading passengers the light changes "for the bus."

Mof ready to go, bus go, light changes. Pedestrians, bicycles, public transportation should always get the right of way. Always under all circumstances.

Some stoplights in this town are absurdly long. As a pedestrian, I wait and wait. On a bus or Mof, we wait and wait.

If we are going to "protect our region" then we must make the privately owned

Vehicles a thing of the past.
They are foul smelling, noisy,
ugly and dangerous. Why
in a rational society
should a person be allowed
to tool around their city in
a vehicle meant for 12.

Can we take profit margins
out of what pollutes and destroys.
Can we plan and design a
"Regional Transportation Plan"
at all.

Thank you for your time and
good luck.

Sincerely,
Penny Roth



Ms. Margaret Roth
761 SW Vista Ave.
Portland, OR 97205



JUN 01 2000

To: Marci LaBerge
 Subject: 1999 Regional Transportation Plan Feedback
 Ref: RTP Comment period, May5-June29

I appreciate the opportunity to submit my comments to this plan even though after reviewing the document and appendix I'll have to admit to being somewhat overwhelmed at its complexity. In summary, my impression is that we are in a mode that limits activity to solve transportation problems to studies, studies, and studies. We have known about the need for a third Columbia River Bridge for years. Building the bridge, underwritten by tolls, can't be all that complicated. When the head of the Boeing Commercial Airplane Division wasn't getting the job done, he was fired. I don't see any transportation officials losing their job. Toll roads in the McMinnville-Portland corridor have been talked about and authorized; why aren't they being built?

Now for some specifics:

RTP No. 2088-Marine Drive has been a neglected roadway for way too long. It handles increasing truck traffic of all kinds-all on a narrow, winding, and no-shoulder roadway. It was never intended to handle the current load. Certainly the 122nd intersection should be improved immediately.

RTP 2111-This \$2.4 mil. Project calls for complete reconstruction of 207th Ave. between N. E. Halsey and Glisan. This is an almost brand new roadway. What possible work is this?

RTP 2041/2042-Millions of dollars have been spent on providing a 5-lane roadway from I84 to Division St. At that point the roadway turns into a narrow, no-shoulder, deep ditch community street. There two RTP's extend 257th Ave from Division St. to Hy. 26

During the Mt. Hood parkway project reviews (over many years and thousands of dollars expenditure) a major issue was made that the limited north-south arterials were approaching gridlock. For some strange reason this extension has been languishing on Multnomah County priority for years. Commercial trucks are increasingly using this route for I-84 to Hy. 26 access having to backtrack to Hogan Rd. at Stark St. or Division. This makes no sense at all.

RTP 2001-This \$24 mil. project has to be the most ill advised project on the total appendix list. In addition to the high cost and limited value, this project includes a new major interchange at I-84 **LOCATED BETWEEN** the New I-84 interchange at Wood Village and the U.P. > railroad underpass-a distance of approximately 6 miles. In the meantime Multnomah County property is being held in reserve for this possible misguided project and kept off tax roll from private development.

Front St./Naito Parkway, Project 1053-As Street representing Portland's front door, the condition of the thoroughfare is outrageous. Extremely rough, always standing water when it rains; we ought to be ashamed.

Commuter Rail-This transportation needs to be higher on the priority list. A demonstration project on the Tualatin-Hillsboro route could be up and running with the appropriate leadership.

Use of 'safety corridor' designation

There is a strange inconsistency in posting a roadway as a "Safety Corridor". Hwy. 26 east of Sandy is posted with an explanatory sign that spells out the significance of a "Safety Corridor." For example, "Fines Double." Other areas (Marine Drive) are just Posted "Safety Corridor" without any explanation. For the sake of uniformity and common sense there should be a clarifying message.

Out-dated RTP's-It is noted several RTP, s listed in the appendix are already completed, some in 1999 and still show 2000-2005 projects. For example RTP 2111 noted earlier.

Lastly, Public Education

All involved agencies need to combine efforts to produce a coordinated program to inform the public on all aspects of the transportation problem. Don't leave it to the special interests to get the job done. (Trucking industry, for example, in the last gas tax bill defeat.) Not one agency highlighted the fact, as portrayed on P4-4 of the study, that Oregonians paid less auto taxes

than any other of the Western States. There needs to be a combined, informative program to offset the free-ride element of the public who want a highway/transportation system for nothing.
Sincerely,

W. J. Chalmers

D. CHALMERS
1615 NE 201ST
FAIRVIEW, OR 97024-9716

503/665-2493

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

RECEIVED

BY:.....

June 8, 2000

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

RE: RTP

Thanks for the opportunity to review the Final Draft of the RTP.

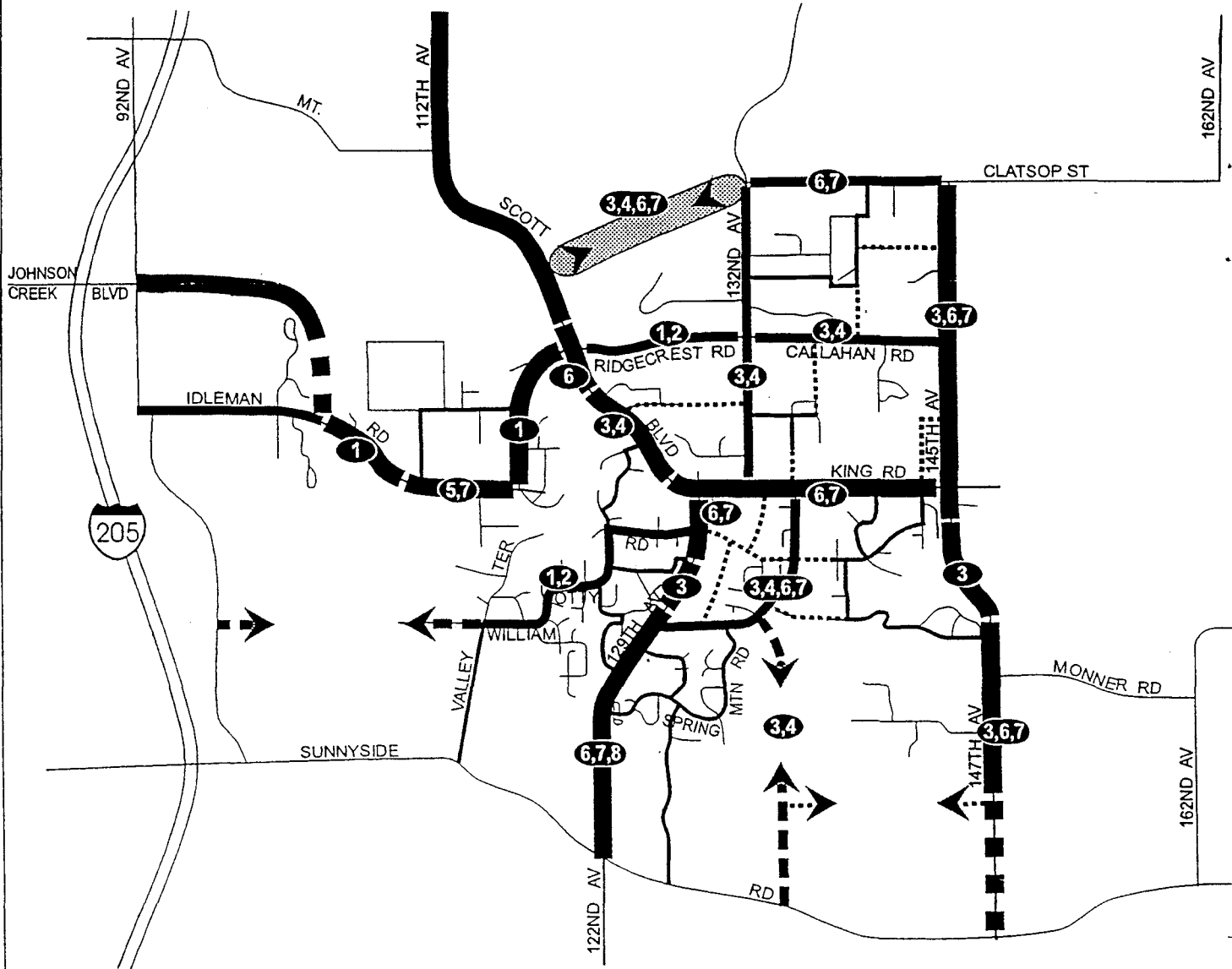
The Happy Valley TSP, adopted December 98, included a proposed "Collector Study Area" between the intersection of SE Clatsop and SE 132nd Ave to SE Mt. Scott Blvd. The reason we didn't actually show this as a collector in our plan was because it is inside the city limits of Portland. However, we did spend some time studying this segment and concluded this is a workable solution to diverting traffic from SE Ridgecrest which is a local street functioning as a substandard collector.

Please call if you have any questions.

Sincerely,

Jim Crumley
Community Development Director

Attch: 1



Note: Future roadways shown represent connections only, not specific alignments.

Ridgecrest classification is interim only. Ultimately, Ridgecrest is proposed as a Neighborhood Street.

LEGEND		
Existing	Future	
		- Minor Arterial
		- Collector
		- Neighborhood
		- Collector Study Area
		- Street Cross-Section Reference
		- Arrows Symbolize Connection (Specific Alignment to be Determined)

**Figure 2
PROPOSED MOTOR VEHICLE
FUNCTIONAL CLASSIFICATION**



RECEIVED
JUN 13 2000

WASHINGTON COUNTY
OREGON

BY:.....

June 12, 2000

To: Tom Kloster, RTP Project Manager
Metro

From: Andy Back *Andy B*
Principal Planner

Subject: RTP Comments

The following comments pertain to system maps contained in the Dec. 16 draft RTP, May 15 Supplemental Revisions and the May 15 Appendix.

System and Other Maps

1. Figure 1.4 Regional Street Design System - The specific land use and transportation plans for the regional and town centers have determined or will determine the specific locations for the boulevards. We would hope that if there is conflict between specific planning activities for the centers and Figure 1.4, the specific planning activity would govern, and an RTP amendment would not be necessary. We request that the RTP include specific language addressing this concern.
2. Figure 1.12 Regional Motor Vehicle System – We remain unclear about the designation of certain “collectors of regional significance”. Some that are on the map, seem like they shouldn’t be on the map ...and some that aren’t on the map, seem like they should be on the map. For example:
 - Germantown Road – Like it or not, more and more people use this route traveling between Portland/Vancouver and Washington County. It should probably be on the map.
 - 143rd/Kaiser between Cornell and the Bethany town center – This road carries more than 10,000 trips/day and should probably be included.
 - 143rd south of Cornell – Since it has been removed from the project list, this one should probably be taken off.
 - Laidlaw between 170th/W. Union and the Bethany town center – This link has relatively high traffic volumes and links the town center.

- 198th between Farmington and Baseline – High traffic volumes.
 - Barrows Road south of Scholls Ferry – High traffic volumes.
 - Kinnaman between 209th and Farmington – High traffic volumes.
 - Springville between 185th and PCC – High traffic volumes.
 - Vermont east of Oleson – High traffic volumes.
 - Oak Street west of 170th - This is currently a low volume minor collector road. Since the county is moving the Aloha town center to 185th and TV Hwy., the need to have a minor arterial linking to Farmington/185th is reduced. At a minimum, the arterial designation should be removed.
3. Figure 1.16 Regional Public Transportation System – Delete the regional bus on Walker east of Cedar Hills Boulevard. Given the location of transit centers, it is very unlikely that regional bus service would ever be provided on this segment. For example, once a bus heading eastbound on Walker reached Cedar Hills Boulevard, it would either head to the Beaverton Transit Center or the Sunset Transit Center (either way, it's very doubtful it would continue on Walker).
 4. Figure 1.18 Regional Pedestrian System – Delete the segment of Walker east of Cedar Hills Boulevard.
 5. Figure 3.2 Existing and Planned Regional Bikeways - This map underrepresents funded bikeway improvements in Washington County. First of all, it's not clear why only funded facilities are defined as bicycle lanes and paths in the legend while all other elements of the legend are bikeways. For mapping consistency all elements of the legend should probably be defined as bikeways. If this is acceptable, then many of the bikeway improvements funded under MSTIP3 (we don't know until project development if they will be bikeways or bikelanes) need to be reflected as funded on the map.
 6. Figure 3.4 Existing and Proposed Transportation Management Associations - It's Westside not Western Transportation Alliance. Both the Westside Transportation Alliance and the Tualatin TMA received MTIP funding for 2000-03, but this is not reflected on the map.

