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# **Priorities 2002**

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Metropolitan  
Transportation  
Improvement  
Program

2002-2005

## **Project Ranking Public Comments**

June 12 – July 11, 2001



**METRO**

**Priorities 2002 MTIP  
Project Ranking  
Public Comment Report  
July 18, 2001**

**Introduction**

This report is a compilation of public comments regarding funding priorities for the fiscal years 2002 – 2005 Metropolitan Transportation Improvement Program (MTIP) in summer 2001. Public input was solicited on the ranking of projects from June 12 to July 11, 2001. A public comment meeting was held at Metro on Monday, June 18 from 6 to 9 pm. Comments have been summarized from that meeting, plus written communications (mail, fax and e-mail) and the telephone hotline. Anonymous letters and comments are not included in this summary.

The report is divided into the following six sections:

- 1. Summary of Comments** – This section provides a general summary of all comments, written and oral, received during the public comment period, June 12 – July 11, 2001.
- 2. Oral Comments** – This section contains a brief synopsis of oral comments received at a public comment meeting on June 18 at Metro. All comments have been summarized to best reflect each person's sentiments. Attachments to the oral comments are included.
- 3. Written Comments** – This section includes written comments received during the public comment period from June 12 to July 11, 2001. Each written response has been summarized, similar to the oral comments, and all letters and comment cards are included in this report.
- 4. Post Cards** – More than 100 pre-printed post cards were received regarding support of funding of the Springwater Trail. Since the post cards all supported funding for the same project, this section lists the names and addresses only.
- 5. Appendix** – This section includes sample copies of public notices, advertisements, press releases and other associated materials.
- 6. Index** – This section includes an alphabetized list of all citizens and organizations who commented and the page(s) where their comments appear.

Many thanks to the citizens and governments of the region who took the time to review and make comments on the ranking of projects in the Priorities 2002 MITP funding process.

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Section One

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**Summary of Comments**

# Priorities 2002 MTIP

## Summary of Public Comments

### June 18, 2001

This report provides a summary of public comments received on transportation funding priorities in the 2002-2005 Metropolitan Transportation Improvement Program (MTIP). All comments received during the public comment period, June 12 – July 11, 2001 are included. Both oral and written comments were received during a public comment meeting held on Monday, June 18 at Metro.

The MTIP is a regional transportation funding program that identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions submit transportation projects to Metro for funding consideration. Eligible projects range from freeways, roads and highways to buses, bicycle lanes, boulevards, pedestrian improvements and planning projects. For the first time, freeways improvements are in the proposed project list.

A public comment packet, with project descriptions and the draft project rankings, was mailed to interested parties on request and was available at the public comment meeting. The public was asked to comment on the following:

1. Of the transportation projects under consideration for funding, which do you think are most important?
2. Do you think that regional funds should begin to fund freeway improvements (work formerly paid for by the Oregon Department of Transportation)?
3. Does the recommended technical ranking seem reasonable? If not, why not?
4. Are there other project considerations that would interest decision makers?"
5. Do you have recommendations for the modal mix (freeways, roads, buses, bike lanes, sidewalks, etc.) of projects that should be included in the final package?

Most comments focused on the first and last questions regarding the most important projects for funding and the modal mix desired.

A public comment meeting was held at Metro on June 18, 2001. More than 50 oral comments were received by two panels. The panels consisted of Metro Councilors, JPACT members and Metro staff. All oral comments were summarized and may be found in Section 2. Comment cards from the meeting may be found under Section 3, Written Comments.

## **Comments in General**

Many comments were received in favor of a balance of transportation investments, especially those that will reduce the number of cars on the road. Many of the comments requested that public transit be the top consideration, followed by bicycle and pedestrian paths. A few letters questioned the need for freeways or freeway widening.

Bicycle advocates strongly requested more bike and pedestrian paths, noting that these multi-use paths would take cars off the roads during the peak commute times, as well as provide more weekend recreation. The value of bike and pedestrian improvements on non-freeway bridges was also stressed.

Other general comments focused on the need for sidewalks in neighborhoods, and the need for more TDM projects in the region. Many comments related to safety of streets and crossings with the growth of traffic congestion.

The TOD program in general was praised for providing public/private partnerships for successful mixed-use projects in high-density town centers.

## **Specific Comments**

### **Summary of comments received on projects**

A total of 565 comments, oral and written, were received on specific MTIP projects in the project ranking public process.

The most support was shown for the bike projects (46 percent), road modernization (18.7 percent), boulevards (8.4 percent), and transit projects (7 percent). This represents a balance of project modes around the region, with bicycle trails (especially the Springwater Corridor) being the focus of this comment period.

Fewer comments were received on pedestrian projects (6 percent), freight projects (4.6 percent), TDM projects (3.7 percent), planning projects (2.5 percent), TOD projects (2 percent) and road reconstruction (.7 percent).

## **Specific Comments by Mode**

### **Bike projects**

A total of 259 comments (46 percent) were received on all of the bicycle projects, with the most received on the East Bank Trail/Springwater Trail.

#### **East Bank Trail/Springwater Trail**

A majority of bike comments (160) were in favor of the East Bank Trail/Springwater Trail Connector project. Of these comments, 113 were pre-printed post cards with personalized notes. It was a unified response, urging the linking of trails for bicyclists and pedestrians. Many people noted the potential to increase bicycle commuting and reduce the number of cars on the road by creating a trail to downtown Portland. The project is seen as a critical link to other regional trails, to OMSI and to the new Eastbank Esplanade.

#### **Morrison Bridge Bicycle/Pedestrian Facility**

Many comments (48) were in favor of the multi-use pathway across the Morrison Bridge. It is considered a vital link to downtown Portland for bicyclists and pedestrians traveling to work and school, as well as for recreation.

#### **Gresham-Fairview Trail**

Twenty-four comments were received in favor of constructing this bike/ped path, to help gain more access to downtown Gresham, as well as more recreational opportunity.

#### **Fanno Creek Trail, Phase 2**

Eighteen comments on the Fanno Creek Trail emphasized this trail as a critical link in the only bike path system in Washington County.

#### **Washington Street Boulevard Project PE: 12<sup>th</sup>/16<sup>th</sup>**

This project received nine comments in favor of mixed-use bike, transit and pedestrian amenities as improving livability in Oregon City.

### **Pedestrian Projects**

Thirty-five comments (6 percent) were received on seven pedestrian projects in the ranking process.

#### **The Jennings Avenue: 99E/Portland Ave. Ped Access Project**

This project received the most comments and support (12) of all pedestrian projects.

#### **Regional Pedestrian Access to Transit Program**

Nine comments stressed the need for more access to bus lines through more sidewalks and pedestrian amenities around the region.

### **257<sup>th</sup> Avenue Pedestrian Improvements**

Five comments were received on the need for improvements for pedestrians along this transit corridor.

### **Molalla Ave. Boulevard Project**

Four comments stressed the need for boulevard status for Molalla Avenue.

### **Forest Grove Town Center Pedestrian Improvements**

Three comments emphasized the need for this project for safety and to advance the town center concept in Forest Grove.

## **Boulevard Projects**

A total of 48 comments (8.4 percent) were received on eight proposed boulevard projects.

### **Stark Street Boulevard Project**

The construction of this extension of the Stark Street Boulevard project was requested by 11 comments, especially in concert with other Gresham area transit, trail and railroad over crossing projects to help address safety problems and help Gresham achieve its transportation goals.

### **Division Street Boulevard, Phase 2, Main/Cleveland**

This extension was supported by seven comments, to link the Gresham Civic Neighborhood district to downtown Gresham.

### **McLoughlin Boulevard Project PE (Oregon City)**

This project received seven comments, stressing livability and tourism in Oregon City.

### **Cornell Road Boulevard Project – Murray/Saltzman Road**

Seven comments were received in favor of the Cornell Road Boulevard Project.

### **102<sup>nd</sup> Avenue Boulevard Project: Hancock/Main**

Five comments were in favor of this project to support the Gateway Regional Center district.

### **McLoughlin Boulevard Project (Milwaukie)**

This project received five comments for supplemental funds for construction.

### **Boones Ferry Road Boulevard: Madrone/Kruse Way**

The widening of Boones Ferry Road received five comments in favor.

The remaining project, Cornelius Main Street Boulevard Project, received one comment.

## **Road Modernization Projects**

A total of 106 comments (18.7 percent) were received on road modernization, stressing safety and traffic congestion problems.

### **Sunrise Corridor Phase 1 PE: 205/Rock Creek Junction**

Twenty comments were received supporting the Sunrise Corridor improvement in Clackamas County and Happy Valley. One person said it was critical to enlarge Happy Valley. Most of comments came in with a group of other road improvement comments in Clackamas County. A few comments questioned the need for this project in the region.

### **Sunnyside Road PE –122<sup>nd</sup>/132/d**

Widening of this project was supported by 16 comments, also presented in a group of road improvements for the benefit of Clackamas County residents.

### **Harmony/Linwood Railroad/ Intersection**

Thirteen comments supported intersection improvements, including future HCT route through Milwaukie. This also came with a group of requested improvements in Clackamas County.

### **SE Foster Road at SE 162<sup>nd</sup> Ave.**

Seventeen comments supported this project, with the stress on the need for safety. It is said to be an extremely dangerous intersection for cars, bikes and pedestrians to cross.

### **Clackamas ITS Program Phase 2**

Eleven comments were in favor of signal equipment and timing for Clackamas corridors.

### **Gresham/Mult. Cty. ITS Program, Phase 3B**

Nine comments supported the Gresham/Multnomah County ITS Program for adaptive signal timing in the 181<sup>st</sup> and Burnside corridors.

### **US 26 Widening PE – Murray/Cornell**

This freeway widening project received five comments on the need for relief from traffic congestion in this corridor for cars and trucks.

Other projects received three or fewer comments

## **Road Reconstruction Projects**

Only four comments (.7 percent) were received on the road reconstruction projects, one each on the Johnson Creek Boulevard Project and the SW 23<sup>rd</sup> Avenue Project. Two comments were received on the Naito Parkway Project, noting a multi-year struggle for a funding package.

## **Freight Projects**

Twenty-six comments (4.6 percent) were provided on the need for freight projects.

### **223<sup>rd</sup> Avenue Railroad Overcrossing**

Nine comments supported this rail crossing for safety and greater access to Gresham.

### **North Lombard RR Overcrossing: N. Burgard Ave./N. Rivergate Blvd.**

Nine comments requested this project, stressing safety problems and the problem that employees are late to work if trains are running during peak morning hours.

### **Columbia/Killingsworth East End Connector**

Eight comments were in favor of supplemental construction funds for habitat protection needs and traffic safety.

## **Transit Projects**

Forty comments (7 percent) were received on all of the proposed transit projects, indicating an interest in improving transit access and efficiency around the region.

### **South Corridor Draft EIS**

Fifteen comments were received on the need to continue the South Corridor Transportation Alternatives Study. Most came with unified requests for a group of road projects in Clackamas County, stressing the need for more transit options, as well.

### **Gresham TCL Service Increases**

Ten comments supported more efficient bus service in Gresham, citing the need for more access into downtown Gresham and surrounding development.

### **Beaverton/Tigard TCL Service Increases**

Six comments stressed the need for more transit service in Washington County.