Supplemental Revisions

1. Page 19 – Double underlined paragraphs 2 and 3 are confusing. First double underlined paragraph under 2.5 seriously understates impact of no build and overstates impact of strategic system improvements (if you agree that “addresses needs” is different than providing an “adequate system” and means achieving LOS standards).
2. Page 28, third bullet - Priority System is defined here as “adequate for state, regional and local travel needs, including the needs of disadvantaged movement of goods and protection of farm and forest within rural reserves.” That’s a lot ... “local needs” should be taken out and only regional portion of “disadvantaged and movement of goods” should be credited to priority system. Bottom line, there are a lot of non-regional needs out there that are not addressed in the RTP.
3. Page 28, second paragraph under 0035 - The first sentence now reads: “For the purpose of complying with this requirement, the Priority system in Chapter 5 of the RTP establishes transportation needs relevant to the Metro Area.” This seems to contradict statements in other parts of the RTP that establish the Preferred system as the system that is established to meet needs. Is this a typographical error or is Metro fundamentally changing the rules of the game at the last moment?
4. Page 35, first full paragraph - This says that the RTP addresses all congestion that is of “regional significance” and that the Priority System and refinement plans together address all congestion that matters to the region. The implication here is that remaining congestion problems are purely local issues and appropriately dealt with through local TSPs. We believe that this over-simplifies, and at least by implication conveys that the RTP completes the regional job. We suggest revising the statement to convey that “the Priority System addresses most congestion..., that refinement plans may reveal other issues or problems that are appropriately dealt with at the regional level...as may local TSP work.”
5. Page 42, 6.8.12 – Section title mentions “Reverse Commute” which isn’t mentioned anywhere else in the text. Uncertain how this pertains to section.

Appendix

1. Project #3002 - If this is the project from the ODOT Bonding list, it should have a cost of \$21 million.

2. Project #3006 - Shouldn't this be shown as being on Financially Constrained List?
3. Project #3008 - Description is missing. Should be Hwy. 26: Hwy. 217 to Murray - Widen to 6 lanes with Barnes on-ramp. On all systems with cost of \$24 million and program year of 2000-2005.
4. Project #3009 - Incomplete description. Should read "Murray to 185th".
5. Project #3069 - Cost is \$8 million.
6. Project #3175 - This project really should be on the Priority (Strategic) System and if possible the Financially Constrained system.
7. Project #3182 – Change project location from 143rd to Saltzman to 143rd to Dale with cost of \$6 million.
8. Project #6000 - Show as Preferred if it's already on the Priority system.
9. Add project - Tualatin-Sherwood Connector MIS. Should be on Preferred and Priority System with cost of \$2 million in 2000-2005.
10. Add project - 170th: Blanton to Farmington - Widen to 5 lanes with bikeways and sidewalks. Add to Preferred system with cost of \$8 million in 2011-20 time period.

June 13, 2000

Mike Burton, Executive Officer
David Bragdon, Presiding Officer
Councilors Ed Washington, Susan McClain, Rod Monroe,
Rod Park, Bill Atherton, Jon Kvistad
Metro
600 NE Grand Ave.
Portland, Oregon 97232

Mr. Burton and Councilors,

I am writing on behalf of the Audubon Society of Portland and the Natural Resources Working Group of the Coalition For A Livable Future concerning the update of Regional Transportation Plan (RTP), specifically the *Regional Bike and Pedestrian components*. We urge you to add in the following trails to the RTP as essential elements of the regional trail system. While our primary focus is the protection and restoration of fish and wildlife habitat, a critical element of the Greenspaces Master Plan is the creation of an interconnected regional trail system that provides access to the region's growing Greenspace system. We believe strongly that such a system is an essential element of the region's parks and Greenspaces system. Additionally, these trails also provide important commuter connections that contribute to the region's alternative transit system.

Fanno Creek Greenway Trail: This 11-mile bike-pedestrian path that will one day connect the Willamette River Greenway from Willamette Park in Portland to the Tualatin River via the Fanno Creek Greenway is a project the Audubon Society of Portland is involved with planning with Metro parks and Greenspaces, the 40-Mile Loop Land Trust and local jurisdictions. When complete, numerous parks and Greenspaces will be connected by the trail.

N. Willamette River Greenway Trail – This seven-mile greenway and trail corridor along the east bank of the Willamette River from the St. Johns Bridge to the Steel Bridge is a critical link on the east bank of the Willamette River where the Willamette Greenway is significantly more discontinuous today than the west side. There is great interest among North Portland neighborhoods for such a trail.

I-84 Banfield Trail – This five-mile corridor trail would extend from the Willamette River and Eastbank Esplanade Trail to the I-205 bike lanes. It would connect thousands of northeast and southeast Portland residents and commuters with the Willamette River Greenway and the north-

south I-205 bike path. Additionally, MAX lines and the future AirMax would be connected to the trail. The trail currently exists east of NE 122nd and continues to NE 181st. The eastern terminus of the Banfield trail would link up to the future Gresham to Fairview Trails.

We feel strongly that these corridors are critical to the completion of a truly regional bike and pedestrian system. They also provide many opportunities for people to get out of their cars to reach parks, recreational facilities, schools, stores and other locations.

Sincerely,

Mike Houck,
Urban Naturalist, Audubon Society of Portland and
Chair, Natural Resources Working Group
Coalition For A Livable Future



CITY OF
PORTLAND
 OFFICE OF
TRANSPORTATION

Charlie Hales, Commissioner
 1120 S.W. 5th Avenue, Suite 800
 Portland, Oregon 97204-1914
 (503) 823-5185
 FAX (503) 823-7576 or 823-7371
 TDD 823-6868

Victor F. Rhodes
 Director

Eileen Argentina
 Information Technology

Elsa Coleman
 Finance

Steve Dotterer
 Planning

Jeanne Nyquist
 Maintenance

Toby Widmer
 System Management

Grant Williams
 Engineering & Development

June 14, 2000

MEMORANDUM

TO: Tom Kloster, Meto

FROM: John Gillam, City of Portland *JG*

SUBJECT: Proposed RTP Discussion Items for TPAC
 and Recommended Amendments

Please consider the following items for discussion by TPAC for potential RTP amendments as part of the 45-day comment period.

1. RTP and Goal 5 Compliance
 - We are aware that the new ESA requirements are likely to have a significant impact on transportation plans and projects. Clarification is requested concerning the definition of "Regionally Significant Transportation Facilities" being discussed as a potential element of the draft Regional Safe Harbor Matrix. What does Safe Harbor mean, and who will make the determination? It is our understanding that it will take all of the facilities in the RTP to create a complete and operable transportation system. What is the implication for a plan or project not listed on the Safe Harbor Matrix.

2. Street Connectivity Standards
 - Clarification is requested concerning specific language changes that have occurred between initial Title 6 text and the Resolution Draft RTP concerning the required spacing of street connections and bicycle/pedestrian connections. Would bicycle/pedestrian connections always be required at 330' intervals overlaying a network of streets with 530' intervals, or in some cases could a well-connected local street grid meet connectivity objectives without the addition of the bicycle/pedestrian connections?
 - Clarification is requested concerning narrow street design alternatives that may be considered in developed areas. In some cases and in some settings a woonerf or urban lane approach where vehicles and pedestrians mix in a traffic-calmed environment may be appropriate. Also, in some cases a roadside swales may be an appropriate drainage solution that may require varying or wider than standard local street right-of-ways.

3. The following changes are requested to the Public Transportation Map in the RTP.
 - N Graham between Interstate and Williams: Delete as a Regional Bus. Service on this street would be duplicative of proposed service on N Russell.

- N/NE Columbia: Show Regional Bus designation between 21st and 47th rather than 33rd to 47th to reflect existing service.
- SE 26th/SE 28th: Change alignment to SE 26th between Division and Gladstone, SE Gladstone between SE 26th and 28th, and SE 28th between Gladstone and Woodstock to reflect existing and planned transit service.
- SE 20th/SE 21st: Show SE 20th between Sandy and Division and SE 21st between Division and Powell as Regional Bus to reflect Tri-Met's planned service.
- NE 102nd: Show 102nd between Glisan and Sandy as a Rapid Bus. Tri-Met will use this street segment between Gateway and Parkrose instead of I-205 to provide Rapid Bus service.
- SE Holgate: Extend Regional Bus designation on Holgate to 122nd to reflect existing service.
- SE Harold: Extend Regional Bus designation on Harold to 122nd to reflect existing service.
- SE 111th: Delete as Regional Bus. The service on Holgate and Harold use 136th as turn arounds for the # 17 and 10 routes, not 111th.
- I-5: Show transit designation on I-5, since bus service (and HOV lanes in north I-5) is currently running and is likely to continue. Portland classifies I-5 as a Regional Transitway.
- SW Salmon: Change SW Salmon from transit mall to SW 1st to Frequent Bus to match designation west of transit mall. Also, connection from SW Salmon at SW 1st to the Hawthorne Bridge as Frequent Bus.
- SW Terwilliger: Add Regional Bus designation to Terwilliger from Taylors Ferry to Barbur to reflect existing service. This segment is currently classified as a Major City Transit Street; the city is considering lowering the classification to a Transit Access Street but feel it should have service above Community Bus.
- Transit stop locations: Delete transit stop at SW College and 9th (approximate). This stop is not needed because the Central City Streetcar alignment has changed.
- Central City Streetcar: Revise Central City insert to reflect currently planned alignment using Mill between 6th and 10th Avenue, Market between 5th and 10th Avenue, 5th between Market and Montgomery and a NW-SE diagonal line between 6th/Mill intersection and 5th/Montgomery intersection.

- Macadam Corridor Frequent Bus: Distinguish on the map that Macadam Avenue extends between Downtown and Lake Oswego as Frequent Bus. This line is clear on the Central City insert map but seems to disappear on the regional map.
- Macadam Corridor Commuter Rail: The potential commuter rail line should indicate alternative alignments, one using the current Willamette Shore alignment, the other using the adopted rail corridor alignment in the Johns Landing Master Plan. Depending on the vehicle type, one alignment may be more appropriate over the other. This could also be clarified in the RTP text in the Specific Corridor Refinements section of Chapter 6 (discussing Macadam/Highway 43).

Thanks for your consideration of these clarification requests and recommended amendments. If you have any questions, please call me at 823-7707.

June 14, 2000

RECEIVED
JUN 15 2000

BY:.....

John Gray
Transportation Planning
Metro
600 Northeast Grand Avenue
Portland, OR 97232-2736



Reference: **Regional Transportation Plan (RTP)**

Mr. Gray:

Thank you for the opportunity to review the supplemental revisions to the draft 2000 Regional Transportation Plan and provide comments.

Although we have some comments regarding the proposed RTP language, we support Metro's efforts in developing this transportation plan. The strikeouts below represents language we want deleted and underlined shows the language we want included. Those changes are as follows:

The Highway 99W corridor between Highway 217 and Durham Road is designated as a mixed-used corridor in the 2040 Growth Concept, and connects the Tigard and King City town centers. This route also experiences heavy travel demand. The City of Tigard has ~~and Washington County~~ have already examined a wide range of improvements that would address the strong regional and local travel demand in this corridor. The RTP establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside the region. This emphasis is intended to change in the long term ~~changes~~ the function of 99W, north of Sherwood, to a major arterial classification, with less need to accommodate longer, through trips.

However, for much of Washington County, Highway 99W will still be a major connection, linking Sherwood and Tigard to the rest of the County and linking the rest of the County to the Highway 99W corridor outside of the region. A number of alternatives for relieving congestion have been tested as part of the RTP update, and by the City of Tigard in earlier planning efforts. These efforts led to the common conclusion the latent travel demand in the Highway 99W corridor is too great to be reasonably offset solely by capacity projects. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, no specific capacity projects are proposed south of Greenburg Road, due to latent demand and the impacts that a major road expansion would have on existing development. As a result, this section of Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing and accommodating traffic in the corridor is needed.

Since statewide, regional and local travel will still need to be accommodated and managed for some time ODOT, METRO, Washington County and Tigard should cooperatively address the means for transitioning to the future role of the facility to emphasize serving circulation within the local community. This will include factoring in the social, environmental and environmental impacts that congestion along this facility will bring. Additionally the analysis should specifically document the schedule for providing the alternatives for accommodating the regional and statewide travel. Similarly the local TSPs should include the agreed upon action plans and bench marks to ensure the local traffic and access to Highway 99W is managed in a way that is consistent with broader community goals. Additional alternative mode choices should be ensured for Tigard and King City towncenters. Tri-Met should be a major participant in the alternative mode analysis. The results of this cooperative approach should be reflected in the local TSPs and the RTP. ~~As such Therefore, the ultimate design and scale of improvements along long term system management of Highway 99W in the heavily congested Tigard section should be evaluated described as part of the Tigard, King City and Washington County TSPs, and factor in the social, financial and environmental impacts that congestion along adding capacity to this facility could bring. The primary function of Highway 99W should be the serve circulation within the local community, and implement the planned mixed used development in the Tigard town center and along 99W where the 2040 Growth Concept corridor designation applies. The local TSPs should also include specific action plans and benchmarks to ensure that traffic growth and access to Highway 99W is managed in a way that is consistent with broader community goals, and to ensure that alternative mode choices are provided in the Tigard and King City town centers.~~ In addition, other possible solutions, such as ODOT's new program for local street improvements along highway corridors, may provide alternatives for managing traffic growth on 99W. Finally, the local TSPs should also consider changes to planned land use that would minimize the effects of growing congestion.

The City of Tigard, Metro, ODOT, Washington County should all be participants in the design of Highway 99W improvements because the roadway is an area of special concern in the overall regional transportation plan.