Four comments each were in favor of the McLoughlin/Barbur Transit Service Continuation Project and the Bus-based Washington County Commuter Rail Ridership Buildup. All letters urged more transit service for these congested corridors.

## **Transportation Demand Management Projects**

Twenty-one comments (3.7 percent) were received on all of the proposed TDM projects in the region, citing the need to reduce single-driver auto commuting.

### **TMA Assistance –TDM Program**

This program to provide local TDM services at key regional locations was supported by seven comments. They cited the success of current commuter programs and the need to increase services.

### **Region 2040 Initiatives – TDM Program**

Five comments were received in support of this program to supplement Tri-met transit services and innovative projects.

All other TDM projects received comments in support of access to jobs in regional and town centers and the need for alternatives to commuting.

## **Transit Oriented Development Projects**

Twelve comments (2 percent) were received in support of TOD projects in the MTIP ranking process.

### **Transit-Oriented Development Implementation Program**

Eleven comments supported the TOD program at Metro, asking that this program continue to provide public/private partnerships for successful mixed-use developments near transit stations.

## **Planning Projects**

Fourteen comments (2.5 percent) were received on three proposed planning projects.

### **Willamette Shoreline Rail and Trail Study**

Eight comments stressed the need for a rail and bike corridor from Macadam District to Lake Oswego, stating the need for more non-auto commuting options.

### **Regional Freight Program**

Four comments were received on the Regional Freight Program, citing the need to study freight movement for future improvements to the transportation system.





Section Two

**Oral Comments**

**Public Meeting**  
Metropolitan Transportation Improvement Program (MTIP)  
6:00-9:00 p.m., June 18, 2001  
Council Chamber Annex, Metro Regional Center

Panel Members receiving public comments: Mike Hogle, Metro Regional Planning Director (Acting Chair)  
Carl Hosticka, Metro Councilor  
Bill Kenemer, Clackamas County Commissioner  
Rod Monroe, Metro Councilor  
Rod Park, Metro Councilor  
Kay VanSickel, Oregon Dept. of Transportation

Mike Hogle called the public hearing to order at 6:05 p.m. He explained the Metro process for MTIP (Metropolitan Transportation Improvement Program) funding. He said currently, the projects were listed and prioritized in the "Priorities 2002 MTIP Update Public comment Packet" and that Metro wanted to hear from the public how they should be ranked. He said Metro is trying to implement its RTP – the Regional Transportation Plan – a regional transportation system that emphasizes balance. He said JPACT (Joint Policy Advisory Committee on Transportation) and the Metro Council would not make any decisions until September. Kay VanSickel said written testimony was welcome also and would be taken until July 11, 2001. Mike Hogle noted all the project information was available in the next room (Council Chamber).

Councilor Monroe said the MTIP process is often misunderstood. He said Metro has very little discretion over federal funding and the \$38 million discussed at this public hearing is one of the few pots of money Metro will have any discretion over. He noted half the MTIP dollars are allocated for CMAQ (Congestion Mitigation/Air Quality) purposes, so half of the projects selected must improve air quality. He said the other half is completely discretionary and can be allocated for alternative modes or highway projects, etc. He said it was important to understand that if the bulk of MTIP dollars are spent on alternative modes, that does not mean the bulk of all transportation dollars are spent on transportation modes and to recall that there is a legislative limitation on funds also.

The MTIP panel opened the public meeting.

**Aleta Woodruff**, 2143 NE 95<sup>th</sup> Place, Portland, 97220, Opportunity Gateway PAC and Metro Committee for Citizen Involvement member, distributed written testimony from the Opportunity Gateway Program Advisory Committee and said the Committee was concentrating on the 103<sup>rd</sup> Avenue area in conjunction with light rail transit (LRT). She said the 102<sup>nd</sup> Boulevard project is listed on page 4 of the MTIP priorities packet and hoped that it would move farther up the list.

**Larry Blaufus**, Opportunity Gateway PAC member, said he worked at Pacific Power and was a member of the Gateway PAC and the Gateway Business Association. He reviewed the letter of testimony distributed, especially referring to paragraph no. 3. He said the infusion of dollars into the projects mentioned in their letter for mixed-use development on 102<sup>nd</sup> and 99<sup>th</sup> is crucial to

the success of those projects. He noted Gateway is a designated urban renewal area pending approval from the City of Portland.

**Kenny Ascher**, Portland Development Commission, said these projects encompass Portland's response to the Metro 2040 plan to make Gateway a regional center which he said is a special area both in its potential and its history. He said Gateway offers the opportunity to do a style of redevelopment and an intensity of development that would really not be possible anywhere else. He said when the Gateway PAC started, there was no roadmap or plan of any kind for the area and there was now. He said a lot of these projects are just coming to fruition and that a market does not just happen, it needs to be created and that requires the strategic investment of early development dollars in newer buildings and infrastructure. He said that kind of investment would not happen in Gateway without some investment of public dollars. He said the two Gateway projects are critical, the timing is critical and urged Metro's support on both projects as a logical step in helping make the Gateway Regional Center become a reality.

**Paul DeMarco**, Clackamas Town Center manager, 11950 SE 358<sup>th</sup> Court, Boring, 97009, said the owners of the Clackamas Town Center are committed to the 2040 Growth Concept and the concept of multi-level parking, etc. He said the area surrounding CTC needs investment dollars and said there should be investment in the Sunrise Corridor to take the burden off I-205. He said the second project they endorse is the Sunnyside Road expansion and said he knew ODOT (Oregon Department of Transportation) is building the Sunnybrook extension. He said Sunnyside should be expanded out to 122<sup>nd</sup>.

Councilor Monroe asked Mr. DeMarco if he supported the South Corridor Transportation Alternatives study. Mr. DeMarco said transit along I-205 or in the middle of 25 made a lot of sense. Councilor Monroe asked if he thought alignment of the North/South LRT (light rail transit) should be in a different spot. Mr. DeMarco said it had been suggested that LRT could come to the east side of CTC, stop there for Phase I and then the extension could continue in Phase II. Councilor Monroe discussed other suggested alignments including one proposed for Milwaukie that might go to CTC and ultimately to Damascus. Mr. DeMarco said either one of those options would work for CTC.

Councilor Monroe said he understood each merchant at CTC is guaranteed so many parking spots per store. Mr. DeMarco said that is true, but can be changed by having parking go up. He said any retail expansion they have on the board is already tied in with one, two or three parking structures. He said the department stores realize they have to work with parking alternatives also.

**Mayor John Williams**, Oregon City, said Oregon City is a city of "firsts" – the first city in Oregon to have a newspaper, etc., but said unfortunately Oregon City is also first in the State for traffic accidents and traffic-related deaths. He discussed MTIP Project CBL3 – McLoughlin Boulevard Project PE: 1-205/Railroad Tunnel (\$625,000 for regional preliminary engineering funds to design Boulevard treatment of McLoughlin/99E as a riverfront promenade through downtown Oregon City) and said the project would enhance pedestrian amenities with wider sidewalks, a river promenade and river view points as well as improve the streetscape with decorative lighting and landscape improvements. Mayor Williams said the project also relates

well to the downtown and waterfront master plan. He said Metro should put a high priority on this project for safety reasons and finishing downtown projects.

**Commissioner Doug Neeley**, Oregon City, discussed Project CB2 – Washington St. Boulevard Project PE: 12<sup>th</sup>/16<sup>th</sup> (\$750,000 for design and construction funding, with local 36 percent match, to restripe 1,300 feet of a four-lane Community Street/Transit-Mixed Use Corridor to two lanes, with turn protection and two new signals at 14<sup>th</sup> and 15<sup>th</sup> Streets. Also implements bike, transit and pedestrian amenities). He said the project would add 6 foot bike lanes for approximately 1,300 linear feet, construct ADA-compliant (Americans with Disabilities Act) curbs and sidewalks, replace signals at 14<sup>th</sup> and 15<sup>th</sup> Streets, add pedestrian refuges and enhance pedestrian crossings at intersections as well as improve the streetscape with decorative lighting and street trees. Commissioner Neely said this was a major, important corridor and improvements there were necessary for any bicycles to access the upper level of Oregon City safely.

**Linda Carter**, 1145 Molalla Ave., Oregon City, 97045, Oregon City resident, said she owned a business on Molalla Avenue and discussed Project CP2 – Molalla Ave. Boulevard Project – Willamette/Pearl & Mountain View/Holmes (\$500,000 for construction funds for Boulevard treatment of Molalla Ave: restripe to two lanes w/turn protection from Division to Hwy. 213; provide street amenities along two four-block segments in downtown Oregon City) and cited the physical constraints of the streets in the area, both natural and built. She discussed current problems for pedestrians, bicyclists and drivers and said density would continue to increase and overload an already overloaded transportation system and negatively impact Oregon City's current economic development. She said Oregon City has been somewhat neglected, but is ready to move forward and realize its potential.

Commissioner Neeley noted he did not think Molalla Avenue had enough room for a wheelchair to maneuver.

**Margaret Pritchard**, 2510 SE Concord Road, Milwaukie, 97267, engineering consultant, said she served on the McLoughlin and South/North Corridor Studies and was active with the North Clackamas Chamber of Commerce. She discussed the Sunrise Corridor and said Hwy. 224 has an extensive accident record including one that occurred today involving a police officer. She said the area is extremely job-starved, but that she is testifying at this time regarding the safety factor. She said Mr. DeMarco discussed the same issue and how it affects safety at CTC and said that motorists are getting extremely frustrated by the area. Ms. Pritchard asked Metro to give Project CM3 – Harmony/Linwood/Railroad Intersection a higher priority and said again the reason to do so was for enhancement of safety. She said the Burlington Railroad should be considered a deep pocket to get that situation corrected. She asked Metro to consider the priorities with the few dollars they have for safety reasons and also to look to the railroad for funding because that is one of their main crossings. Ms. Pritchard said a letter was sent to Presiding Officer Bragdon on this subject and that staff should get a copy soon.

**Tim Knapp**, City of Wilsonville, 30000 Town Center Loop E, Wilsonville, 97070, discussed the two projects submitted by Wilsonville for Metro's consideration – CTR1 – Smart Transit Center Park & Ride and CM5 – Boeckman Road Extension (Dammach Urban Village): 95<sup>th</sup> Ave./Graham's Ferry Road. He said Wilsonville thinks that the Boeckman Road Extension is

under appreciated in Metro's ranking and said the project is absolutely essential for Dammasch Village. He said Metro's analysis focused on 2020; a little short of Dammasch Village's planned timeframe. He said Wilsonville had been told to put connectivity in that location and that the transit center would fill corollary needs. He said as far as providing a tie-in, it would provide connections to Portland and Salem and the heavy job creation they have with employers at this site. He said Wilsonville has more jobs than houses. He said it has virtually no road network, is an old farm town and split by railway. He said they need to have more connectivity or there will be more problems down the line. He urged Metro to fully fund and plan the Boeckman Road Extension and the first park and ride extension Wilsonville has ever had. He said Wilsonville's current transit situation does not encourage alternative modes of transportation.

**Bayard Mentrum**, 2858 NW Santanita Terrace, Portland, OR 97210, wished to express support for Metro's TOD program. He said he directly invests in and promotes the types of projects Metro encourages. He said he developed a mixed use project on NE Weidler in 1990 and that PDC (Portland Development Commission), Portland and the Lloyd District all strongly supported it, but it did not get built for lack of investment dollars. He said because of that, a grocery store was built on the freeway.

Councilor Monroe asked Mr. Mentrum if he favored any specific TOD programs. Mr. Mentrum said he supported the TOD program in general. Councilor Monroe said the Council is very supportive of the TOD program also.

**Judy Edwards**, Westside Transportation Alliance, 15455 NW Greenbrier Parkway, Suite 210, Beaverton, 97006, supported several projects and programs including TMA (transportation management association) TCL, 2040 Initiatives and Tri-Met's TDM (transportation demand management program). She said Metro had likely heard about the success stories on McLoughlin Boulevard and urged support for the Beaverton/Tigard TCL service. She said \$30,000 would expand service in Tigard and workers, elderly and disabled citizens could be picked up. She said with vehicles and drivers already there, it made sense to maximize that program. Ms. Edwards discussed a third program and noted her button – "Car Free, Carefree" – referring to another public/private partnership.

**Mike Rossmon**, Peak Development, 719 NE Roberts Ave., Gresham, 97030, spoke in favor of the TOD program. He said it was instrumental in developing/helping make Central Pointe a successful mixed use program and that it was a breakthrough projects in terms of density and design. He discussed projects completed with other partners and said one of those is a 19-rowhouse unit project within walking distance of LRT. He said mixed use projects often need public partnership and that the TOD program was often instrumental in whether a project would be successful or not. He thanked JPACT and the Metro Council for the opportunity to speak.

**Rebecca Anderson**, Multnomah County Bike & Pedestrian Committee, 8508 NE Schuyler, Portland, 97220, urged Metro to fully fund the Morrison Bridge multi-use path project especially during this funding cycle. She said this project has received a huge amount of support and said all of the proposed bike/ped projects are intrinsic to the success of a multi-modal project. She said this type of project had been done successfully in Denver. She also asked Metro to think about bike access on I-205 because bike access there is horrible, scary and almost useless.

Councilor Monroe agreed with Ms. Anderson that the I-205 bike path was bad. He asked Ms. Anderson what she thought of connecting the Springwater Corridor to OMSI (Oregon Museum of Science & Industry). Ms. Anderson said it would be wonderful if Metro could make a bike path circle up the Banfield to 205. She said that would be even better than what Denver currently has.

**Libby Dawson**, Farr Lennertz Coyle & Associates, 321 SW 4<sup>th</sup> Ave., Suite 800, Portland, 97204, urged Metro to continue funding TOD projects. She said their firm is working on a project for Gateway now incorporating mixed-use elements.

**Dick Jones**, 3205 SE Vineyard Road, Oak Grove, 97267, citizen, spoke in favor of the Sunrise Corridor Phase I project. He said he appreciated the opportunity to speak and would submit written comments later. He said no points were given to the project in two categories – effectiveness and safety issues. He said the cost would not be prohibitive for Phase I and that safety was looked at over the entire length rather than the piece being talked about in Phase I which is one of the more dangerous in the State. He said the project would give more freight access to the Sunrise Corridor and cited truck statistics to support that. He said the project is a combination of road modernization and an increase in the quality of freight. He said another important factor is that when rating these projects, there is no place to show where funds would be leveraged from elsewhere. He said getting the funding right now would allow this project to go into construction.

Mike Hoglund explained when and how leveraged funds were factored in and considered in the MTIP process.

**Rob Wheeler**, Happy Valley Chamber of Commerce Board of Directors, 12088 SE Reginald Court, Clackamas, 97015, said the Chamber's top priority is the Sunrise Corridor. He said Metro was aware of how many Clackamas County citizens travel outside of the county for jobs and said it would also alleviate congestion on 205. He said Sunnyside Road is their second priority – widening from two to four lanes. He said both of these areas certainly impact Happy Valley. He said the Harmony Road project is their third priority – where four roads intersect and trains go through also. He said funding would alleviate travel problems there and said a park and ride facility had been mentioned. Mr. Wheeler submitted a letter from the North Clackamas County Chamber of Commerce dated June 5, 2001 endorsing five MTIP projects as follows:

<i>Project Name</i>	<i>MTIP Funds Requested</i>	<i>Project Description</i>
1. Sunrise Corridor Unit 1	\$4,000,000	(30% prelim. Design and engineering phase)
2. Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$625,000	(Final design)
3. Harmony/Linwood Intersection	\$750,000	(Final design work)
4. Clackamas ITS/ATMS program	\$500,000	(Phase 2 construction)
5. Jennings Avenue at	\$350,000	(Design and construction)

<i>McLoughlin (99E) Pedestrian Access to transit</i>		
<i>Total Clackamas County Request</i>	<i>\$7,725,000</i>	

He said the Chamber also supported the use MTIP funds for further North/South corridor study.

Councilor Park and Commissioner Kennemer both discussed current development issues in Clackamas County and future connectivity.

**Janette Palmer**, Wilsonville Smart Transit, 30000 Town Center Loop E, Wilsonville, 97070, encouraged Metro to fund Wilsonville’s park and ride project.

Councilor Hosticka asked how many people would potentially use smart park. Ms. Palmer said ridership going in is greater than that going out. Councilor Hosticka asked how many riders would come from the Canby/Aurora area. Ms. Palmer said she did not know.

**Randy Cartmill**, Columbia Grain Inc. vice president and general manager, 15660 N Lombard, Portland, 97203, submitted written testimony and urged Metro to support Project PF2 – North Lombard Overcrossing: N. Burgard Ave./N Rivergate Blvd. (Supplemental construction funds to cover design changes for habitat protection needs of this otherwise fully funded project to widen N. Lombard from two to four lanes, add five foot bike lanes, a four foot median and one seven foot sidewalk, and to grade separate the street crossing of the BN and SP rail lines). He said the project would improve both modes of transportation, road and rail, increase safety and help them load ships faster with grain. He said Columbia Grain is responsible for loading percent of the total wheat and barley exported from the United States.

Councilor Hosticka asked where the trains came from. Mr. Cartmill said they mostly came from the western states.

**Alex Harvill**, 3821 NE 21<sup>st</sup>, Ave., Portland, 97212, bicycling commuter, said, regarding the Boeckman Road project, that it seemed really absurd to build what basically amounted to a private driveway for a private company over wetlands. He advocated increased ridership over bridges and funding of the Morrison Bridge and Springwater Corridor projects.

**Martha Waldemar**, Sunnyside United Neighbors, PO Box 306, Clackamas, 97015, submitted and read written testimony for the record. She said Sunnyside United Neighbors CPO endorsed the two projects that directly affect their area: Sunnyside Road – 122<sup>nd</sup> to 132<sup>nd</sup> Avenues (final design) and Sunrise Corridor Unit 1 (30% preliminary design and engineering phase). She said they believe those projects were ranked lower than they should have been – especially in terms of congestion, safety and the growing volume of vehicles using the roads. She said there is an immediate need for Sunnyside Road to be extended east from 122<sup>nd</sup>, especially when seven lanes merge into three after Phase I is completed. She said studies show that 60 percent of Clackamas County residents travel outside the County for employment purposes and some of them include all of Sunnyside Road in their route. She discussed the geography and various road constraints of different areas and cited large businesses present in the area such as the Fred Meyer



Distribution Center, USF Reddaway Trucking and others with a large amount of employees. She said those business used trucks to move their goods and products and some of them use rail. She said it was not unusual to have long back-ups of vehicles along the shoulders of I-205 on the east bound off-ramps. She said the intersection of 82<sup>nd</sup> Drive and Hwy. 212/224 has long been recognized as one of the most dangerous intersections in the State. She said Sunrise Corridor improvements would alleviate traffic congestion and safety concerns and help keep these large employers in the area.

**Leslie Lyon**, 2188 NE 7<sup>th</sup> Ave., Portland, 97212, citizen and member of the local Green Party Chapter, urged funding for accessible bicycling on the Morrison Bridge.

**Stephen Coyle**, Lennox Coyle & Associates, 321 SW 4<sup>th</sup> Ave., Portland, 97204, spoke in favor of Metro's TOD program in general and urged Metro to fund it as fully as possible.

**Betty Atteberry**, Westside Economic Alliance director, 10200 SW Nimbus Ave., Suite G3, Portland, 97223, urged Metro to use STP dollars for funding roads and modernization projects. She said they favored funding highways with MTIP dollars, especially with regard to Highway 26 and also strongly supported TCL projects.

**George Crandall**, Crandall Arambula, 520 SW Yamhill, Suite 4, Portland, 97204, submitted written testimony and urged Metro to give the TOD program its highest priority. He said the TOD program is the only program that Metro is considering that directly addresses the issues of investing in the kinds of projects the region says it wants: Well-designed high density projects with mixed-use and high quality pedestrian amenities. He said Metro's own studies show that these projects increase transit use by up to ten times, lessen congestion and improve air quality. He said Crandall Arambula specializes in mixed-use and TOD. He said they completed the initial design on Orenco Station and are currently completing designing five Interstate MAX (Metropolitan Area Express) stations as part of the Interstate MAX Station Revitalization Strategy. He said their experience has shown that these types of projects have many public benefits, but are difficult to implement and rarely happen by themselves. He said what is needed public/private partnerships such as the kind that result from the TOD program. He urged the Metro Council and JPACT to make funding the Metro TOD program its highest priority.

**Ed McNamara**, Prendergast & Associates director of development, 1930 NW Irving St., Portland, 97209, submitted written testimony and urged Metro to support the TOD program as fully as possible. He said they purchased a 3.7 acre vacant auto dealership on NE 16<sup>th</sup> between Sandy Boulevard and Glisan Street and renovated the site by putting in 274 housing units within walking distance of the Lloyd District, a few blocks from three bus lines on Sandy, nine blocks from MAX, added new retail space, curb extensions and other improvements to enhance the site and Sandy Boulevard in that area. He said that project would not have been possible without TOD funding.

**Joseph Christman**, 5262 NE 29<sup>th</sup> Ave., Portland, 97217, urban designer and former Americorps employee, advocated full funding for the bike/ped projects as listed including the Morrison Bridge and the Springwater Extension.

**Jeme Brelin**, 2188 NE 7<sup>th</sup> Ave., Portland, 97212, citizen, said MTIP funding should not be used for road improvements but should be dedicated to alternative transportation projects and urged full funding of the Morrison Bridge bike path for increased connectivity between the east/west sides of Portland.

**Chuck Hawkins**, 1440 E Powell, Gresham, 97030, Bicycle/Pedestrian Committee liaison to Multnomah County, submitted a list of "Transportation Projects that Matter to East Multnomah County" and urged as much funding of bike paths as possible. Mr. Hawkins' project list included:

- The Gresham Fairview Trail for \$852,000
- Division Street Boulevard Phase II for \$989,000
- Stark Street Boulevard Phase II for \$800,000
- Intelligent Transportation System Phase 3B for \$1,000,000
- 223<sup>rd</sup> Railroad Overcrossing for \$149,000
- 181<sup>st</sup>/182<sup>nd</sup> Improved Bus Service for \$1.4 million
- Transportation Management Association for \$500,000
- 257<sup>th</sup> Avenue Pedestrian Improvements for \$1.3 million

No other persons present wished to give testimony and the public hearing was adjourned at 8:26 p.m.