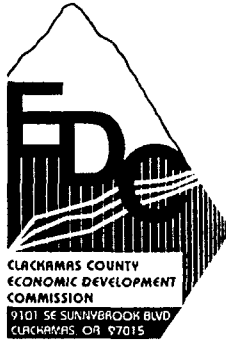
Thank you again for the opportunity to participate in the development of the RTP. If you have questions, please call me at 639-4171 ext.336.

Sincerely,



Laurie Nicholson
Associate Planner

C: Agustin P. Duenas, City of Tigard City Engineer



RECEIVED
JUN 19 2000

BY:.....

RECEIVED
JUN 19 2000

June 15, 2000

Mike Burton, Executive Officer
David Bragdon, Metro Presiding Officer
600 NE Grand Avenue
Portland OR 97232

RE: Adoption of the Regional Transportation Plan

Dear Officers Burton and Bragdon:

The Clackamas County Economic Development Commission (EDC) has had the opportunity to review the Regional Transportation Plan (RTP). While we feel that all of the transportation improvement projects identified in the RTP are important, the EDC would like to go on record as specifically supporting the construction of the Sunrise Corridor Project and the addition of new capacity improvements to I-205. The Sunrise Corridor is needed to alleviate existing safety and congestion problems in the Clackamas Industrial area and provide a more direct connection to US 26. I-205 serves as a major freight route that ties Clackamas County to the rest of the region. Both of these facilities are critical to the County's continued economic growth.

For some time now the EDC has been concerned about the availability of industrial lands in Clackamas County and the resulting impact on the County's transportation system. The current lack of "job producing" industrial lands in Clackamas County has resulted in an unacceptable jobs housing imbalance. This jobs housing imbalance has resulted in more than 60% of the County's work force finding it necessary to travel outside of the County to find employment. This lopsided commuting pattern increases the number of vehicle miles traveled by County residents and is straining the capacity of the I-205 and McLoughlin Blvd. / Hwy 224 Corridors.

The primary focus of the Clackamas County Economic Development Commission's 2000-01 work program is simple: jobs, jobs, jobs! The EDC is in the process of identifying suitable industrial sites throughout the County with the hope that more employment lands can be identified soon.

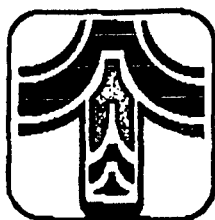
We applaud Metro for recent amendments to the RTP which now better recognize the current jobs/housing imbalance in Clackamas County. However, we feel that unless and until the urban growth boundary in Clackamas County is expanded to provide more industrial land and jobs, that the regional land use and transportation plans will not function adequately in the future.

We recommend that the Clackamas County Board of County Commissioners continue to work with Metro to resolve jobs/housing balance issues.

Sincerely,

68 Jerry Smith, Chair
JS:tp

RTP 2000 Public Comment Report



CITY OF TUALATIN

PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000
TDD 692-0574

June 15, 2000

Kim White
Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

VIA FAX: 797-1794

Thank you for the opportunity to comment on RTP. Tualatin appreciates the monumental effort of Metro, the counties, cities, ODOT, Tri Met, and others to get to this point. Unfortunately, with the current funding situation for Transportation Improvements, the hard work is probably still ahead of us. Growth will not stop, the transportation systems will get older and need more maintenance each year, and the funding issue will become a higher priority with a larger price tag each year to maintain livability of the area. Improvements will take even more effort.

The City of Tualatin is at a major transportation crossroads in the region. The City of Tualatin is surrounded; I-5, I-205, 99W, all major statewide facilities. The proposed I-5-99W connector is a critical link to move through-traffic out of the Tualatin town center and Sherwood town center. The City of Tualatin supports this project and will work with Metro and ODOT to see that it is completed as soon as possible.

The major State facilities in the Tualatin area, I-5, I-205, and 99W, are all expected to have severe congestion problems by the year 2020. No apparent solutions are proposed in the RTP. Not having the I-5-99W connector will only add to these problems.

Project 6005 indicates a \$250,000,000 project in 2006-2010 to implement the Tualatin-Sherwood connector. We request that \$5,000,000 of Project 6005 be added to the priority project list in 2000-2005 for Major Investment Studies and Environmental work.

LOCATED AT: 18880 SW Martinazzi Avenue

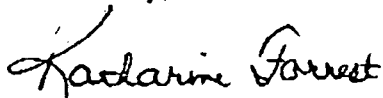
Metro
June 15, 2000
Page 2

The RTP indicates that with I-5/99W connector, commuter rail budgeted projects, and improved connectivity and mode split the Tualatin town center still has segments of Boones Ferry Road and Martinazzi that do not meet proposed level of service standards in RTP. Tualatin is working on its TSP and expects to have some solutions or decisions on these areas as part of that process. Tualatin requests the Tualatin town center be designated area of special concern until the issues of level of service in the town center are resolved.

It appears all existing and proposed Tualatin River crossings, I-5, Boones Ferry Road, and Hall Boulevard all are over capacity. Tualatin suggests that the Tualatin River crossing at 65th be moved to the strategic plan the 2011-2020 time frame.

Thank you for the opportunity to comment.

Sincerely,



Katharine Forrest
Councilmember



Michael A. McKillip
City Engineer

m:/mck/Metro Letter
c: Andy Back, Wash. Co. DLUT

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

RECEIVED
JUN 23 2000

BY
City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

June 20, 2000

Mike Burton, Executive Officer
David Bragdon, Metro Presiding Officer
600 NE Grand Avenue
Portland, OR 97232



RE: Adoption of the Regional Transportation Plan

Dear Gentlemen:

The City of Happy Valley has followed with great interest the formulation of the Regional Transportation Plan (RTP). We have appreciated the many opportunities afforded local jurisdictions to participate in the development of this plan.

The City of Happy Valley ascribes to the fundamental tenets of the plan relating land use and transportation, reducing vehicle miles traveled, and increasing air quality. Toward that end, we want to expressly voice our support for the construction of the "Sunrise Corridor". Without this vital transportation link it will be extremely difficult to move forward with our objectives of providing greater opportunities for employment in north Clackamas County.

You can count on our continued support and participation in reaching regional objectives.

Sincerely,

Eugene Grant, Mayor

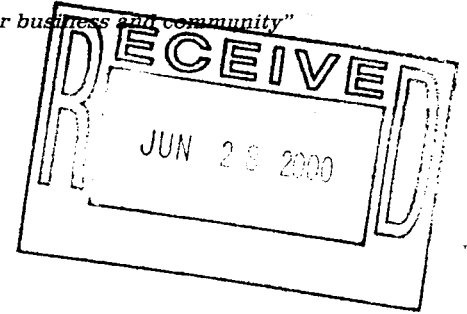


North Clackamas County Chamber of Commerce

Mission Statement: "Provide responsible leadership and innovative resources for business and community"

June 22, 2000

Mike Burton, Executive Officer
David Bragdon, Presiding Officer
METRO
600 NE Grand Avenue
Portland OR 97232



RE: Adoption of the Regional Transportation Plan

Dear Officers Burton and Bragdon;

The North Clackamas County Chamber of Commerce has reviewed the draft Regional Transportation Plan and offers the following comments:

For some time, we have been concerned about the existing jobs/housing imbalance in Clackamas County and the resulting impact on the County's transportation system. The current lack of "job producing" industrial lands in Clackamas County has resulted in more than 60% of the County's work force finding it necessary to travel outside of the County to access employment opportunities. This commuting pattern increases the number of vehicle miles traveled by County residents and will soon overload the carrying capacity of the McLoughlin Blvd. / Hwy 224, I-205 and other commuting corridors outside Clackamas County. We feel that especially in Clackamas County, more work needs to be done to ensure that the land use and transportation plans are in balance and better coordinated.

The Chamber is aware that the South Corridor Transportation Alternatives Study, which is currently underway, is an effort to identify a transportation strategy and implementation plan for the McLoughlin Blvd/Highway-224 corridors. In fact, four of our members are serving on this important committee and keep us informed of the progress being made. We urge you to complete the study and to secure funding as quickly as possible for whatever improvements the study identifies.

Improvements to the I-205 Corridor are also needed to address existing and future growth. This highway serves as a primary freight route that ties the major distribution centers within the Clackamas Industrial Area to the rest of the Region and the State. The Regional Transportation Plan has identified the need for a I-205 Corridor study to determine what future improvements will be necessary. We urge you start this study as quickly as possible.

The Sunrise Corridor project is another critical component necessary for Clackamas County's continued economic growth and development, especially within the Clackamas Industrial Area. Moreover, the Sunrise Corridor project will address existing safety and congestion problems within the Clackamas Industrial Area, provide access to potential new job producing lands in the Damascus area and provide a critical east/west intra-state connection. The Chamber supports the Sunrise Corridor as a priority project within the RTP's financially constrained system and we recommend that the segment from I-205 to the Rock Creek Junction (existing Highway-212) be constructed as soon as funds are available.

In conclusion, we appreciate the opportunity to comment on the RTP. We are aware of all the effort that it has taken to get to this point. We are also very much aware of the projected shortfall in revenues, which will be necessary to fully fund the RTP. The North Clackamas Chamber has supported local, regional and statewide transportation funding measures and we continue to work on behalf of adequate transportation systems for Clackamas County.

Sincerely,

Handwritten signatures of Chip Sammons and John Wyatt. The signature of Chip Sammons is on the left, and the signature of John Wyatt is on the right.

Chip Sammons,
President,
Board of Directors 1999-2000

John Wyatt,
Senior Vice President,
Economic Development & Government Affairs

Rock Creek Community Planning Organization
PO Box 496
Clackamas, OR 97015
Chris Utterback, Chairman
503-658-5338

6/25/2000

Mr. Mike Burton, Executive Officer
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Burton and Metro Council:

Please do not abandon the commitment made to the Rock Creek area regarding the Sunrise Corridor. This highway is a must if we are to ever attract any kind of industrial users to our area. We tried to create an area at SE 122nd and highway 212 about 10 years ago. The roads were in place, the utilities were there, the zoning was done. No industrial users would come. The reason, poor access to I 205. The intersection at 82nd drive is a nightmare. We are being mandated to increase the job market on this side of the tri-counties. We cannot do this if you don't give us the roads needed to attract these people.

Please keep the Sunrise Corridor high on your list of projects that will be done in the near future. We can then start to recruit the industrial employers who will help support The Damascus town center and the City of Happy Valley. WE NEED THE SUNRISE CORRODE and WE NEED IT NOW!!!

Thank you for your time and consideration.



Chris Utterback, Chairman of the Rock Creek CPO

PS I am also sending you a copy of a letter sent to ODOT last year.

Rock Creek Community Planning Organization
PO Box 496
Clackamas, OR 97015
Chris Utterback, Chairman
503-658-5338

ODOT- Supplemental STIP Comments
123 NW Flanders
Portland, OR 97213
Fax 503-731-8259

Public Comments for Portland Metropolitan Area
Needed Projects

Dear Sir:

Our CPO held its regularly scheduled meeting on Nov 2, 1999 where the regional transportation plan was discussed. We had a quorum and a unanimous vote was taken to send these comments.

We would like to strongly request that the Clackamas Industrial Connection, I 205 to 135th (Phase 1 of the Sunrise Corridor) be allocated the highest priority.

Several years back, a great deal of time, effort, and money was spent working with the County and State designing the Sunrise Corridor. This was a huge outreach program to the local citizens, and as stated, a great deal of money was spent on County Staff, State Staff, and consultants. The community recognizes the need for this project and wonders what happened to it. If the road wasn't going to be built, why did we waste so much money planning it? With every day that goes by, the cost of construction skyrockets. Landowners within the proposed right-of-way want to use their land and so more buildings are built that will have to be bought when the road is finally constructed.

To us, the reasons we need the Sunrise Corridor are plain. We, the people who live in this area, have listed below a few of the most pressing needs.

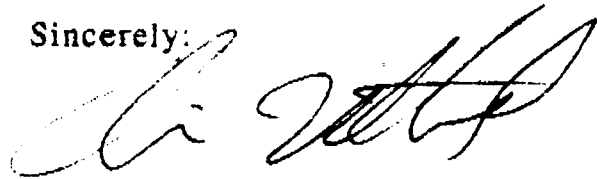
- 82nd Drive and Hwy. 212 have been at an "F" for years.
This is one of the busiest intersections in the State. Most of the business in the area is warehousing. Trucks cannot get through this intersection. There, is grid-lock. Without this project, no new business will want to locate here.
- Clackamas County is extremely job poor.
Existing traffic can't get where it is going without long traffic delays. This is a major consideration for employers. We will never be able to accomplish the employment goals set for Clackamas by Metro and the State.
- Metro has designated Damascus as a Town Center.
This will force more traffic to travel through our area to get to Damascus. Any employer looking to locate in Damascus will see there is no way to interstate transportation except through level "F" intersections. They will not come!

- Area 14 and 15 have been added to the UGB.