Meeting record prepared by Paulette Allen Copperstone, Program Assistant 2

### **Attachments to the Minutes**

The follow pages were submitted in support of testimony offered at the MTIP Priorities 2002 Project Ranking Public Meeting of June 18, 2001, recorded in the Metro Council Annex.



June 18, 2001

Metro Council  
Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

**Program Advisory  
Committee**

- Dick Cooley, Chair**  
Citizen-at-large
- Joy Aitkenhead**  
City of Maywood Park
- Beth Baltz**  
Adventist Medical Center
- Bill Bitar**  
Gateway Business
- Richard Bixby**  
E. Pfd Nbhd. Office
- Larry Blaufus**  
Gateway Business Assoc.
- Ron Brown**  
Gateway Elks
- Frieda Christopher**  
Business Owner at-large.
- Marilyn Clappett**  
Hazelwood at-large
- Mary Doherty**  
Mt. Hood Community College
- Jim Duncan**  
Gateway Resident
- Grace Fitzgerald**  
Parkrose Heights at-large
- Ted Gilbert**  
Housing Developer
- John Hoefling**  
Business Owner at-large
- Lawrence Hudetz**  
Mill Park Nbhd. Assoc
- Arlene Kimura**  
Hazelwood Nbhd. Assoc.
- Jerry Koike**  
Gateway Resident
- Kim Lofton**  
Greater Gateway (Montavilla)
- Tom Markgraf**  
Rep. Earl Blumenauer's Office
- Adam Mayer**  
Gateway Resident
- Sharon Owen**  
Hazelwood Nbhd. Assoc.
- David Panichello**  
Gateway Business
- Fred Sanchez**  
Gateway Business
- Barbara Stickley**  
Mill Park at-large
- Dorene Warner**  
Non-Profit Housing
- Carol Williams**  
Parkrose Hts. Nbhd. Assoc.
- Aleta Woodruff**  
Greater Gateway (Madison South)
- Andy Cotugno, Metro**
- Steve Dotterrer, PDOT**
- Abe Farkas, PDC**
- Lisa Naito, Multnomah County**
- Phil Selinger, Tri-Met**

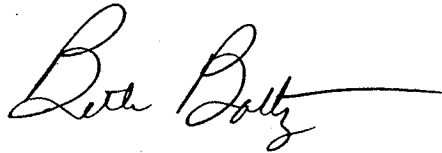
Dear Members of the Council and JPACT:

The Opportunity Gateway Program Advisory Committee (PAC) is pleased to see two Gateway area projects ranked high on the MTIP technical rankings. We feel that these projects, the design of the 102<sup>nd</sup> Avenue Boulevard and the Gateway Regional Center Transit Oriented Development, are highly visible catalysts crucial to the fulfillment of the Gateway Regional Center as envisioned by Metro, the City of Portland and its citizens. We strongly support the funding of these two projects and submit the following points for you to consider:

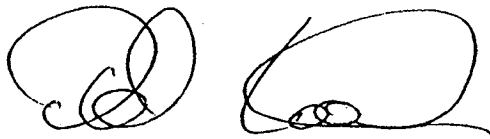
- 1) The Gateway Regional Center has been the subject of a three-year planning process to refine the Regional Center vision, involving hundreds of hours by citizen volunteers. This hard work resulted in the Opportunity Gateway Concept Plan and Redevelopment Strategy, adopted by the Portland City Council in February 2000.
- 2) These projects will spur private development in the Gateway Regional Center, particularly in and around the Gateway Transit Center, as envisioned in the Concept Plan. Both the redevelopment of the Transit Center and the transformation of 102<sup>nd</sup> Avenue into a boulevard are high-priority projects identified by the PAC and the greater Gateway community.
- 3) The acquisition of a one-acre parcel from Tri-Met is the first step toward creating a Transit-Oriented Development node in the heart of the Regional Center. Once the parcel is acquired, PDC will facilitate a transit-oriented commercial/ground floor retail building with underground or structured parking, plus an esplanade from the development to the transit station. Additionally, PDC has an agreement with a private developer to construct a mixed-use project, including 107 dwelling units, just across the street from the one-acre parcel. These two actions are just the first in a long-term strategy to partner with Tri-Met and private interests to replace the surface park and ride lot at Gateway with additional, higher density transit-oriented development.
- 4) Both the 102<sup>nd</sup> and the TOD investments will leverage private investment now & in the future. In addition to the mixed-use project mentioned above, the Portland Development Commission and Tri-Met have envisioned the phased, full redevelopment of the park and ride lot into a mixed use, transit oriented development. This redevelopment is also expected to spur changes on adjacent, privately owned property as well. Likewise, the redevelopment of 102<sup>nd</sup> Avenue into a beautiful, pedestrian and transit-friendly boulevard will stimulate redevelopment on adjacent, privately owned property.

- 5) The Gateway Urban Renewal Area has just been designated by the Portland City Council. The new district can provide funds to support the TOD development around the LRT station and execute the redevelopment of 102<sup>nd</sup> Avenue. Moreover, the new development in the Four Corners area generated by the one-acre acquisition will capitalize the early stages of the urban renewal district by generating tax increment for the continued redevelopment of Gateway.

These two projects will result in multi-modal enhancements, new Transit-Oriented Development, additional transit trips, reduced daily VMT, tax increment and superior urban design in the Gateway Regional Center. Few other projects in the region implement so many policy objectives and have the potential to leverage so much as do these two Gateway projects.



Beth Baltz, Chair  
Transportation Subcommittee  
Opportunity Gateway Program Advisory Committee



Dick Cooley, Chair  
Opportunity Gateway Program Advisory Committee



# North Clackamas County

# Chamber of Commerce

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

June 5, 2001

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

Dear Mr. Bragdon,

Thank you for the opportunity to provide comment on the vitally important aspect of transportation funding for our area. Access, safety and congestion relief are the most important factors to consider when determining priority for improvements.

The North Clackamas County Chamber of Commerce endorses the following list of projects, which have been included in the list submitted through the Metro Transportation Improvement Program process for requested funding FY 04 / 05. Many entities and countless individuals have diligently worked together to compile this list, keeping in mind a variety of needs of our residents, business associates and recreational travelers. The Chamber believes these projects meet the criteria for MTIP funding and should be given highest priority consideration.

These projects will improve transportation options for area businesses and their employees as well as build critical transportation corridors in the County for residents, freight and travelers.

Our priority order for the Clackamas County proposed projects are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
1. Sunrise Corridor Unit 1	\$4,000,000	(30% prelim. design and engineering phase)
2. Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
3. Harmony/Linwood Intersection	\$ 750,000	(Final design work)
4. Clackamas ITS/ATMS program	<del>\$2,000,000</del> 500,000	(Phase 2 construction)
5. Jennings Avenue at McLoughlin (99E) Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$7,725,000	

Additionally, the Chamber supports MTIP regional funding for completion of the South Corridor Study.

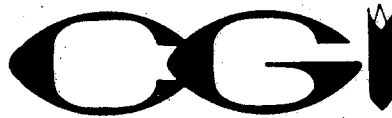
We believe the Clackamas County submission for MTIP projects has jurisdictional and public support. Thank you in advance for your consideration of our endorsement of these projects.

Sincerely,

  
John Wyatt, President  
Board of Directors

  
Barry Broomham, Vice President  
Economic Development and Government Affairs Council

Cc Clackamas County Board of Supervisors  
Clackamas County Department of Transportation and Development  
Oregon Department of Transportation  
Regional Business Alliance for Transportation



Monday, June 18, 2001

Thank you for the opportunity to address the Metro Council. I am here today to ask Metro to participate in the funding for the North Lombard overcrossing project.

My name is Randy Cartmill. I am a vice-president of Columbia Grain and general manager of our Terminal 5 export grain facility located at 15660 N. Lombard in the Rivergate Industrial District. Columbia Grain has operated this facility since 1978, and I have been working at this facility since 1981.

We are in the business of loading grain on ships for overseas customers all over the world. We receive grain by rail car, barge and truck and sort it by type and quality to match specific specifications by customer and destination. Our primary business is wheat, although we do load other grains as well. We typically export between 2.5 and 3.0 million metric tons of grain per year through our Terminal 5 facility. This translates into approximately 8 to 10 percent of the total wheat and barley exported from the United States. This equals about 15,000 to 20,000 rail cars per year that move in and out of our facility. We have unloaded as many as 24,000 rail cars in one year.

Timely and predictable transportation is critical to our business. At times, the arrival of a particular train (usually 50 to 100 rail cars) will directly impact our ability to complete the loading of a ship at our berth.

The funding of this project will allow the grade separation of road and rail, which will reduce the delay to both modes of transportation. This will increase the ability to predict transportation times. Perhaps more importantly, this will improve safety by eliminating a road/rail conflict.

This is becoming a more critical issue with the increased traffic of all kinds the Rivergate area has experienced over the years. In addition to the tremendous growth in businesses located in Rivergate, there has also been an equally tremendous growth in recreational use of the area. Kelly Point Park and Smith and Bybee Lakes attract bikers and hikers that compete with the vehicle traffic. I have witnessed myself the traffic jams caused by rail traffic blocking these crossings and cringed more than once when joggers run through the crossing and climb between rail cars on a train that had briefly stopped before clearing the crossing.

The south Rivergate entrance is also the most direct route into the area for fire and medical emergency services.

There are already Federal, City of Portland and Port of Portland funds allocated for this project. Metro has the opportunity to participate in a project that makes sense. I would ask you to consider being part of a project that helps insure a reliable and safer transportation system in this area.

Randy Cartmill  
Vice-president and general manager  
Columbia Grain - Terminal 5  
15660 N. Lombard Street  
Portland, OR 97203

**SUNNYSIDE UNITED NEIGHBORS (S.U.N.)**  
P.O. Box 306  
Clackamas, OR 97015

The Sunnyside United Neighbors CPO endorse the two projects that directly affect their area: Sunnyside Road - 122nd to 132nd Avenues (final design) and Sunrise Corridor Unit 1 (30% preliminary design and engineering phase). We further believe that these projects have been ranked lower than they should have been -- especially in terms of congestion, safety, and the growing volume of vehicles using the roads.

These two roads, one existing and one planned, run parallel with each other, but serve two totally different users. Sunnyside Road is the primary route through a very hilly area filled with houses and some apartments. East of I-205, from 97th Avenue to 105th Avenue are office buildings, retail, and Kaiser Sunnyside Medical Center. Beyond 105th Avenue, there are two areas with chain grocery stores and the types of businesses that serve the area residents, with a few small businesses scattered along the road. As crowded as it is, many employees from the Clackamas Industrial area use Sunnyside Road instead of Hwy. 212/224 with its high volume of truck traffic to get to and from their work in the Clackamas Industrial Area.

There is an immediate need for Sunnyside Road to be extended east from 122nd, especially when there will be seven lanes merging into three when Phase I is completed. Studies show that 60 percent of our citizens travel outside Clackamas County for employment, and sometimes it seems they all include Sunnyside Road in their route.

Many of you have probably rarely traveled throughout the Clackamas Industrial Area and do not know that there are several connecting shorter streets south of Hwy. 212/224 where the majority of the industrial companies are located. The curving Clackamas River defines the southern boundary of this area. Hwy. 212/224 split further east at an junction known to the locals as Carver Junction. Hwy. 212 goes through Damascus and Boring to Hwy. 26 and Hwy. 224 goes through Carver and Eagle Creek to Estacada.

The Sunrise Corridor was proposed over 15 years ago to improve the flow of traffic and connect the Industrial Area to the existing Milwaukie Expressway (also known as Hwy. 212/224). Some physical constraints that held up planning are no longer barriers to construction. Hwy. 212/224 is the only access in and out of this important industrial area. The Evelyn Street overpass basically serves the southbound traffic from the southern section of the area.

Highway 212/224, from I-205 east, serves primarily the Clackamas Industrial Area, through traffic to Hwy 26 and points further east, and the people living in all the small communities throughout eastern Clackamas County. The Clackamas Industrial Area also has geographical restraints, but many of the businesses there have a tremendous impact on the entire Metro area, Oregon, and southwest Washington. There are over 200 medium-large businesses, with perhaps that many small businesses located in the smaller business and industrial parks scattered throughout the area. The only residences are mobile home parks and some older homes that existed before the industrial area was developed.



A few of the better known operations in the area include:

- \* FRED MEYER Distribution Center buildings have a total of 1,600,000 square feet and employ approximately 1,250 people at that site. All products used and sold in the stores are delivered to this warehouse operation and are then delivered by truck to each of the 408 stores located in the Western states.
- \* USF REDDAWAY TRUCKING has 500-600 employees at their site with approximately 250 trucks using the facility. Approximately 100-130 trucks with single or double trailers make deliveries in the local (Metro) area, and 120-140 are used for the road schedule, with 60 percent of the latter pulling triple trailers.
- \* SAFEWAY STORES has a Division Office, Distribution Center, and Warehouse operation that serve 114 stores throughout Oregon and southwest Washington.
- \* OREGON NATIONAL GUARD is based at Camp Withycombe and is very near the proposed route of the Sunrise Corridor.

The majority of the manufacturing facilities, warehouses, and distribution centers use trucks to move their goods and products. Some of the businesses are located on a rail siding and move their products through that method. It is not unusual to have long backup of vehicles along the shoulders of I-205 on the east bound off-ramps. The intersection of 82nd Drive and Hwy. 212/224 has long been recognized as one of the most dangerous intersections in the state. Companies have indicated that it can take 15 minutes or more to travel less than a mile in this section of the road that includes a steeper incline on the bridge over the railroad tracks. This is unacceptable for business profitability. Sunrise Corridor will help alleviate this congestion nightmare.

Clackamas County has done several things to improve the area. From Old 82nd Drive they built an truck bypass over the Union Pacific tracks to Evelyn Street (next to Safeway property). Although this route is on a two-lane road through a residential area that has 35 mph speed, it is an alternate route out of the area. Along Hwy. 212/224, bicycle lanes, curbs, sidewalks, and landscaping have recently been installed in a beautification project to provide safety and an area to traverse along the busy highway for the thousands of people who work and live in the area. The current Hwy. 212/224 will stay for the use of local traffic.

When companies lose money through vehicle delays, they start thinking about moving to a less congested area. In previous cases, that move has been to the north side of the Columbia River. We can't afford to lose these companies to another state. When these businesses move, their employees frequently commute to the new location. We want to decrease the number of commuters, not increase them. Please find the funding to get these two projects started.

Sincerely,



Martha Waldemar, Chairperson

# CRANDALL ARAMBULA

REVITALIZING  
AMERICA'S CITIES

Date: June 18, 2001  
To: Metro Council and JPACT  
Subject: Transit Oriented Development

My name is George Crandall from Crandall Arambula, Architects and Urban Designers, located at 520 SW Yamhill in Portland, Oregon. I am speaking in support of Metro's Transit Oriented Development program for funding in the MTIP. The TOD program is the only program of the many you are pondering that directly addresses the issues of investing in the kinds of projects the region says it wants: well-designed high density projects with mixed-use and high quality pedestrian amenities. Metro's own studies show that these projects increase transit use by up to 10 times, lessen congestion and improve air quality.

Our firm specializes in mixed-use and transit-oriented developments. We completed the initial design on Orenco Station and are currently completing design on five Interstate MAX station areas as part of the Interstate MAX Station Revitalization Strategy. Our experience has shown that these kinds of projects have many public benefits, but are difficult to implement and rarely happen by themselves. What is needed are public-private partnerships, such as the kind that result from the TOD program.

In your deliberations, make the Metro TOD Program your highest priority. It gets real projects built and more are needed.

I want to thank the members of the Metro Council and JPACT for taking the time for this public input.

Sincerely,



George M. Crandall FAIA  
Principal

# PRENDERGAST & ASSOCIATES

1930 N.W. IRVING ST.  
PORTLAND, OREGON 97209  
TEL: (503) 223-6605  
FAX: (503) 299-4748

## TESTIMONY IN FAVOR OF THE TRANSIT-ORIENTED DEVELOPMENT PROGRAM

June 18, 2001

My name is Ed McNamara. I work as the Director of Development for Prendergast and Associates, Inc. I am here this evening to speak in support of Metro's Transit Oriented Development program.

Our company has been developing real estate in the Portland area for nearly 30 years. Our primary focus for the last 10 years has been multifamily residential development in the central city. One of the best examples of our recent work is a project that we couldn't have done without the partnership of the TOD program.

In late 1996, we purchased a 3.7-acre vacant auto dealership along NE 16<sup>th</sup> between Sandy Boulevard and Glisan Street. The site consisted of a the showroom and repair building and almost 2.5 acres of parking lots. It was surrounded by light industrial and office uses and other parking lots. Though there was only one other residential building nearby, we hoped to redevelop the site with medium-density housing, bring in a mix of retail uses, and create an inviting transit-oriented neighborhood.

We knew that building it right could be a catalyst to encourage other new development and help transform Sandy Boulevard into the Main Street envisioned in the 2040 Plan. We knew that building it the old way – low density, surface parking – could keep Sandy Boulevard looking like Sandy Boulevard.

We faced a number of challenges –

- We wanted to put in 4-story apartment buildings above a level of parking, but the rents in that part of town weren't high enough to support the costs of that type of construction.
- We wanted to put retail on Sandy, but didn't think there would be enough demand. Even if we could rent it, rents didn't seem to be high enough to offset the cost of the commercial construction.
- We wanted a streetscape that would be walkable and inviting, but the sidewalks were narrow and the street was 60' wide – good for industrial uses, but not conducive to residential. The cost of adding curb extensions to make the street feel narrower, enlarging the parking strip, and replacing sidewalks and curbs was beyond our budget.

Metro's award of CMAQ TOD funds for the project made all the difference. By investing \$100,000 in each of the two major phases, Metro allowed us to do the right thing. As a result:

- We added 274 units of housing within walking distance of the Lloyd District, just a few blocks from the 3 bus lines that operate on that section of Sandy Boulevard, and 9 blocks from the light rail station. We built at over 150 units/acre and have parking ratios of less than 0.5 to 1.0 for the apartment buildings.
- We added a new retail space on Sandy. We used high quality exterior finishes. We put up awnings and widened the sidewalk to create an outdoor eating area.
- We added curb extensions on both sides of 16<sup>th</sup> from Sandy up as far as Glisan. These allow for head-in parking that narrows the street, slows traffic, and makes it easier to cross at intersections.

We have done our best on this project to show that density can be designed well and can be an asset to a neighborhood. But there are limits to what we can do alone. We invested as much equity as possible while still maintaining even a modest return. We couldn't have done as much as we did without Metro's investment.

The TOD funds that went into this site clearly produced immediate benefits to the neighborhood and helped set the stage for a future revival of Sandy Boulevard. They help avoid the cost of new roads by putting so much housing in the middle of a dense employment zone. They increase utilization of the current transit system by putting so much housing right on 3 bus lines. It makes good sense for the public sector to help with the cost of the project that benefits the public.

The modest and strategic investments of the TOD Program are leveraging significant private investment. (At Buckman Heights, \$200,000 of TOD funds was combined with nearly \$22,000,000 of equity and loans.) Because of Metro's involvement, the region can increase the chances that such private investment is made in the places and in the ways that will have the most impact.

In my experience, this is a well-conceived and well-managed program. I hope you will continue to support this worthy and innovative initiative.

## Transportation Projects That Matter To East Multnomah County

Several projects important to East Multnomah County have been submitted for MTIP funding consideration. These projects are all important to the preserving our cherished neighborhoods while maintaining a useable transportation system. The priority projects and amounts requested for MTIP funding are:

**The Gresham Fairview Trail for \$852,000:** Funding for the trail will be used to construct 2.6 miles of the 5.2-mile trail. This north/south off-street path will connect the Springwater Trail to Marine drive just west of 201<sup>st</sup>/202<sup>nd</sup>.

**Division Street Boulevard Phase II for \$989,000:** Additional funding is being sought to complete the boulevard project from Main to Kelly. This will add sidewalks, street trees, lighting, and medians to the arterial. Phase I funded street improvements from Wallula to Main Street.

**Stark Street Boulevard Phase II for \$800,000:** Much like Division Street, boulevard improvements will be added to Stark Street from 190<sup>th</sup> to 197<sup>th</sup>. Phase I will construct improvements from 181<sup>st</sup> to 190<sup>th</sup>. The project will serve as a catalyst for neighborhood redevelopment and provide needed transportation infrastructure.

**Intelligent Transportation System Phase 3B for \$1,000,000:** This on-going project coordinates the traffic signals throughout East Multnomah County to reduce traffic congestion and improve traffic flow. This phase of the project will include installation of traffic cameras, variable message signs, and equipment needed to detect and manage collisions on arterials.

**223<sup>rd</sup> Railroad Overcrossing for \$149,000:** 223<sup>rd</sup> will be widened just north of Sandy to eliminate serious safety hazards when crossing under the railroad bridge. The funding requested will be used to acquire needed right-of-way.

**181<sup>st</sup>/182<sup>nd</sup> Improved Bus Service for \$1.4 million:** TriMet is requesting funding to increase bus service from 30 minutes to every 15 minutes along 181<sup>st</sup>/182<sup>nd</sup> from Powell to Sandy. This needed improvement will link Gresham neighborhoods, the Rockwood Town Center, the airport, and the growing industrial corridor near Sandy Boulevard.

**Transportation Management Association for \$500,000:** This project works to curb demand for transportation by coordinating car pool vans, neighborhood shuttles, and other creative services. Previous efforts have shown that a transportation management program is feasible for Gresham's downtown. Additional funding will support implementation.

**257<sup>th</sup> Avenue Pedestrian Improvements for \$1.3 million:** Wide sidewalks, pedestrian-scale lighting, raised, landscaped medians, and crosswalks with pedestrian refuges will all be designed and constructed along 257<sup>th</sup> Avenue from the Historic Columbia River Highway to Stark Street and will significantly improve the safety of Reynolds High School students.