Again we are adding more local traffic to an already stressed system. We need to get the through traffic through the area and off the local roads. By building the Sunrise Corridor, a limited access road with no stop lights, traffic traveling through will move to that road and off Sunnyside Road, an arteriole with lots of lights designed to get the local traffic home.

The Rock Creek CPO has worked with Metro, the County, and the State over the years on many projects. This is a project we really need, and we need it now. Please supply us with some of the infrastructure we need to help us grow and still stay livable.

Sincerely:

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

Chris Utterback

cc Andy Catugno. Metro
John Rist. Clackamas County

RECEIVED
JUN 27 2000
BY:.....

Jill Tellez
9280 S.W. 80th Ave.
Portland, OR 97223
June 26, 2000

METRO Council
RTP Phase II Comment Period
c/o Tom Kloster, RTP Project Manager
600 Grand Ave.
Portland, OR 97232

Regional Transportation Plan Projects - South Washington County

Dear Metro Council Members;

I would like to request that my comments be entered into the record in reference to the South Washington County Regional Transportation Plan projects.

6013 HALL BLVD.

Widens the street to five lanes from Scholls Ferry Road to Locust Street.

A better option would be to maintain a three-laner with bike and walking paths. Traffic studies consistently report that fatalities on larger arterials are 3 times higher than on less busy streets. Metzger Elementary School and Metzger Park are on one side of Hall Blvd. To widen Hall Blvd would increase the risk of accidents to the kindergarten through fifth grade school children who walk and bike to school, and cross Hall Blvd. twice a day. It would also be more hazardous to pedestrians wanting to use the park, as there are apartments directly across Hall Blvd. at Hemlock St.

6030 HALL BLVD.

Widens the street to five lanes from Locust Street to Durham Rd.

Combined with 6013, this would increased Hall Blvd. to five lanes all the way from Scholls Ferry Rd. to Durham Rd.

To widen Hall Blvd. in these areas would wipe out existing small businesses and residences which already exist and are viable community resources which are easily accessible to by walking and biking. There is a small grocery store, a pizza parlor, video store, 7-11, a carpet and interior design business, small office complexes, and an arts and crafts store which sells antiques and offers stained glass window classes. If these businesses are gone, the ambiance of our community will be destroyed.

It is important to slow traffic down as one enters a community core. To have traffic whooshing by instead of slowing down increases pedestrian accidents and contributes to de-humanizing our community.

Project #6030 is also incorrectly listed as a Tigard Town Center project, when in fact it is in the area where the Washington Square Regional Center is being planned. During the planning process, the widening of Hall Blvd. was vehemently opposed by

the community. In spite of the opposition, planners left the door open in the plan to widen Hall Blvd. to 5 lanes.

Air and water quality

To increase traffic by widening Hall Blvd. would compromise air and water quality. The Ash Creek wetland/floodplain is our local watershed. It harbors a healthy population of birds, reptiles, amphibians, fish, and indigenous flora. It is a tributary to Fanno Creek, which has endangered steelhead trout. If Hall Blvd is widened, oil and gasoline pollution will be collected on asphalt surfaces. When it rains, these pollutants will run into the waterways, compromising water quality in our local creeks. This will negatively affect all life forms in the ecosystem.

A handwritten signature in black ink that reads "Julie Telly". The signature is written in a cursive style with a long horizontal flourish extending to the right.

RECEIVED
JUN 28 2000

Pat Whiting, Chair
CPO 4-M
c/o 8122 S.W. Spruce
Tigard, Oregon 97223
June 20, 2000

BY:.....

David Bragdon, Presiding Officer
Metro Council Members
METRO Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

RE: RTP -Regional Transportation Plan
of 1999: Projects 6030 & 6013

Dear Mr. Bragdon and Council:

Citizen Participation Organization 4-M in Washington County, specifically in the Metzger Community and Tigard area, submits our findings and comments to you for the record in consideration of the adoption of the RTP.

We as homeowners, renters, employees and business owners in CPO 4-M wish to acknowledge the work that has gone into the making of the Transportation Plan by Metro. It is a major undertaking and a resource for the future.

Of importance to our local communities of established and diverse homes and small businesses is the fact that in the Preface of the RTP it is stressed that there is a "need to plan a transportation system that expands our choices for travel within the region." As the Plan includes a recognition for "balance" of transportational modes, clean air, conserving energy and accommodating people's urban life needs, protecting the community livability is a goal supported by CPO 4-M.

Therefore, we site the Regional Transportational Policies 1.0 through 14.3 that clarify the magnitude of this plan while at the same time exhibiting a common thread not only of the need but the right of a life-quality scenario in the quest to meet developmental goals.

Specifically, we are concerned with projects #6030 and #6013 on SW Hall Blvd. The RTP includes proposals to widen Hall Blvd. to five lanes. Currently Hall Blvd. through the Metzger and Tigard communities is basically a two lane boulevard with three lane accommodation at some intersections and four lanes at Pacific intersection.

CPO 4-M and many local residents have worked for years to retain the quality of our community and support those many government projects that contribute to regional needs and transportation equity. Hall Blvd. runs through the middle of a well-developed existing neighborhood of

METRO Council
Re: RTP/6030 & 6013

Pat Whiting, Chair
CPO 4-M 6/20/2000

of residencies of various densities and numerous small businesses. Hall Blvd. parallels a portion of Ash Creek - a major stream - which is part of the Fanno Creek tributary and at the bottom of the Fanno Creek Watershed. Hall Blvd. is a connector to Metzger Elementary School which is just one block west of Hall. The school serves over 600 students in this community.

Metzger Park, the only LID supported community park in Washington County which has a 75 year history as a focal point of neighborhoods on both sides of Hall, is a thriving socio-ecological site of old trees, flowers, bushes, Ash Creek, picnic areas, a community hall, play equipment and disability accommodation of pathways and fountains at SW Hemlock and Hall Blvd. Ash Creek runs between the park and the boulevard.

On the opposite side of Hall Blvd. across from the park are high density apartments - well established and the home of many families with children and elderly residents. These apartment complexes and adjacent duplexes are at the edge of the boulevard.

Through the center of Metzger along Hall Blvd. are many small businesses that supply and compliment adjacent resident areas. Small grocery stores, a major lawnmower repair and sales business, day-care establishments, crafts store, storage business, more apartments, pizza parlor, real estate office, several office complexes and an interior design business.

Projects #6013 and #6030 in the RTP which call for development of a five-lane thoroughfare will have major negative impacts not only on the immediate adjacent businesses and their property and established homes but on the whole Metzger/ Tigard community that now interacts as a community via Hall Blvd.

Therefore, Citizen Participation Organization 4-M which is on record throughout the Washington Square Regional Planning of the Task Force developed by the City of Tigard supports expanding Hall Blvd. to an over-all three-lane with four-lane expansion at major intersections and bicycle and sidewalk accommodations on both sides of Hall.

As a former State Legislative chairperson of the Oregon House Transportation Committee and having worked as a volunteer citizen with various County and ODOT transportation projects, it is well acknowledged that no matter how many lanes are added to a boulevard, vehicles will come and there will be times of congestion. Of major importance is that transportation re-development be of compliment and benefit not only to a larger regional plan but also to the existing community that is part of the whole.

METRO Council
Re: RTP/6030 & 6013

Pat Whiting, Chair
CPO 4-M 6/20/2000

The current language that makes up projects #6013 and #6030 is not in keeping with provisions of the RTP mandate that addresses "protecting livable communities."

The Washington Square Regional Center Task Force just this last year on page 49 of the plan which was adopted by City Council in February, 2000, proposed and endorsed "a three-lane expansion" of Hall Blvd. Future acquiring right of way for a fivelane roadway in the future is noted.

The Task Force also identified Hall Blvd. as the 5th of five major road improvements for the Regional Center. In other words, it is the least of five in importance to regional accommodation given other existing major roadways.

In addition, on page 5-62 of the RTP the Hall Blvd designation as part of a "Tigard Town Center" is not totally accurate. Hall Blvd. from S.W. Greenburg Road to Phaffle in Tigard is adjacent to and part of the Washington Square Regional Center plan. This has been very confusing to the public. Local communities see the heading of the Tigard Town Center which they do not recognize because we have been involved with a "Regional Center" study. And, local communities know that the regional center plan calls for a three lane at this time.

A Town Center designation in this area would be in keeping with the existing community of Metzger/Tigard. However, that is not the case. The Regional Center earmarked in the midst of an existing residential, small business, wetland, floodplain and school community and existing Washington Square Shopping Center and the Lincoln Center is not identified as a Town Center.

In conclusion, there is strong support for upgrading Hall Blvd. to a three-lane with bicycle paths and sidewalks on both sides of the roadway with possible forth lane consideration at major intersections. This will accommodate local and regional design traffic, maintain a commitment to accommodate bicyclists, children and adults who walk to school, the park, small businesses, grocery stores and small eateries. And, it will be in keeping with a quality of life commitment to the existing neighborhoods, have less clean air impacts by vehicular exhaust, prevent the loss of many small businesses that are an integral part of the community and retain existing affordable multi-family resident apartments at the edge of Hall Blvd. Ash Creek would be less impacted by a three lane expansion. Therefore, we ask that you change the regional projects 6013 & 6030 to a three-lane design.

Respectfully submitted,



PAT WHITING, Chair

◆ CPO #4M NEWSLETTER ◆

Citizen Participation Organization #4M
Serving: Tigard/Metzger
Editor: Pat Whiting, 246-7172

Washington County



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**Linda Gray, Extension Faculty
CPO Coordinator**

**Phone: (503) 725-2116
Fax: (503) 725-2100
email: linda.gray@orst.edu**

www.osu.orst.edu/extension/washington

Washington County Office
18640 NW Walker Road, #1400
Beaverton, OR 97006-8927

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CPO 4-M

June 28, 2000 Meeting ~ 7 pm

8400 SW Hemlock ~ Metzger Park Hall (off Hall Blvd.)

AGENDA

1. Welcome and Introductions
2. Minutes of the previous meeting
3. Main Program: – 20 minute video and presentation
Alternatives to Growth Oregon:
“Leave succeeding generation of Oregonians a new economical process
enabling a healthy and social just state by encouraging progress toward a
sustainable society and discouraging growth focused on increased
population consumption. Question & Answers
4. Update on Washington Square Regional Center Plans of City of Tigard:
Opened bidding for implementation plans, consultant to facilitate
planning issues of infrastructure, open space, and storm water
management. Goal: Implement high-density rezoning, and change
Tigard Comprehensive Plan language to accommodate Regional Center
Planning. Questions
5. CCI report by CPO 4-M representative – Eileen Webb
6. Discussion of Applications for Development
7. Washington County's recommendations to Board of Commissioners
regarding compliance with Metro Urban Growth Management
Functional Plan – Title 1 – Jill Tellez, CPO Vice Chair
8. METRO CCI Report -Trudy Knowles: CPO 4M supports
improvements to Hall Blvd to 3 lanes. Metro's Regional Plan is
proposing a 5-lane on Hall Blvd. Letters to Metro must be in by June 29,
2000. Discussion. (See details under METRO report following in this
newsletter)
9. Unfinished Business
10. New Business
11. Announcements
12. Adjourn

Oregon State University Extension Service offers educational programs, activities, and materials—without regard to race, color, religion, sex, sexual orientation, national origin, age, marital status, disability, and disabled veteran or Vietnam-era veteran status—as required by Title VI of the Civil Rights Act of 1964, and Title IX of the Education Amendments of 1972 and Section 504 of the Rehabilitation Act of 1973. Oregon State University Extension Service is an Equal Opportunity Employer.

OSU Extension programs will provide reasonable accommodations to persons with physical or mental disabilities. Contact Linda Gray or Terri Ewing at 725-2300 to request reasonable accommodations



NUSA Needs Your News!

NUSA, Neighborhoods USA. A non-profit organization created in 1975 and committed to building and strengthening neighborhood organizations. NUSA is dedicated to developing partnerships between neighborhoods, local government and public/private agencies. NUSA also has a website: www.nusa.org log on and see what the organization is all about.

If you and your neighborhood are involved in improving neighborhoods, we want to hear about your success. NUSA produces a quarterly newsletter to inform its membership of events occurring across the nation, which benefit neighborhoods and improve city/neighborhood relationships. The best sources of such information are the neighborhood organizations themselves.

Put us on your mailing list to receive your local newsletters and news releases.

Send to: Tim Polk, Dept. PDNC
55 Trinity Ave. SE Ste 1450
Atlanta GA 30355

Or email articles to:
<mailto:rweo@aristotle.net>.

NUSA and Neighborhood Link, an internet based community network that enables metropolitan-area neighborhood association to create their own free, interactive websites, have joined together to build stronger communities. Learn more about Neighborhood Link at:

www.neighborhoodlink.com or
Call 1-888-241-0123

Metro Councilor Jon Kvistad's July Update

Metro, your regional government, is considering amending its home rule charter. It has been suggested that Metro consider asking the voters amend the charter to change the internal structure of the agency. The goal would be to increase productivity and efficiency while maintaining a high level of responsible, responsive governance.