**Public Meeting**  
Metropolitan Transportation Improvement Program (MTIP)  
6:30-8:30 p.m., June 18, 2001  
Room 370 A-B, Metro Regional Center

Panel members receiving citizen comments: Susan McLain, Metro Councilor (Acting Chair)  
Rex Burkholder, Metro Councilor  
Andy Cotugno, Metro Planning Director  
Larry Haverkamp, Lake Oswego Councilor  
Karl Kohde, Lake Oswego Councilor

**Speakers:**

**James Bernard**, Mayor, City of Milwaukie

Supports the McLoughlin Boulevard (99E) and Johnson Creek Boulevard projects. The McLoughlin Boulevard project needs \$100,000 for preliminary engineering; the first concern is for the safety of pedestrians crossing McLoughlin Boulevard (45,000 cars travel this street each day). A special concern is the city's 100-year anniversary fete coming up next year when officials expect that large numbers of pedestrians will be crossing McLoughlin. ODOT under-estimated the cost of the project. In order to calculate costs more accurately, preliminary engineering is needed. The city is also looking for help with a Johnson Creek Boulevard project that needs \$800,000 to complete and includes sidewalks, bike paths and storm-water retention and treatment facilities adjacent to Johnson Creek.

**Brian Newman**, Councilor, City of Milwaukie

Supports the E. Bank Trail/Springwater Trail Connector. This project extends from Milwaukie 17 miles to Boring. Three Milwaukie neighborhoods border this trail that is used for recreation by some 600,000 persons a year. The project has broad regional support. Even though it is a City of Portland Parks property, the City of Milwaukie will provide part of the local match for the project. He supports the Milwaukie/Barbur Transit Service Continuation, which has improved ridership dramatically and shows promise for future south corridor improvements still under study. As a member of the Willamette Pedestrian Coalition, Councilor Newman supports the Regional Pedestrian Access to Transit Program. This program would infill sidewalks and pedestrian amenities along quality transit routes throughout the region.

\*\* In response to a question, Mr. Bernard and Mr. Newton prioritized the projects as (1) McLoughlin Boulevard; (2) Springwater Trail; and (3) Johnson Creek Boulevard.

**Dick Schouten**, Commissioner, Washington County

Supports the Tualatin Hills Recreation District's Fanno Creek Multi-use Trail, Phase 2. There are no multi-use trails of any length in Washington County; he thinks it's important to get one project done as an example and as an inspiration to build a "ground swell" of support. This piece would help provide some length, which he thinks is an important start toward some real progress. Phase 1 is a City of Beaverton project, and phase 2 is the Tualatin Hills Parks and Recreation District (THPRD) project of about 2/3 of a mile.

**Rose Rummel-Eury, 5010-D Foothills Rd., TAB for City of Lake Oswego**

Supports the Boones Ferry Road Improvement Project. Lake Grove is considered a village center per the 2040 plan. She wants to see vehicular traffic slowed, accessibility improved to local businesses; cut-through traffic discouraged in the adjacent neighborhoods, and multi-modal opportunities enhanced. She also supports the Willamette Shoreline Rail/Trail study, for bike improvements adjacent to the Willamette Shoreline Rail. She thinks that whole corridor between Lake Oswego and the Sellwood is in trouble and would like to see this project re-categorized.

**Bill Brandon, Manager of the City of Happy Valley**

Supports four projects, listed in order of importance to the community:

- 1) Preliminary engineering (P.E.) for final design of a four-lane widening on Sunnyside Road between 122nd/132nd . The city recently annexed the old urban reserve adjacent to Sunnyside Road. This widening is part of a project to help citizens get to and from work.
- 2) The Sunrise Corridor, Phase 1 PE, I-205/Rock Creek junction. This project will enhance the developed industrial lands in Clackamas County Industrial Park by improving freight movement there and, potentially, to the east of the city, should future development occur.
- 3) The Clackamas ITS Program Phase 2, a signalization program that would benefit corridors throughout the area including Happy Valley, and
- 4) The E. Bank Trail/Springwater Trail Connector, a special favorite of the mayor, who bikes to work!

**Jamie Porter, City of Wilsonville employee, 780 NE 14th Avenue, Canby**

Supports three City of Wilsonville projects: TDM road modernization--the Boeckman Road Extension and the Transit Improvement Project. Both support Regional 2040 goals. Metro Council recently has been involved in the purchase of a DSL tract on the southern end of the Wilsonville/Beaverton Commuter Rail. The Boeckman Road project includes a park-and-ride that will serve both buses and the commuter rail line that are links to jobs in the vicinity.

**Patty McCoy, Columbia Corridor Association**

Supports five projects:

1. N Lombard Railroad Overcrossing project of \$2 million in the Rivergate Industrial Complex is a grade separation TEA 21 demonstration project where 10,000 vehicles pass daily and 356 hours of delay occurred during the last year records were kept.
2. Columbia/Killingsworth East End Connector seeks \$1 million to resolve a traffic bottleneck that results in daily mile-long backups during the afternoon peak hours and a dangerous pedestrian situation. They support funding beyond the proposed \$150,000 for freight planning.
3. Tri-Met's 181st/182nd Bus Service Improvements seek \$1.4 million to increase service to every 15 minutes and more effectively link employees and employers in this corridor.
4. Gresham's Phase 3B Intelligent Transportation System (ITS) Program seeks \$1 million and has received funding in the past. Multnomah County's decision to halt\* the 242nd

- Connector study adds weight to this project, which could offer the only significant relief that this segment of the national highway system will see the foreseeable future.
5. 223rd Avenue Railroad Overcrossing, which has received MTP funds in the past, is seeking \$150,000 for right-of-way.

Trade is key; the entire Portland region's success as an export center is dependent upon the Columbia Corridor facilities that support transportation access to national and international markets.

- \* Larry Haverkamp comments that the project is on hold, pending the outcome of a study of the entire south end of that corridor.

**Paul Shirey**, 1800 SW First, co-chair of the Columbia Corridor Association's Transportation Committee

Agrees with Patti McCoy's comments; adds emphasis to the need for funding for the Lombard Street Overcrossing in Rivergate, an area that has had a problem for more than a decade. An important consideration is the decision by the Port and the City of Portland to build in the right-of-way avoiding any impacts to the turtles\* that inhabit the wet areas around the road. Development continues to occur in the area; this is a critical trade/freight connection.

- \* Andy Cotugno explained that the criteria for ranking the MTIP projects is relatively narrow and would not necessarily encompass environmental considerations that could elevate cost, such as confining roadway improvements to within the existing right-of-way to protect turtles inhabiting the area.

**Karen Stone**, representing Clackamas County Development Commission (see letter)  
Supports five Clackamas County Transportation Projects that are critical to the economic development of the county, in priority order:

1. Sunrise Corridor has unacceptable levels of congestion now that will continue to get worse and will be really critical for moving freight for area businesses;
2. Sunnyside Road P.E. - 122nd/132nd Avenue, the only east-west road in that part of the county. Once again, there has been a huge increase in housing and cars;
3. Harmony/Linwood/Railroad Intersection, a major traffic corridor where there is a need for design improvements;
4. Clackamas ITS/ATS Program Phase 2;
5. Jennings Avenue: 99E/Portland Avenue Pedestrian Access to transit.

**Jeff Myhre**, Myhre Group Architects, 105 SE Taylor

Supports continued MRIP funding of the Transit Oriented Development (TOD) program. His firm specializes in the design of high-density transit-oriented housing, resort and hospitality-type projects; the firm has designed housing all around Portland, specifically on the streetcar lines in the Pearl District and Portland's west side. Currently, they are in the process of designing (with Peak Development) Civic Neighborhood, an \$11 million, 130,000 square foot mixed-use project directly adjacent to light rail in the new Gresham station. Without the involvement of the TOD program, this project would not be possible. In high rent and high sales areas, such as downtown Portland, no



public partner is necessary because of the demand for high-density units. In Gresham, the success of projects such as Central Point and the new Civic Neighborhood, which are built in developing transit-oriented markets, public assistance critical. The transit-oriented design program is highly innovative and obtaining very successful results.

**Carolyn Sharp, Tualatin Hills Park and Recreation District**

Supports the Tualatin Hills Park and Recreation District's Fanno Creek Greenway Trail project. The City of Beaverton's Council and Planning Commission have indicated support for the project. Connectivity is an important element of this trail, which runs from the Willamette River to the Tualatin River. A large portion already has been completed, but there is a critical gap that this project would finish. Preliminary engineering is currently underway, but there are no funds to construct the link. The project has multi-jurisdictional support within Washington County, and Metro is working with them on land acquisition. Because of this link's location, it has great potential for environmental enhancement; further, there is a need in Washington County for multi-use trails, as emphasized by Commissioner Schouten.

**Roger Vonderharr, Mayor, City of Fairview**

Supports 223rd Avenue Railroad Overcrossing. Money has previously been awarded to this project. The criteria don't measure the impacts of the bottleneck created by the existing railroad overcrossing. He shows an enlarged picture of the overpass to punctuate the narrow roadway bottleneck, which impedes access to a large (100-acre) industrial site that has been slow to develop because of the lack of access. The city needs industrial development to provide jobs and enlarge the tax base. Other factors include the lack of pedestrian or bike access; Fairview citizens cannot use the facilities in/near Fairview--Blue Lake Park and the 40-mile Loop--because they can't get to them. Safety is an issue. The city has significant affordable housing but no jobs balance. Although Fairview has hit nearly every 2040 goal, it can't advance further without industrial development. This project has been on the books 14 years.

**Sherry Lillard, Councilor, City of Fairview**

Supports 223rd Avenue Railroad Overcrossing. We believe the modeling for this project is flawed because of the discrepancy between the ranking last year when the city received funds, and this year. The project has been on the books 14 years. It may not look it, but that opening is only 20 feet wide. Fairview has had significant growth to the north by Fairview Lake that impacts this, as well as the opening of big box stores in the area. The city is looking at refurbishing Sandy Boulevard, which has been needed for a long time. Fairview's traffic rate is higher in the summer with boaters driving on 223rd Avenue to the Chinook Boat Landing. Fairview is one of the fastest growing cities in Oregon.

**Len Edwards, Councilor, City of Fairview**

Supports the 223rd Avenue Railroad Overcrossing. Agrees with the previous statements about the need for industrial development to augment employment and the tax base; the area is getting big-box stores, but there is a need to develop a big employer such as a factory. He doesn't understand how the project's ranking can fluctuate so much from one year to the next.

- \*\* Mr. Vonderharr added that the area rates highly as a potential bike path site but a path could not be built because of the overpass. Also, there are no fire stations north of the freeway. Safety is still a big issue.
- \*\* Councilor McLain briefly explained how ranking numbers change from year to year. Mr. Vonderharr said, on one side of the coin, we're chasing industrial development trying to keep up with it with transportation dollars, and on the other side, we're ignoring it where there is no industrial development by allowing restrictions in the roads and system to prevent it. In response to questions from the panelists, he described 223rd Avenue as a county road that goes from Marine Drive through Fairview to Gresham. Fairview does not have a city system development charge.

**Donna Jordan, Transportation Advisory Committee of Lake Oswego**

Supports Boones Ferry Road Boulevard Project: Madrone/Kruse Way Boulevard Project. A corridor study is going on currently and the advisory committee has sent a letter of support. There is a great deal of interest in that corridor because of the high accident rate. It is a heavy traffic corridor that needs help. Also supports the \*Willamette Shoreline Rail and Trail Study. She thinks its part of the very important Highway 43 Corridor study. She wants to see the Willamette Shoreline Trolley Corridor operating and maintained until the region better understands what can be done as a whole to connect Portland and West Linn by providing alternatives to motor vehicle traffic such as bike lanes and public transit, and by tying into other pieces in the south and Milwaukie.