Currently, Metro's structure includes a 7 member, policy-making council elected by districts, a regionally-elected executive officer who administers the agency, and a regionally-elected auditor. Each January, the Council elects one of its members to be the Presiding Officer.

The Council will be discussing this issue through the summer of 2000 and may refer a ballot measure to the voters for November 2000 election. We have a survey that we would like as many people to fill out as possible. You can either call (503) 797-1942 to have the survey mailed or faxed to you, or you may get it off our web page at www.metro-region.org. Also available on line: a fact sheet, a list of public hearings, and the various proposals on the table.

Metro has asked the state to put its UGB work under what's called "periodic review." "Periodic review" is a process by which the Oregon Land Conservation and Development Commission (LCDC) works with local governments and citizens to review the government's work. The goal is to make sure Metro's land-use work (specifically in regards to the UGB) complies with state land use goals.

The idea is not to have LCDC approve or disapprove of the decisions Metro makes, but rather to approve of the process by which Metro's decisions are made. In the past, failure to have LCDC's agreement has led to costly court battles.

Some reports have stated that Metro voted to bring a large piece of Washington County farmland into the UGB. That just isn't true. What we did is vote to approve the work plan that we are sending to LCDC for review. Assuming that LCDC approves our work plan, there is the possibility that we would look at adding more land in Washington County to balance the number of homes with the number of jobs and in Clackamas County to balance the number of jobs with the number of homes. Again, this is just a possibility, and nothing would happen before we heard from the public.

We have a number of activities going on this summer through our parks and recycling departments. If you are interested, check out our web page at www.metro-region.org or you can call 234-3000. If you would like to speak to me directly, please feel free to call me at 797-1540 or e-mail me at kvistadj@metro.dst.or.us

METRO:

The final public comment period on Metro's draft Regional Transportation Plan (RTP) begins May 15 and ends June 29, 2000. The Metro Council is requesting input during the 45-day comment period, and will take oral and written comments at a June 29th public hearing. Final action by the Council is tentatively scheduled for July 27, 2000. In September, the 24 cities and three counties within Metro's boundary will begin to update their transportation plans. State regulations require local plans to be consistent with the RTP within one year of adoption. The updated plan marks a dramatic departure from past transportation plans and more than half of the 20-year projects are new to the plan.

The update of the RTP began in 1994, and during the past five years hundreds of citizen meetings and community workshops, along with several public hearings have been held.

The RTP now being considered for adoption, was approved in its draft form by the METRO Council on 12/16/99. Revisions will be considered based upon input received during this final comment period.

For more information on the RTP:

- Metro website: www.metro-region.org to obtain copy
- Leave message, 797-1900,
- Obtain copy call Cheri Arthur (797-1857)

To Comment:

- Via Mail: Marci LaBerge, Regional Transportation Planning, Metro Regional Center, 600 NE Grand Ave, Portland 97232.
- Fax: 797-1949;

- Hotline: 797-1900,
- Email: trans@metro.dst.or.us
- In Person: at Metro Council Mtg. 6/29/00

Comments due at METRO by 5pm, June 29, 2000



When Kids Are Home Alone In the Summertime

The Neighborhood Watch News, reminds us to make certain our children are mature enough to take care of themselves. Teach them basic safety rules. Make sure you know the three W's:

Where your kids are;
What they are doing; and
Who is with them?

Things to teach your children:

- Check in with you or a neighbor as soon as they get home.
- How to call 9-1-1.
- How to give directions to your home.
- Never to take gifts or rides from strangers.
- How to use the alarm system.
- Never to let anyone in the house without having an adult's permission.
- Never to let anyone on the phone know they are alone.
- To carry a house key with them in a safe place.
- How to escape in case of fire.
- Not to go into the house if things do not look right (broken window, open door).
- To let you know about anything that scares them.

Agriculture/Forestry Tour

Saturday

August 12, 2000

Noon – 8 pm



Go on a bus tour to,

George Marsh Dairy - This family operation has been a mainstay in the area for many years.

George and Judy Marsh are active members of the agriculture community and head an award-winning operation.

Fishback Nursery - A top producer of evergreen stock and Christmas trees. You'll be thinking "snow" and humming Christmas carols before you leave this place. You'll see how much care and nurturing goes into the trees long before Old Man Winter comes roaring in.

Sunset Park - Take a break in Banks at this relaxing community park where we'll enjoy afternoon refreshments provided by Ag Committee Chairman, Mike Broderick.

Gales Creek Forest Overlook - Whether you lived through it or have listened to the fascinating tales of elder Oregonians, this stop is bound to leave you awestruck - at the carelessness of man and the resilient power of nature. The overlook offers a view second-to-none of a heritage forest once consumed by the historic Tillamook Burn. Even the video on the way won't prepare you for the amazing beauty of this sight.

Christmas Trees West - Mosey up David Hill Road for a visit to Christmas Trees West, where our host will provide us with a guided tour, followed by a glorious evening view as we wind down the day with socializing and wine-tasting. Then, sink your teeth

RTP 2000 Public Comment Report

into a heepin' plateful of country fare prepared especially for us by the catering professionals at Cavanaugh's.

Must pre-register, \$25. For more information please call 648-1102. **HURRY this fills up quickly!

Discovery Day



As part of the Rose Festival celebration, the Tualatin Riverkeepers will be holding its 11th Annual Tualatin River Discovery Day on **Saturday, June 24**. The public is invited to participate in this paddling adventure, starting at the new Rood Bridge Park in Hillsboro and ending near River and Farmington Roads. This annual event provides people the opportunity to kayak or canoe a seldom seen, peaceful and attractive section of the Tualatin River. Boater put-in times will be from 8:30 a.m. to 12:30 p.m.

On this beautiful trip down the slow-moving Tualatin, individuals and families will be given a written guide to points of interest on the river and be able to observe birds and other wildlife. In addition, paddlers will be able to enjoy an environmental fair and food provided by Bird in Hand at the take-out site. The Riverkeepers will also provide a shuttle service back to Rood Bridge Park for participants.

Reservations for put-in times are required by calling (503) 590-5813. **The cost is \$10 per person and free for children under 12.** Participants may bring their own kayak or canoe, or may call the Riverkeepers for a list of area rental outlets. Supporters of Discovery Day include the Unified Sewerage Agency, Clackamas County Water Environment Services, and the Rose Festival Association.

The Tualatin Riverkeepers is a citizen-based organization working to restore and protect Oregon's Tualatin River system. The non-profit group promotes watershed stewardship through public education, public access, citizen involvement, and advocacy. For more information about the Tualatin Riverkeepers, call (503) 590-5813.



June 28, 2000

**Comments on the Regional Transportation Plan
on behalf of the Transportation Reform Working Group of the Coalition for a
Livable Future and Citizens for Sensible Transportation.**

Thank you for the opportunity to comment on the Regional Transportation Plan. We believe the current plan's policies reflect a regional vision that has our support. That vision is of a region where people have many options for getting where they need to go. It reflects the wishes of the region's residents as expressed in the Region 2040 Plan. However, we have reservations about how that vision is implemented. We believe the choice of projects and its heavy emphasis on serving motor vehicle trips at rush hour moves us away from the direction the region has been headed the past few years.

We believe the choices to replace highways with light rail lines, to add commuter rail in Washington County, to expand MAX to north and northeast Portland, to expand transit throughout the region, to improve the pedestrian environment along many of our roads and to move toward a world class bike and trail network all have contributed to make Portland one of the most livable areas in the country. We need to continue in that direction.

We should invest our transportation dollars in making our communities better, not just making it easier for people to commute in their automobile. There are too many projects that support auto-commutes and not enough that support trips within communities, expand the reach of the transit system, improve the pedestrian environment and complete the bike network.

We also continue to be concerned about the lack of a firm financial plan for funding the strategic system identified in the RTP. The current RTP does not represent a financially realistic transportation plan for the region. None of the concepts for funding that are offered have any immediate possibility of being adopted in the current political climate. The margin of the recent vote on the gas tax makes it unlikely that this will change in the near future.

The scenarios reflect impacts from increases in revenue during the next five years, but any delay in implementing a specific strategy will require far more dramatic action to achieve the revenue forecast for the 20-year period. For instance, a 1 cent per year gas tax increase beginning in 5 years will bring only slightly more than half the revenue over 20 years that it would if implemented immediately.

We believe the concepts should be modified regularly to reflect revenue scenarios depending on when they are adopted. This would present a more realistic picture of likely available funding. Moreover, while there are several funding concepts, there is no process for adopting one.

The following language should be added to section 6.5.2.

"Prior to each biennial MTIP process, JPACT shall adopt a recommended funding strategy with specific sources that will fully fund the strategic system during the remaining years in the RTP."

The financially constrained system's financial projections are not realistic since the decisions about allocation of those funds will not necessarily reflect the financially constrained plan.

While the financially constrained system did not anticipate income from the gas tax, it also did not anticipate changes in ODOT priorities that would eliminate revenue for modernization. Under current financial conditions, the minimum revenue available from ODOT for modernization is not likely to be spent on projects contained within the financially constrained system. We believe the financially constrained system should be modified to eliminate this revenue from its projections.

The strategic system, rather than the financially constrained system, provides the basis for local TSP's and expenditures of local funds. For this reason the local revenue projected for the financially constrained system may not actually be spent on projects within the financially constrained system. This could result in dramatically different air quality and other outcomes from the financially constrained system.

We recommend that the following language be added in section 6.4.1 *"All local TSP's must demonstrate that the local resources included in projections for the financially constrained system will be used for funding projects in that system."*

In addition to raising sufficient funds, the choice of funding sources should accomplish specific policy goals. In section 5.4.1. the following should be added:

- "1) Increase the amount of land within the urban growth boundary available for development by reducing the area devoted to transportation needs;*
- 2) Reduce need for new road capacity by encouraging the most efficient use of the existing capacity;*
- 3) Reduce traffic and congestion;*
- 4) Encourage alternative modes of transportation including transit, biking and walking;*

- 4) Reduce VMT;
- 5) Reduce air pollution and other environmental impacts from transportation uses;
- 6) Recover the full social costs of transportation choices from users;
- 7) Encourage the highest and best use of transportation facilities."

Section 6.5.3 states that "findings for consistency with benchmarks shall be developed as part of the biennial MTIP process". However it does not state when or how these benchmarks will be created.

We recommend that Section 6.5.3. be changed to include:

"Prior to beginning the selection of projects for the biennial MTIP, the Metro Council will review and adopt benchmarks for the MTIP and issue a progress report based on the benchmarks adopted prior to the previous MTIP. Such progress report shall include evaluation of impacts from all projects, including locally funded projects."

Section 6.5.3 suggests that benchmarks be established in certain areas, while it should require that these benchmarks be adopted.

The following change to Section 6.5.3. should be made

"In addition, benchmarks shall ~~(should)~~ be designed to track the following information to the degree practicable:"

While Tigard considered many options for increasing capacity to reduce congestion on the route, they did not consider changes to reduce traffic using Highway 99 that otherwise could use the connector. Once an alternative exists for traffic whose destination is not in this segment, it may be possible to make this route less desirable for through traffic, reduce traffic and congestion and ,make it more compatible with the communities it runs through.

Section 6.7.7 should provide under the Highway 99 section that, as part of the Tualatin-Sherwood connector, a study should be done of options for reducing traffic on Highway 99 from the intersection with the proposed connector to I5.

Section 6.7.3 states that the entire section does not apply to locally funded projects. Local jurisdictions ought to follow the street design guidelines for local projects where those local projects impact the operation of a regional facility. Specifically pedestrian access to transit needs to be considered as part of planning locally funded projects. Many locally funded projects will have a direct impact on the ability of transit to adequately serve the Region 2040 centers.

We recommend adding the following language in Section 6.7.3. following "These provisions are simple guidelines for locally funded projects." except that all project

"except that all projects, including locally funded projects must show that they are consistent with Creating Livable Streets: Street Design Guidelines for 2040."

Add a new sections under 6.8 Outstanding Issues:

"Affordable Housing

In many areas of the region, lack of access to affordable housing adds strains on the transportation system as people cannot afford housing close to their employment. Funding of affordable housing projects as part of the region's transportation strategy will be evaluated.

Long Distance Commuters

There is ~~increasing~~ increasing number of commuters from outside the region. An evaluation of the impact of this trend on the region's transportation system and Region 2040 plan will be done and options identified for addressing those issues. "

Thank you again for the opportunity to make comments.

Sincerely,

Ross Williams

HON. EUGENE L. GRANT
Mayor

RANDY NICOLAY
MICHAEL SCHAUFLEER
JONATHAN EDWARDS
ROBERT BROOKS

City Administrator
WILLIAM BRANDON

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397

June 28, 2000

Mike Burton, Executive Officer
David Bragdon, Metro Presiding Officer
600 NE Grand Ave.
Portland, OR 97232-2736

RECEIVED
JUN 29 2000

BY:.....

RE: Adoption of the Regional Transportation Plan


Dear Gentlemen,

The City of Happy Valley Planning Commission would like to express their support and the need for the Sunrise Corridor project. We strongly recommend that the project continue to be listed in the Regional Transportation Plan (RTP) and a priority for funding. As residents of the area, we are subjected to the increasing occurrence of automobile traffic and congestion on Sunnyside road and our local streets. The Sunrise Corridor project would work to alleviate the through traffic demands on our local roads by providing a faster route of travel on the eastside.