- \* Councilor Burkholder asked if she had a sense of the community's interest in having the transit corridor expanded to include bike and pedestrian travel in the corridor. She responded that the neighbors are not going to be happy about developing this corridor, but she thinks it's important to continue to look at all of the options. In response to another question, Councilor Rohde explained that in places, the right-of-way is very narrow and limited to easements for rail use only. It would be very costly to add right-of-way in the Dunthorpe area, he added. Ms. Jordan thinks the idea of adding stops along the line to accommodate bikes should be studied further.

**Ben Salzberg, 3445 SE Cora**

Supports the Morrison Bridge Bicycle/Pedestrian Facility. Without a bike lane, this bridge is very dangerous for cyclists but it provides excellent access between the east side and downtown Portland. He believes the limited regional funds should go toward multi-modal projects and not toward highway projects.

**Phil Goff, 1955 NW Hoyt, #24**

Supports projects that advance multi-modal use of the Morrison Bridge. He is concerned that many of the big projects will be funded by MTIP funds; any project that increases auto traffic should not be funded by MTIP funds. Any non-freeway bridge should be available for multi-modal use, i.e., bikes, pedestrian and wheelchair. The Morrison provides really good access between the east side and the heart of downtown for bike users and pedestrians. For those coming from southeast neighborhoods, having to use the Hawthorne Bridge adds significant extra minutes of travel time. The Morrison Bridge supports good connectivity to other bikeways in the region including the Springwater Trail project, which Mr. Goff also supports. Previously, \$200,000 was awarded to the

awarded to the Morrison Bridge Project for design and engineering that will start this fall. There is a lot of excitement about it in the biking community. It is important to maintain a seamless connection between design, engineering and construction.

**Michael Wolfe, 2387 NW Northrup, #5**

Supports the Springwater link. Although it is designated as a bike project, it will have a positive effect on pedestrians and their ability to enjoy walking. While the project that is currently underway to provide a link between OMSI and Sellwood is wonderful, it does not have many access points. The link between the Sellwood Bridge and the Springwater Corridor would go a long way toward providing access to large portion of population in Sellwood and southeast Portland and could give intra multi-modal access among many communities. It comes back to the number of access points that allow folks to pick and choose what kind of trips they want to make. It is expensive but the effect is much greater because it serves as a connector between other larger pieces of west side greenway (such as Waterfront Park) and the east side Esplanade, and it ties those to a larger network of trails that have been under construction for 15 years.

**Gerald Fox, 01607 SW Greenwood Road**

A Dunthorpe resident, he supports immediate funding for both a study and improvements in the Willamette Shoreline corridor. (The proposed study would not begin until 2004-5.) This corridor has been in public ownership for 20+ years, and there is a considerable need for a resolution about what the long term use of it is going to be. He believes there is a viable technical solution for developing both a bike facility and a rail line in the corridor. More than half of Highway 43 includes a bike path but it is extremely bike-unfriendly. Even so, quite a few ride it. The need is obvious, he said. Sometimes smaller corridors need smaller scale improvements. It is frustrating for people who live along the line. They are aware of the uncertainty, so there is continuing friction with the community. A number of the property owners who lived along the trolley line when it was acquired have moved, he noted.

**Steve Gutmann, 2083 NW Johnson, #35**

A daily bike commuter, he supports funding all of the bike projects. They are all worthy with multi-faceted benefits and represent a small portion of the overall budget. While visiting Europe, he was "stunned" at the number of people who travel there to ride bikes. He suggests Oregon could be developed as a bike tourism Mecca in the US. He sees the Springwater Trail as a first and important step and agrees with the ranking of the two top projects, the Springwater Trail and the Morrison Bridge. In 20 years, these projects will differentiate Portland, he said.

\*\* Councilor Haverkamp asked if there should be a modest fee for bicycles to help fund bike projects. Mr. Gutmann responded that both property and gas taxes go toward funding transportation improvements.

**Steven Klein, 01211 SW Mary Failing Drive**

Supports freight projects. The success of the Rivergate area is vital to Portland and the growth of the marine cargo business as well. It is one Portland's last large parcels of industrial land. As northwest Portland and Swan Island have become fully developed, Rivergate has become increasingly more appealing in recent years, due in part to the infrastructure and its accessibility to transportation facilities. The south end of the Rivergate area needs to be improved, and problems

there need to be solved in order to continue growth. The railroad crossing needs to be improved for moving freight and for employees who must pass through the area. Councilor Rohde asked if there are transportation system development charges, and Mr. Klein responded affirmatively.

**Don Vallaster**, 711 SW Alder, architect

Supports the TOD program. His firm recently has completed a number of successful high-density urban renewal projects including an award-winning multi-family development (Center Commons) in NE Portland. The financing was "pretty complex," involving the private sector, the state, Portland Development Commission (PDC), the Federal Housing Administration (FHA), and also Metro. It could not have been done without public monies. In response to a compliment on the project, he commented that they squeezed a lot out of \$55 a square foot and that sales had been strong.

**Greg Mcpherson**, 7430 SE 27th Avenue

Supports the Springwater Trail-OMSI connector. This is a heavily used facility that stretches all the way from Gresham to just east of SE McLoughlin Boulevard. The right-of-way is still intact all the way to Estacada (without hard surface) and was originally funded from savings realized from not having to reconstruct a railroad bridge across McLoughlin Boulevard when it was widened in the 1980s. The savings were more than the cost of acquiring the entire right-of-way. A project of regional significance, the cities of Portland, Milwaukie, Happy Valley and Gresham all benefit. Numerous neighborhood associations support this project. There are significant obstacles to surmount. Three bridges, all within three-quarters of a mile, must to be constructed to take this trail across the Union Pacific Mainline, McLoughlin Boulevard and Johnson Creek and on to the east bank Esplanade. These encompass the most difficult part of the project but when completed, it will be the crown jewel of the bike/pedestrian projects in the metropolitan area. The Morrison Bridge project is a wonderful project, he said, but it is more closely duplicated by other projects. For that reason, he likes it he least of the bicycle project proposals.

**Gregg Everhart**, 4014 SE Taylor, (a Portland Parks trail planner)

Speaking as a citizen, she supports bike projects: Springwater, Gresham/Fairview, Fanno Creek and Oregon City. She feels strongly the proportions that are spent on transportation projects should be changed to support options in transportation, and agrees with the previous speaker's opinion on the Morrison Bridge project. While the Willamette Shoreline project deserves support, it falls into a different category (transit). Any cutbacks to the Springwater Trail gap will literally put pedestrians and cyclists on SE Ochoco, one of the streets that fall in the unfortunate division between Portland and Milwaukie. It has pavement down the middle, no sidewalks and seven or eight businesses on the north side, all with driveways and parking in front. There is a safety issue - -you can make-do east of 17<sup>th</sup> Avenue and north of Tacoma, but cycling from the current end of the trail through East Moreland Racket Club and over the new Johnson Creek bridge is "sort of unfriendly," and beyond that, one must cross the really busy Umatilla and Spokane streets. This construction should not be delayed beyond 2005-6. A future Portland Parks measure might be able to pick up the cost for one bridge, but not the cost for all three. In response to a question, she added that in order to get people out of cars there must be safe alternative facilities for them to use.

**Leben Basel, 1812 NW Flanders**

Portland is labeled a bike-friendly city, but he has not found it to be very safe from the standpoint of a daily commuter or bike messenger. This is because it takes a long time to integrate bike infrastructure into the transportation system. He favors continued development of the Springwater Trail corridor on the east side. He reflected on the poor condition of trails in the Powell Butte area.

**Armin Kaihan, 8196 SW Hall, Suite 230, Beaverton** (representing a financial services company) Supports the TOD program. As a finance company, their goal is to provide capital to fund projects that make a significant contribution in revitalizing communities throughout the state. They specialize in mixed-use projects. These types of projects are innovative, pioneering and help communities control urban sprawl and attracting renewed interest in the downtown core. Mixed-use projects, especially in the suburbs, need public support and financing partners such as Metro's TOD program to ensure their sustained viability. Mixed-use projects are an important way for the region to grow; they increase transit ridership and lessen congestion. Without government backing and support, many lenders view these projects as pioneering and are not inclined to lend in support of them.

\*\* Councilor McLain asks if there has been a change in the view of lenders since the TOD developments started. He responded, yes. Community support reinforces a lender's confidence in an innovative/pioneering project. A developer may avoid this kind of project knowing the obstacles he will encounter, such as financing; from his perspective, it is cheaper to build an office or an apartment complex. Mixed-use projects offer the best use of the land. In Oregon, it is a livability issue, whereas in California and Arizona it is necessary.

No other persons present provided testimony and the public meeting was adjourned at 8:30 p.m.

Meeting record prepared by Jan Faraca, recording secretary.

MTIP6 B 7-02-01

Written comments submitted at June 18 public meeting at Metro:

**June 18, 2001**

Bob Fisch

2116 SE Sherman St.

Portland, OR 97214

I want to ask you to prioritize bicycle, pedestrian and transit projects over those encouraging more automobile traffic. I am highly supportive of the Morrison Bridge bikeway and the Springwater Corridor extension projects. I also encourage you to fund Tri-Met's Pedestrian Access to Transit Program.

**June 18, 2001**

Art Lewellan

3205 SE 8<sup>th</sup> Avenue, #9

Portland, OR 97202

I am very happy with all the new light rail programs. They are all much better than the South/North line. Any new or widened road and highway proposals much do more than just accommodate more traffic. Walking, bicycling and taking transit are harmed by every expected increase in traffic. Let the era of uncontrolled motorized travel die.

**June 18, 2001**

David Guettler

706 SE Martin Luther King Jr., Blvd.

Portland, OR 97214

As a business owner at the east side of the Morrison Bridge, I think a stronger connection linking the east side to the west side would improve business between both sides. A bicycle lane on the south side of the bridge would be an important and much used connector. It would also be a connector to the Eastside Esplanade, which would increase its use.

**June 18, 2001**

Gerald Fox

01657 SW Greenwood Road

Portland, OR 97219

We need to extend the Springwater Trail from Boring to Barton Park on the Clackamas River. The right-of-way is there, but a bridge is needed over Deep Creek. A suspension bridge like that at Eagle Creek (Bonneville) would be attractive.

**June 18, 2001**

Greg Macpherson

7430 SE 27<sup>th</sup> Ave

Portland, OR 97202

Bike projects should be funded in a larger proportion than auto projects because we need to lead the public to change their transportation choices. The E. Bank Trail/Springwater Trail Connector should be the top choice. It is a critical link that will reinforce the value of the Eastbank Esplanade and the existing Springwater Corridor.

**June 18, 2001**

Jeff Cropp

3716 SE Grant Ct.

Portland, OR 97214

As a bicyclist, I would like to support funding for bike improvement projects, especially the Morrison Bridge Multi-Use Path. It is a vital link to downtown Portland, is the only project with a full 100 points and it would benefit from the continuity of its recent design phase with the implementation phase. Transit improvement projects would also be beneficial, namely the Gresham TCL Service Increase and the McLouglin/Barber Transit Service Continuation.