The City of Happy Valley recently annexed the Rock Creek area, formerly known as urban reserves 14 and 15. As this area develops, more local traffic will be added to the already stressed road system. The Sunrise Corridor will aid in alleviating through traffic from this system and keep local traffic circulation functioning at acceptable levels.

The Happy Valley Planning Commission would like to express their support for the Sunrise Corridor. Bringing employment and commercial opportunities to the eastside will only occur with adequate infrastructure and circulation patterns. The Sunrise Corridor project is an essential key to supplying this infrastructure.

Thank you for your consideration,


Jeff Dulcich, Chair of the Happy Valley Planning Commission



JUL 03 2000

205 SE Third, Suite 300, Hillsboro, Oregon
Mail: 123 West Main, Hillsboro, Oregon 97123-3999
Phone: 503/681-6400 FAX 503/681-6413

June 28, 2000

METRO

Attention: Kim White
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Review Comments on 2000 RTP Supplemental Revisions

Dear Kim:

Please include the following requested corrections into the final draft of the Regional Transportation Plan:

Section 6.4.1 "Chapter 2 Consistency with the 2020..." revise referenced section from Section 6.4.8 to 6.4.9.

Section 6.4.7 2nd Paragraph, fourth line: Revise to read: "...includes any locations on the regional Motor Vehicle System (Figure 4-8 1.12) that are not..."

Section 6.4.7 4th paragraph, fourth line: Revise to read: "as determined through Section 6.4.7(2)(b)..."

Section 6.4.9 1st paragraph, last line: Revise to read: "Therefore, Metro will accept local plans under the following ~~three~~ four options:"

Section 6.4.9 Subparagraph 4, 2nd sentence: Revise to read: "However, population and employment data and forecasts and the methodology for generating the data and forecasts shall be coordinated..."

Section 6.4.9 Subparagraph 4, Last sentence: Revise to read: "Subsequent differences in local TSP project recommendations that result from the differences in population and employment forecasts will be ~~resolved in~~ incorporated into the next RTP update."

In discussions with City staff, it was agreed that if Metro elects to not incorporate project(s) identified in a local TSP that is developed based upon locally updated population and employment forecasts, then Metro should formally explain to the local jurisdiction the rationale for the project(s) exclusion. The City assumes that, once the local TSP's forecast assumptions and methodologies are accepted by Metro and TPAC, and the resulting TSP is accepted by Metro, that any improvement projects identified in the TSP should, as a result, be recognized as valid and eligible for inclusion into the RTP project list. Please let me know if Metro assumes otherwise.

RTP Supplemental Revisions RTP Project List, Item 11: Project RTP #3103 does not appear on the RTP project maps and descriptions because it is a Preferred project, according to the RTP appendix.

Project #3103 should be the Baseline Road Improvements (Lisa Road to Brookwood – Widen to 5 lanes). The Item 11 note does not appear to relate to this project description.

RTP Supplemental Revisions RTP Project List, Item 13: No proposed revised description for project RTP #3218 (Cornelius Pass Road Extension) is included in the Supplemental Revisions. My review of the Chapter 5 project map indicates a correct description for this project existed in the December 16, 1999 edition. What is the proposed revision? If it would deviate from that shown in Chapter 5, please forward the proposed revision to the City of Hillsboro for review and comment prior to implementation in the final RTP document.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description Project RTP#3136: Revise 1st sentence to read: “Widen the street to three lanes from Baseline Road to ~~Airport~~ Cornell Road and five lanes...”

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description Project RTP#3134: Revise 1st sentence to read: “Widen the street to ~~five~~ three lanes from Tualatin Valley Highway to Baseline Road.”

Chapter 5 Map - North Washington County Transportation Projects: Revise the road names indicating 219th Ave. and 216th Ave. and replace them with “Cornelius Pass Rd” from Cornell Road to TV Highway.

Chapter 5 Map - North Washington County Transportation Projects: Add the label “3126” onto the map adjacent to the current “3134” label. Project 3134 is scheduled between 2000-2005 to widen Cornelius Pass Road to 3 lanes while Project #3126 is scheduled for 2006-2010 to widen the same section from 3 lanes to 5 lanes.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Add Project RTP#3126, Cornelius Pass Road (TV Highway to Baseline Road) “Widen to five lanes including sidewalks and bike lanes” as a 2006 –2010 project. This project was included in the Financially Constrained modeling and needs to be added to the RTP project list.

Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Project RTP #3128 Cornell Road Improvements (Widen to five lanes from Arrington Road to Main Street) is listed as a 2006-2010 project in the map description, while it is listed on the Metro RTP Project List spreadsheet as a 2011-2020 Financially Constrained project. This project should be listed as a 2011 to 2020 project.


Chapter 5 Map - North Washington County Transportation Projects, Narrative Description: Project RTP #3223, 185th Avenue Improvements (Widen to 5 lanes TV Hwy to Kinnaman Rd.) This project is in the RTP Project List appendix as a 2011-2020 project, but is listed in the Chapter 5 map descriptions as a 2006-2010 project. This project timing needs to be resolved by Metro with Washington County.

Finally, Section 6.4.7 of the RTP presents the requirements for adherence to the new Level of Service standards as described in RTP Table 1.12. Since it clearly indicates that these Level of Service criteria relate to road links on the regional system, and not to intersections, is it a reasonable interpretation that local jurisdictions may implement a level of service standard for intersections which may be somewhat more stringent than Table 1.12? In our experience, the intersections are the most critical operational constraint on traffic flow. I have attached a copy of the City of Hillsboro’s 1999 adopted level of service standards for use in Station Development areas. If analyses conducted during our next City TSP update

indicate a need to do so, the City may propose use of similar LOS standards city-wide. I would appreciate a written response to this question as it may be critical to the development of our upcoming TSP modeling work.

If you have any questions, please call me at 681-6451 or on my mobile phone at 318-1200.

Sincerely,
CITY OF HILLSBORO
CAPITAL PLANNING AND DEVELOPMENT



Donald P. Odermott, PE
Senior Project Manager

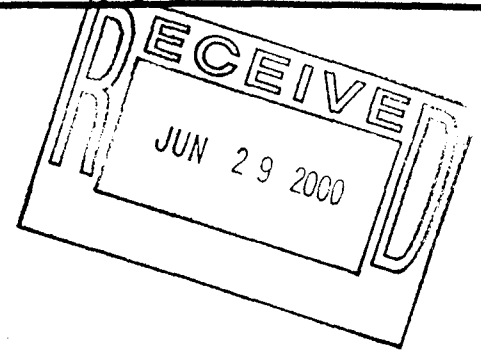
CITY OF HILLSBORO
PLANNING DEPARTMENT



Patrick Ribellia
Long Range Planning Manager

Encl: City Zoning Ordinance No. 1945 (excerpt)

Copy (w/ encl.): Pat Ribellia
Jennifer Wells
Clark Berry (Washington County)



June 27, 2000

Mike Burton, METRO Executive Officer
600 NE Grand Avenue
Portland OR 97232

RE: Adoption of the Regional Transportation Plan and support for the South Corridor Alternatives Study - Clackamas County Strategy

Dear Officer Burton:

As members of the Clackamas business community, we feel that transportation improvements are much needed in this area including new and improved roads and enhanced transit service and facilities.

This letter serves to inform you and the region that we are in support of the road improvements in the Regional Transportation Plan (RTP), particularly the construction of the Sunrise Corridor. This major new facility is needed to alleviate existing safety and congestion problems in the Clackamas Industrial area and will provide a more direct connection to the Central City Freeway network and to US 26. The Sunrise Corridor is critical to the County's continued economic growth and the livability of N.E. Clackamas County. The future of this area as a major distribution center depends on the construction of the Sunrise Corridor to separate local industrial and freight traffic from traffic.

We also support proceeding with the South Corridor Alternatives Study to identify a non-light rail, high capacity transportation strategy and implementation plan for the McLoughlin Blvd./ Hwy 224 Corridor. Clackamas County, Oregon City, Milwaukie, Portland, Tri-Met, ODOT and Metro are participating in this study.

The McLoughlin Blvd. / Hwy 224 Corridor is a vital commuter link and freight connection between Clackamas County and the Portland Metropolitan Region. Improvements in this corridor are necessary to address existing congestion problems and accommodate future travel demands. By the year 2020, SE McLoughlin Boulevard is projected to be at or over capacity for virtually its' entire length. It is critical that we identify and agree on a transportation improvement project in this corridor by the end of next year, in order to request federal funding in the next transportation authorization cycle.

In closing, we the undersigned support the adoption of the Regional Transportation Plan and the continued study and implementation of the South Corridor Alternatives Study. At this point in the study process we support the Clackamas County Strategy (attached). We strongly encourage the region and its participating partners to recognize the multi-functional nature of this important corridor and rapidly move to a substantial improvement in the South Corridor. We look forward to these future transportation improvements in Clackamas County.

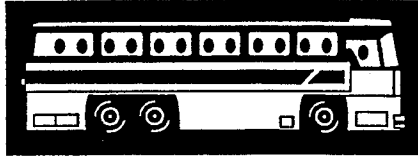
Signed, members of the Clackamas County Transportation Association (attached)

Individual Name

Company Name

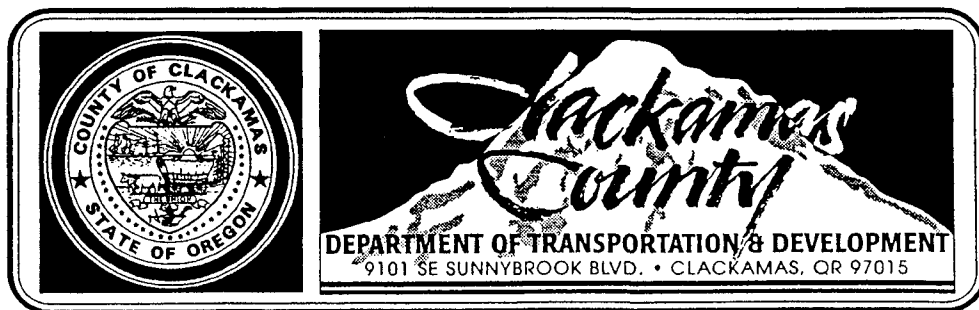
<i>[Signature]</i>	Jim Osterman	BLOWN, INC.
<i>[Signature]</i>	WILSON PARKS	NCCC 19
<i>[Signature]</i>	Samuel	Mgt. Consultant
<i>[Signature]</i>	Bridget A. Krugen	SAFEWAY INC.
Randy B. Bruegman	Randy B. BRUEGMAN	CLACKAMAS CO. FIRE DEPT.
<i>[Signature]</i>	R. M. SMITH	Westn. OR. Conf. Assn.
<i>[Signature]</i>	Clackamas	Town CTR
<i>[Signature]</i>	Wendell White	Charm Generations LLC
<i>[Signature]</i>	Mark Lavoie	Lavoie Dev.
<i>[Signature]</i>	Jon Edge	MP Plumbing, Inc.
<i>[Signature]</i>	JERRY MILSTEAD	MILSTEAD & ASSOC.
<i>[Signature]</i>	Dick Reiten	N.W. Mahwah
<i>[Signature]</i>	Jeray Jay	WESTWOOD DEV COET
<i>[Signature]</i>	JARED J MYREINUN	USP REDDWAY INC
<i>[Signature]</i>	MICHAEL SCOTKO	Fred Meyer
<i>[Signature]</i>	Fred Meyer	Fred Meyer
<i>[Signature]</i>	William D. Garity	AFSCME Local 350
<i>[Signature]</i>	Jay W. Minor	Coral Construction
<i>[Signature]</i>	Clackamas	Precision Castparts Corp.

**REPORT:
CLACKAMAS COUNTY STRATEGY**



**South Corridor
Transportation Alternatives Study**

**McLoughlin Boulevard and
Highway 224 Corridors**



JUNE 2000

REPORT: CLACKAMAS COUNTY STRATEGY

June 2000

SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES STUDY McLOUGHLIN BOULEVARD AND HIGHWAY 224 CORRIDORS

PURPOSE

This report describes the *South Corridor Transportation Alternatives Study*. It endorses the study effort and emphasizes the need to provide corridor capacity improvements such as public transit that will meet the needs of both Clackamas County and the region. These improvements must be identified within a timeframe that will allow us to compete successfully for federal public transit funding.

Numerous transportation improvement projects are planned or are already in the works for the north Clackamas County urban area. These projects have been designed to increase mobility and provide access to residential, commercial and industrial areas. While new frontage and parallel roads, freeway overpasses, road expansions and increased public transit service will help alleviate traffic congestion, projected population increases will soon outstrip these efforts. A strategy and resources are needed to move significantly more people and freight through the South Corridor (McLoughlin Boulevard from Oregon City to Milwaukie and Portland, and Highway 224 from the Clackamas Regional Center to Milwaukie).

This report focuses on the opportunity, through the South Corridor Transportation Alternatives Study, to improve the carrying capacity of this transportation corridor for the movement of people and freight. In the Study, county and regional officials are committed to developing new solutions to traffic congestion that will garner federal funding.

Who is conducting the study? What's the process?

Begun in late 1999, the *South Corridor Transportation Alternatives Study* is evaluating a wide range of non-light rail transportation alternatives (including busways, HOV lanes, bus rapid transit, river transit, commuter rail, peak period pricing and others) for possible implementation in the McLoughlin Boulevard and Highway 224 Corridor. Metro; the cities of Portland, Milwaukie and Oregon City; Clackamas County; the Oregon Department of Transportation; and Tri-Met are cooperatively conducting the study. Existing studies are being used as a basis to proceed with more technical work and additional public involvement. Narrowing of this wide range of alternatives will occur Fall 2000, followed by detailed environmental analysis of the most promising alternatives. The final selection of a preferred alternative (or package of alternatives) will be made in Summer 2001.

What's the problem? Why the South Corridor study?

The purpose of the South Corridor Transportation Alternative Study is to develop, evaluate, and prioritize non-light rail transportation options that are responsive to community needs and the travel demand in the South Corridor, and that can be implemented expeditiously and moved forward into more advanced design, environmental analysis and construction.

The need to plan for increased transportation network and public transit improvements in the South Corridor has been established over two decades of planning studies (See APPENDIX A, page 9). Factors contributing to this need are: growth in the corridor; the increasing dependence of land use and economic development goals on transportation; capacity and operational deficiencies in the corridor's highway and transit network; the

need to reduce per unit operating costs; and the desire to maximize the existing transit system's operating capacity.

Several years ago, a light rail extension was proposed from the Clackamas Regional Center to Milwaukie and Portland. The failure of Ballot Measure 26-74 in November of 1998 which would have reaffirmed local funding for the light rail project, and subsequent public comments on the future of transportation in the South/North Corridor led to the development of the *South Corridor Transportation Alternatives Study*.

The South Corridor area has seen significant growth in population and employment over the last 25 years and as a result, traffic congestion is affecting mobility. In the future, traffic problems in the Corridor, specifically on Highway 224 and SE McLoughlin Boulevard will worsen as a result of projected growth. This additional traffic will affect commuters, freight movement and general accessibility in the Corridor. Failure to address this issue will affect the economic vitality and livability in this area of the region.

What factors have increased congestion?

- Population in the Portland Metro Region increased 55% from 1975 to 1999.
- Job growth – about an average of 38,000 new net jobs between 1993 and 1998, reflects nearly a 4.0 percent annual growth rate in the Portland / Vancouver region.
- It is estimated that the number of households in the South Corridor study area in Clackamas County will grow from 80,600 to 132,4000 by 2015, a growth rate of 2.4% per year.
- Employment in the South Corridor is forecast to reach an estimated total of 174,600 jobs by the year 2015, a growth rate of 3% per year.
- The Clackamas Town Center is expected to develop more intensely on its current site by adding more retail, new offices and more entertainment uses.
- The Clackamas Regional Center Plan, adopted by the County in 1998, provides for more intense development activity. 6500 new jobs and 2800 new housing units are expected by 2015.
- The South Corridor study area includes a portion of southeast Portland which currently contains 14,000 households and is expected to grow .4 percent per year to 15,900 by 2015.
- This study area also encompasses Portland's Central City, which contains the largest concentration of employment in the region, and the Central Business District and the Rose Quarter. As of 1998, the Central City contained 152,000 jobs and 12,500 households. Central City jobs are expected to grow by 2% per year reaching a total of 211,900 jobs by the year 2015.

What are the current and projected traffic volumes in the South Corridor area?

- From 1971 to 1998, traffic volumes on SE McLoughlin Boulevard, the primary highway connecting activity centers in the South Corridor with downtown Portland, increased 26% at 17th Avenue, 67% at Highway 224 in Milwaukie and 70 % at I-205 and Oregon City.
- Growth in overall traffic within the South Corridor is forecast to continue over the next two decades. A 56% increase in vehicle miles traveled is anticipated in the South Corridor study area by the year 2020.
- As a result of this projected traffic growth, four times the number of miles of major roadways in the South Corridor study area will be congested by 2020 (have volumes that are in excess of 90% of the design capacity of the roadway).

What's the transit service like now?

- Despite adding more buses to serve the South Corridor, traffic congestion on McLoughlin Boulevard has worsened in the past 10 years, resulting in slower transit travel (bus) speed on this highway. Transit travel times between Oregon City and downtown Portland have increased by an average of five minutes in recent years due to increased congestion.
- Bus # 33 alone, the McLoughlin line from Oregon City to Portland, currently carries 4,300 riders a day.

Why is there a need to increase corridor capacity?

- If nothing is done to relieve traffic congestion, the traffic operation service levels are projected to deteriorate substantially with a significant **increase in the average number of hours of traffic delays**.
- By the year 2020, traffic on **McLoughlin Blvd. and its parallel arterials would be at or over capacity** for virtually the whole length of the South Corridor.
- Traffic congestion makes **freight movement** to industrial areas more difficult and employees can experience significant delays getting to work. Several major industrial areas are located in the corridor, including the Central Eastside Industrial District in inner Southeast Portland, the Omark Industrial Park along Highway 224, the Clackamas Industrial area east of I-205, and industrial areas on Naef Road off Southeast McLoughlin Boulevard.
- By the year 2020, if transportation network or capacity and transit improvements are not made in the South Corridor study area, these conditions will **continue to worsen. Transit travel times are projected to increase** by 62 % from Milwaukie to Portland and by 48% from the Clackamas Regional Center to Portland.
- As congestion causes travel times in the South Corridor to increase, **bus schedule reliability will also worsen**. As reliability decreases and transit time increases, transit ridership can be expected to decrease.
- The projected growth in the Sunnyside area due to new land being brought into the urban growth boundary will require an increase of transit service over the next 20 years.
- Oregon City is expected to grow in population by about 3% per year over the next 10 years.
- Studies show that a major transit trunk line expansion in the South Corridor will improve air quality.
- As fuel prices rise, transportation alternatives are even more important.

Why do we need to do something now?

The Federal Transit Administration allocates funds to public transit projects nationwide. The recommendation for transit improvements in the South Corridor resulting from the current study must be competitive with other states and regions in order to be successful. This means that the South Corridor partners must identify and agree on corridor improvements next year in order to be ready to make a collective request through Metro for the 2004 funding reauthorization cycle starting in 2001-02.

What are Clackamas County's goals for the transportation system in the South Corridor area?

1. Support the *South Corridor Alternative Study* to develop and prioritize non-light rail transportation alternatives
2. Deliver a high level of transit service to develop a transit market as the southeast area continues to grow and develop.

3. Define a project that can be funded.
4. Increase transportation capacity on McLoughlin Boulevard and Highway 224 corridors for freight, buses and automobiles.
5. Separate transit from non-transit traffic congestion in the South Corridor.
6. Connect the County's three major transit centers in Oregon City, the Clackamas Regional Center and Milwaukie with compatible high capacity transit service.
7. Select an option in the future that does not preclude light rail – does not impact the right-of-way to be used for a light rail option.
8. Define a project that will be competitive for federal money nation wide.
9. Meet deadline for federal reauthorization cycle to commence in 2001-02.
10. Solicit aggressive local support for a project.
11. Request regional partners (Tri-Met, Metro, City of Portland) to implement a local funding plan to ensure matching funds are available to secure the needed federal contribution.

What could work in Clackamas County?

A **combination of compatible transit options** will most likely be the outcome of this study. The need to choose a transit option strategy that meets the demand for increased capacity and be affordable for the regional partners is critical.

South Corridor from Oregon City to Milwaukie - *Bus Rapid Transit*

The segment of the **South Corridor from Oregon City to Milwaukie** requires little new construction. Citizens and business owners in this area recently recommended no major changes to the road corridor, except to enhance bus service and provide pedestrian and bicycle improvements. Bus Rapid Transit is the term being used to describe improvements to enhance bus service: higher speed, reliability, frequency and comfort with increased ridership. These improvements could include: increased frequency of bus service with limited stops, bypass lanes for buses at congested intersections, signal priority treatments for buses and better access for pedestrians including crossings and refuge areas. Enhanced bus stations and stops could also be developed in this area.

South Corridor segment from the Clackamas Regional Center to Milwaukie - *High-Occupancy-Vehicle Lanes, Bus Rapid Transit and Busway*

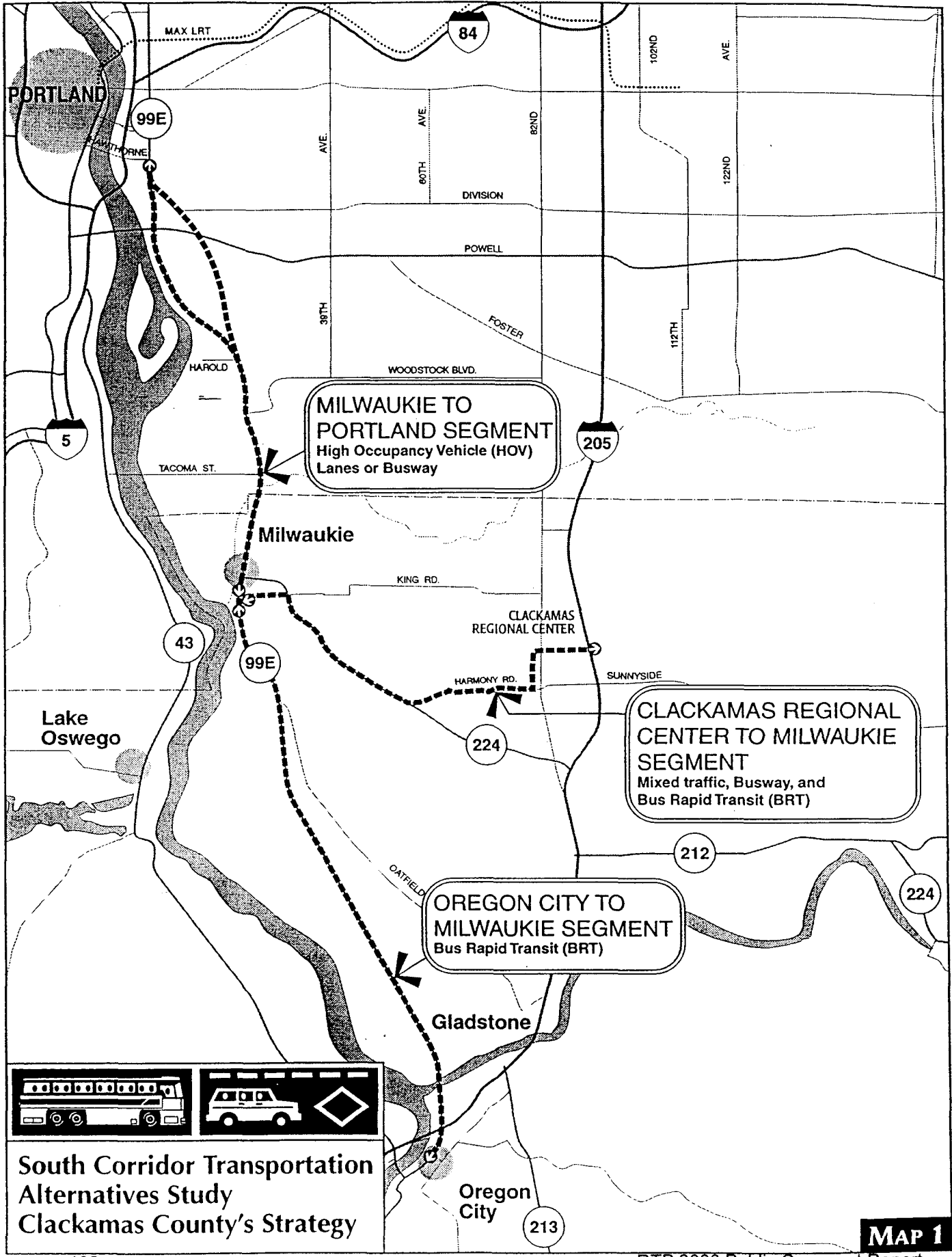
The South Corridor segment from the Clackamas Regional Center to Milwaukie could include a combination of Bus Rapid Transit, High-Occupancy-Vehicle Lanes and a Busway accessing the Clackamas Regional Center Transit Station. The route could turn north from Highway 224 at Lake Road to Harmony Road where substantial improvements would be needed on the intersection of Linwood and Harmony. A January 2000 study was prepared for the Clackamas County Department of Transportation and Development entitled *Clackamas Regional Center Transit Way Project*. It proposes the development of a busway along 80th Avenue to Monterey and the Clackamas Town Center. Express bus stops could be developed from the Milwaukie Transit Center to the Clackamas Town Center Transit Station, terminating at New Hope Church Park and Ride. The addition of turning lanes at selected intersections along Highway 224 could be developed.

South Corridor segment from Milwaukie to Portland - *Busway or High-Occupancy-Vehicle Lanes*

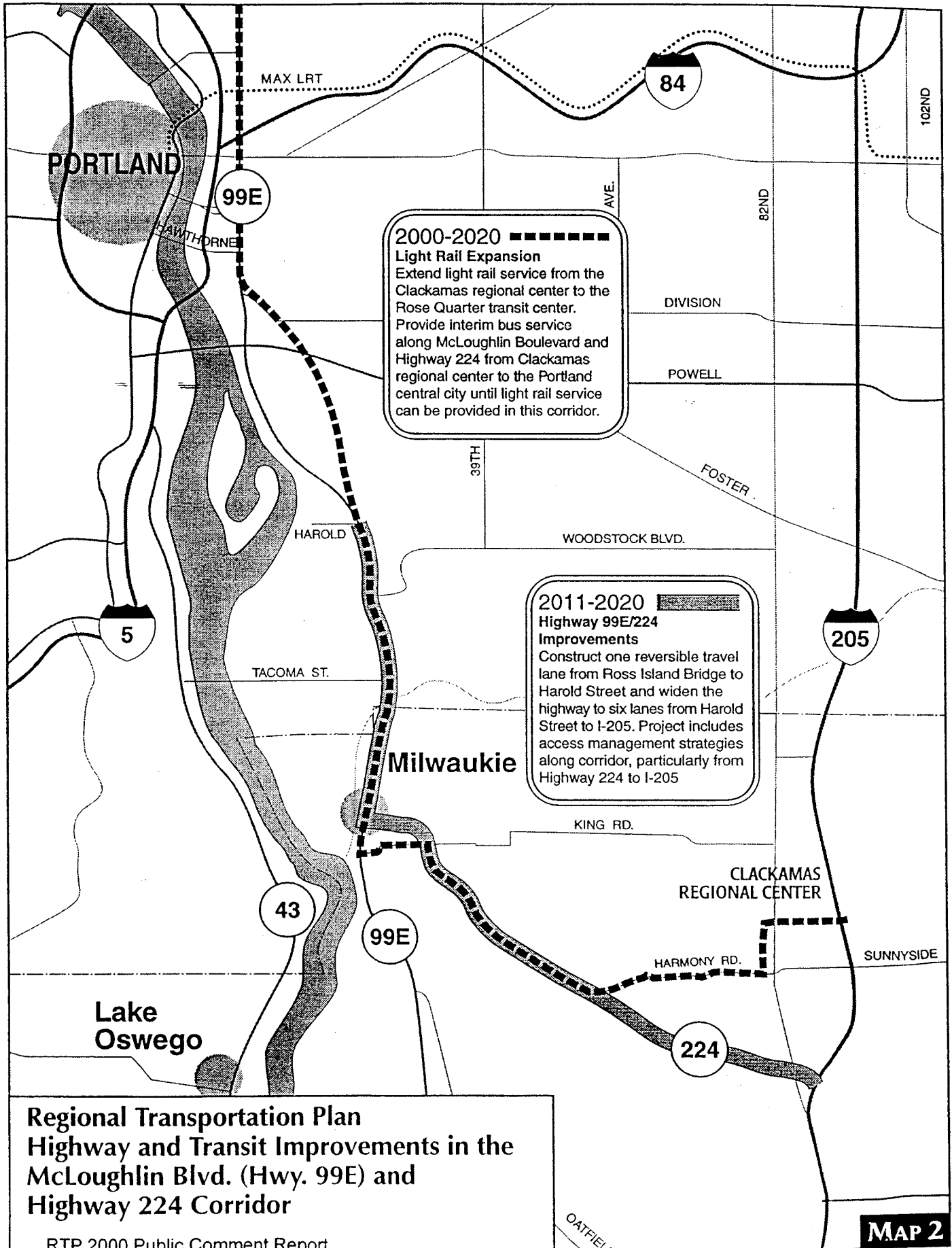
The Milwaukie to Portland segment is primarily within the city of Portland. Although light rail is not currently an option in this study, it appears to be favored by some SE Portland neighborhoods. It is important that the transit options being considered in the study meet today's needs for improved transportation capacity, without precluding building light rail in the future. A combination of High-Occupancy-Vehicle lanes, Bus Rapid Transit or Busway would provide additional needed capacity, and not hinder the potential development of future light rail. New lanes could be built with minimal environmental or social consequences, which would improve mobility of transit, freight and automobiles. The Regional Transportation Plan, RTP, (the Region's long-range transportation vision) calls for both Light Rail Transit and a highway widening in this corridor segment. (See MAP 2 page 7). Clackamas County's Strategy provides a way of enhancing transit and freight service now, at a low cost, and does not prevent Light Rail Transit later, if eventually there is need and community support.

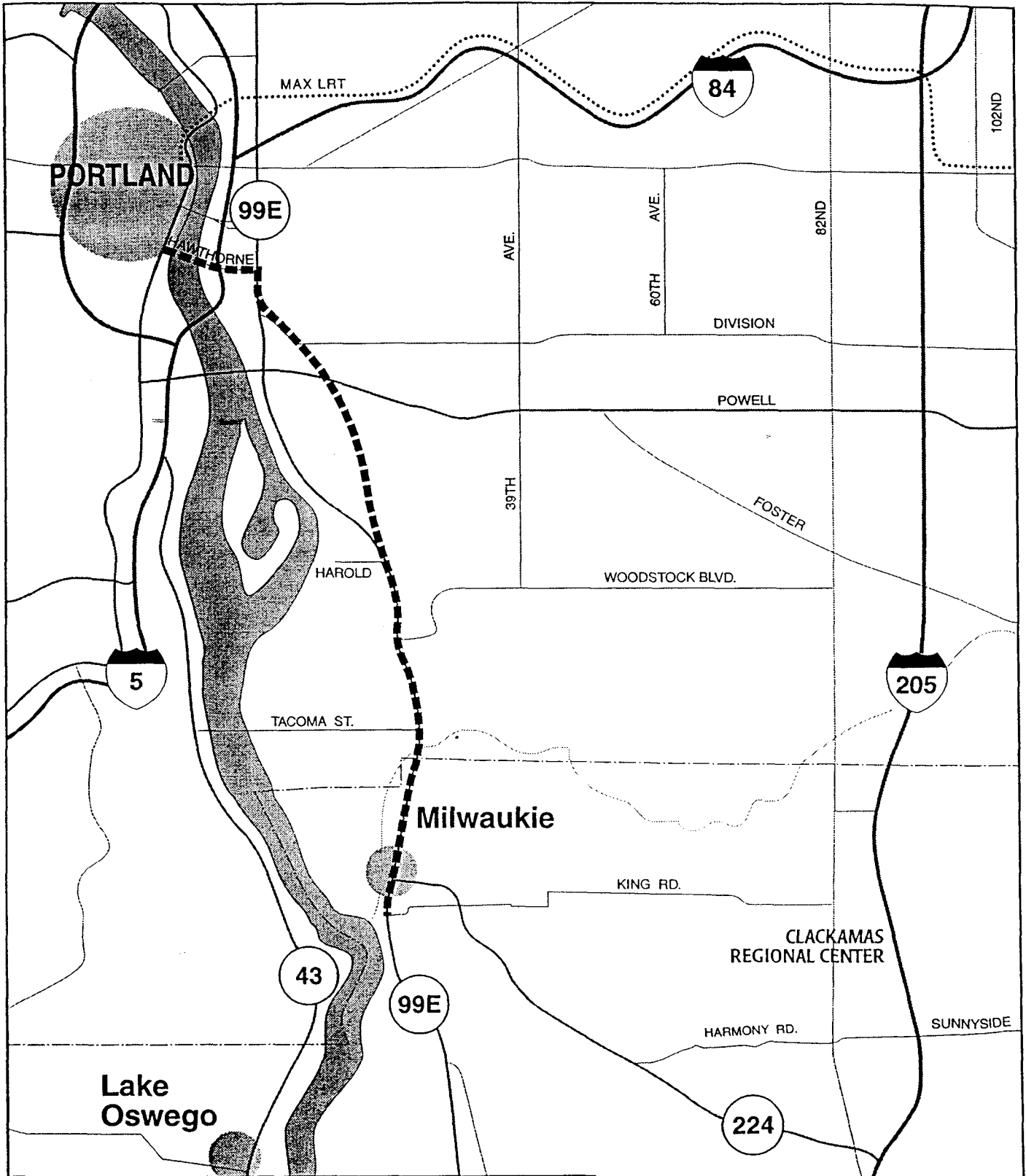
Other Alternatives under Consideration in the South Corridor Transportation Alternatives Study

- Because this Corridor is already congested and will worsen over time, a no-build alternative will not be an acceptable or responsible option.
- River Transit or Commuter Rail may not ease congestion in the corridor or carry enough riders to solve the problem.
- Hot Lanes (HOT) or tolling roads are not favored by the general public
- Light Rail Transit is not an alternative without another vote and lacks community support (even the least expensive design alternative would require over \$300 million of local match). (See MAP 3, page 8).



South Corridor Transportation
 Alternatives Study
 Clackamas County's Strategy





**Light Rail Transit
Milwaukie to Portland CBD (Pioneer Square)
Via Hawthorne Bridge**

\$674m Capital Cost (year of construction 2004)
\$18.7m Annual Operating & Maintenance Cost

OATFIELD

APPENDIX "A"

- 1979 Metro completed a system planning effort for the Milwaukie Corridor described in the *Systems Planning Report: McLoughlin Boulevard*, Staff Reports No. 59, 61, and 66. These studies examined a number of different **combinations of bus lanes, high occupancy vehicle lanes, light rail, and transportation management improvements and highway expansion.**
- 1982 ODOT completed the *McLoughlin Boulevard Draft Environmental Impact Statement*. This report proposed three alternatives to be carried forward for further study. These alternatives included a combination of **highway expansion HOV lanes, bus lanes and transportation management techniques.**
- 1982 Metro examined light rail alternatives in the *Regional LRT System Plan: Milwaukie Corridor*. Numerous alignments were examined between the Cities of Portland and Milwaukie.
- 1985 The City of Portland, Bureau of Transportation report described existing traffic problems and proposed highway and transit improvements in the *McLoughlin Corridor Improvement Program*.
- 1986 ODOT published the *McLoughlin Boulevard Final Environmental Impact Statement* selecting an alternative that would add general purpose traffic lanes between SE Tacoma and SE Reedway and a reversible mixed traffic lane between SE Reedway and the Ross Island Bridge. Improvements also called for a Tacoma Overpass and a reconfiguration of the interchange between Highway 99E and Highway 224. The selected alternative also called for the consolidation of intersections on SE McLoughlin Boulevard and the development of frontage roads. The FEIS indicates that these **additional mixed traffic lanes and the reversible lane could be converted to HOV or Light Rail** depending on the outcome of future studies. A number of these improvements have been constructed.
- 1993 Metro and Tri-Met completed the *North/South Transit Corridor Study Pre-A Alternatives Analysis (Pre-AA)* and evaluated several alternative transit modes including Busyway, River Transit, Light Rail and Commuter Rail.
- 1998 Light rail was selected as the preferred alternative in the South/North corridor and the *South /North Draft Environmental Impact Statement* was published in 1998. In November 1998, **regional voters did not pass a bond measure that would have reaffirmed the local funding for this light rail project.**
- 1998 Tri-Met studied bus expansion, as well as transportation management solutions at specific intersections. Tri-Met's Transit Choices for Livability workshop series used 2040 Regional Centers as a focus and described how transit should be used and expanded to respond to expected growth in the region over the next ten years. The report identified a full range of operating, organizational, partnership and funding strategies for transit to help ensure mobility and reinforce growth management goals. The report concludes that **an expansion for trunk and local transit service is needed to serve Milwaukie, Oregon City and the Clackamas Regional Center.**
- 1999 The *McLoughlin Corridor Land Use & Transportation Study*, Clackamas County addressed transportation design issues, street connectivity and congestion management on SE McLoughlin Boulevard between Milwaukie and Oregon City. Recommendations called for the retention of current transportation and land use policies and specific **changes to street design, parking, access. Pedestrian and bicycle facilities, transit facilities and circulation.**
- 1999 The *South Willamette River Crossing Study* recommended multi-modal crossing improvements during the next 20 years for the Willamette River corridor between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City. The Study **did not recommend construction of a new bridge across the Willamette River**, however, recommended several bicycle and pedestrian improvements to existing bridges and transit and highway capacity improvements in the McLoughlin Corridor and on Highway 224.
- 1999 Metro's *Traffic Relief Options Study* evaluated **peak-period pricing** (charging a fee to use express lanes at the busiest times of day) as a potential tool for managing congestion in the region. The study concluded that peak-period pricing can be an appropriate tool for managing congestion and should be considered for any major new transportation construction projects in the region.
- 2000 Metro's *Regional Transportation Plan* identifies the Highway 99E (SE McLoughlin Boulevard)/Highway 224 corridor from Portland to Milwaukie to the Clackamas Regional Center for capacity improvements including **widening to six lanes with some access management and intersection grade separation light rail service in a 20-year time horizon.**