**June 18, 2001**

Patrick Bardel

6450 SW Richey Lane

Portland, OR 97223

Supports East Bank Trail/Springwater Trail Connector as an important link of the Portland downtown area to the far Southeast. The long-term benefit will be great. Paths that move bicycles off the road and allow them to proceed at their own pace are very valuable and cheap to maintain. Also supports the Morrison Bridge Bicycle/Pedestrian Facility. All modes of transportation should have easy access to this bridge. Both fast traffic and poor biking surfaces make this route currently inaccessible by bike.

**Comment cards submitted by mail after the meeting date:**

**June 9, 2001**

Mark Lakeman

8512 SE 8<sup>th</sup> Avenue

Portland, OR 97202

The Morrison Street Bridge project will be an excellent synthesis of many concerns and forms of transport at once. All of it is about a better sense of place and identity for our city and the region. Bravo!

**June 9, 2001**

Jennifer Rawling

8512 SE 8<sup>th</sup> Avenue

Portland, OR 97202

Please provide additional funding for completion of the Morrison Bridge pedestrian and bike project. What a great idea! Joining the city together, west to east, will be such a boon for our city and a very important statement of civic vision and initiative.

**July 6, 2001**

Pedro J. Ferbel  
8512 SE 8<sup>th</sup> Avenue  
Portland, OR 97202

Please complete the bicycle trail from OMSI to Sellwood as soon as possible. What's the hold-up for this incredibly beneficial project? Also, fund the bridge over 99E to complete access to the Springwater Corridor Trail.

**July 6, 2001**

Jordan Fink  
1214 SE 15<sup>th</sup> Avenue  
Portland, OR 97214

I am a cyclist and pedestrian in Portland. I would like to see the Morrison Bridge become more usable for people who are walking or biking across the river. Please consider this project for funding; it will really help our livability.

**July 9, 2001**

Kristin Belz  
1221 SE 35<sup>th</sup> Avenue  
Portland, OR

Supports funding the Morrison Bridge project to improve bicycle and pedestrian access to, and crossing on, the bridge. Construction funds should be allocated as soon as possible to improve this bridge. Also in favor of using flexible federal funds for pedestrian and bike transportation rather than auto-oriented projects.

**July 10, 2001**

Jim Edelson  
415 NE Mirimar  
Portland, OR 97232

Believes the transit and TDM projects are most deserving of funding. Only by providing a portfolio of transportation options, will this region avoid the failures of the vast majority of systems in the US. Please advance, in particular, the South Corridor Draft EIS and the Regional Transportation Demand Management Program.

**July 11, 2001**

Jan Kahn  
932 SE 12<sup>th</sup> Avenue, Apt. A  
Portland, OR 97214

Supports the Morrison Bridge because it is very hazardous to cross on foot. His family lives nearby, and pedestrian and cycle access to the bridge would greatly increase their ability and likelihood to use alternative transportation to reach downtown Portland.





# MTIP Public Comments

METRO

Open House at Metro on Monday, June 18, 2001

NAME BOB FISCH  
 ADDRESS 2116 SE SHERMAN ST  
 CITY/STATE/ZIP PORTLAND OR 97214 PHONE \_\_\_\_\_  
 e-mail address \_\_\_\_\_

### COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

In general, I ~~want~~ want to ask you to prioritize bicycle, pedestrian, and transit projects over those encouraging more automobile traffic.

In particular, I am highly supportive of the Morrison bridge bikeway and the Springwater corridor extension projects.

I also encourage you to fund Tri-Met's Pedestrian Access to Transit program.



# MTIP Public Comments

METRO

Open House at Metro on Monday, June 18, 2001

NAME ART LEWELLAN  
 ADDRESS 3205 SE 8<sup>th</sup> #9  
 CITY/STATE/ZIP PTLD OR 97202 PHONE \_\_\_\_\_  
 e-mail address Lotilive@aol.com

### COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

I AM VERY HAPPY WITH ALL THE NEW LIGHT RAIL PROPOSALS. THEY ARE ALL MUCH BETTER THAN THE SOUTH/NORTH. I WOULD BUILD EVERY ONE. DON'T FORGET THE NEED FOR LAND-USE PLANNING. ~~THE~~ THE 2040 REGIONAL PLAN'S CREATION OF REGIONAL CENTERS IS RIGHT ON THE MONEY. THE KEY WORD WITH INFILL DEVELOPMENT IS "MIXED USE".

ANY NEW OR WIDENED ROAD & HIGHWAY PROPOSALS MUST DO MORE THAN JUST ACCOMODATE MORE TRAFFIC. WALKING, BICYCLING & TAKING TRANSIT ARE HARMED BY EVERY EXPECTED INCREASE IN TRAFFIC. LET THE ERA OF UNCONTROLLED MOTORIZED TRAVEL DIE.



METRO

# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME David Guettler

ADDRESS 706 SE Martin Luther King blvd

CITY/STATE/ZIP Portland OR 97214 PHONE 503 233-5973

e-mail address RC Bicycles @ AOL, com

COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

As a business owner at the east side of the morrison bridge, I think a stronger connection linking the east side and west side would improve business between both sides. A bicycle lane on the south side of the morrison bridge, like what was there when the Hawthorne was closed down, would be an important and much used connector. there is a very narrow sidewalk there now that is quite dangnous to use. It would also be a connector to the east side esplanade, which would increase its use.



METRO

# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME Cerdy Fox

ADDRESS 07607 SW Greenwood Rd

CITY/STATE/ZIP Portland 97219 PHONE \_\_\_\_\_

e-mail address \_\_\_\_\_

COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

Need to extend the Springwater Trail from Boing to Barton park on the Clackamas River.

The ROW is there, but a bridge is needed over Deep Creek. A suspension bridge like that at Eagle Creek (Bonnevile) would be attractive.



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

METRO

NAME Greg Macpherson  
 ADDRESS 7430 SE 27th Ave  
 CITY/STATE/ZIP Portland, OR 97202 PHONE 503-294-9205  
 e-mail address ghmacpherson@utoel.com

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

Bike projects should be funded in a larger  
proportion than auto projects because we need to  
lead the public to change their transportation choices.

Among bike projects, the East Bank/Springwater Connection  
should be the top choice. It is a critical link that  
will reinforce value of ~~the~~ East Bank Esplanade and  
the existing Springwater Corridor.



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

METRO

NAME Jeff Cropp  
 ADDRESS 3716 SE GRANT CT.  
 CITY/STATE/ZIP Portland, OR 97214 PHONE (503) 235-3099  
 e-mail address jcropp99@hotmail.com

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

AS A BICYCLIST, I WOULD LIKE TO ENCOURAGE YOU TO  
SUPPORT FUNDING FOR BIKE IMPROVEMENT PROJECTS,  
PARTICULARLY THE MORRISON BRIDGE MULTI-USE PATH. IT IS  
A VITAL LINK TO DOWNTOWN PORTLAND, IS THE ONLY PROJECT  
WITH A FULL 100 POINTS ALLOCATED TO IT, & WOULD BENEFIT  
FROM THE CONTINUITY OF ITS RECENT DESIGN PHASE WITH THE  
IMPLEMENTATION PHASE.

TRANSIT IMPROVEMENT PROJECTS WOULD ALSO BE BENEFICIAL,  
PARTICULARLY THE GRESNAM TCL SERVICE INCREASE & THE  
M'CLOUGHLIN/BARBUR TRANSIT SERVICE CONTINUATION.



METRO

# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME Patrick Bardel  
 ADDRESS 6450 SW Richzy Ln Rex  
 CITY/STATE/ZIP Port OR 97223 PHONE 2326590  
 e-mail address bardelp@teleport.com

### COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

CBI/Metro - is an important link of the Portland Downtown to the fair SE. The price tag for it is high but after the 3 bridges are built the long-term benefit will be great. Paths that move bicycles off the road and allow them to proceed at their own pace are very valuable and cheap to maintain.

MBZ/mult Co - ALL modes of transportation should have easy access to this bridge. Both fast traffic and ~~bad~~ bad biking surfaces (metal grinding and expansion joints) make this route currently unacceptable by bike. -OVER-

Metro Planning Department  
 Regional Transportation  
 Planning Section

In general, I would like to see the ~~transit corridors~~ N-S urban core transit corridors improved for bikes! #9 McLoughlin, Hwy 224, and ~~Macadam~~ Macadam, Hwy 43.

MTIP Public Comments  
 Metro Planning Department  
 600 NE Grand Avenue  
 Portland, OR 97232-2736



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

Received  
7-9-01

NAME Mark Lateman  
 ADDRESS 8512 SE 8th  
 CITY/STATE/ZIP Portland, Or, 97202 PHONE 503-230-1293  
 e-mail address Moontroat @ City Repair. Org

COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

Finally, an urban-core vision that makes an important symbolic impact for many forms of transport at once. The Morrison Street / Bridge project will be an excellent synthesis of many concerns at once, and all of it about a better sense of place & identity for our city & the region.

Bravo!



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

Received  
7-9-01

NAME Jennifer Rawlins  
 ADDRESS 8512 SE 8th  
 CITY/STATE/ZIP Portland, Or, 97202 PHONE 230-1293  
 e-mail address /

COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

Please provide additional funding for completion of the Morrison Bridge Pedestrian & Bike project. What a great idea! The temporary closure has already established that the idea is valuable and well worth it. Don't you agree? Joining the city together, west to east, will be such a boon for our city, a very important statement of civic vision and initiative.



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

Metro Growth Mgt  
JUL 06 2001

NAME PEDRO J. FEDEL  
ADDRESS 8512 SE 8TH AV.  
CITY/STATE/ZIP PORTLAND OR 97202 PHONE (503) 250 0458  
e-mail address PFEDER@YAHOO.COM

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

PLEASE COMPLETE THE BICYCLE TRAIL FROM ORSI  
TO SELWOOD AS SOON AS POSSIBLE - WHAT'S  
THE HOLD UP FOR THIS INCREDIBLY BENEFICIAL  
PROJECT?

ALSO - FUND BRIDGE OVER 99E TO COMPLETE  
ACCESS TO SPRINGWATER COMMUNITY TRAIL.

THANKS!



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

Metro Growth Mgt  
JUL 06 2001

NAME Jordan Fink  
ADDRESS 1214 SE 15th Ave  
CITY/STATE/ZIP Portland, OR 97214 PHONE (503) 239-9142  
e-mail address jf-mountain@cityrepair.org

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

I am a cyclist and pedestrian in Portland. I really think this Esplanade  
idea is a great one. I would like to see the Morrison Bridge  
become more usable for people who are walking or biking  
across the river.

Please consider this project for funding it will really  
help our livability.



METRO

## MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME KRISTIN BELZ  
 ADDRESS 1221 SE 35th Ave.  
 CITY/STATE/ZIP Portland, OR PHONE 503-731-8714  
 e-mail address Kristinbelz@hotmail.com

### COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

I am writing in support of your funding the Morrison Bridge project to improve bicycle & pedestrian access & crossing on the bridge. Construction funds should be allocated as soon possible to the ways to improve this bridge.

I am also in favor of using flexible federal transportation funds for pedestrian and bike transportation rather than ~~auto-oriented~~ auto-oriented projects.

Received  
7-10-01



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME JIM EDLSON  
ADDRESS 415 NE MIRIMAR  
CITY/STATE/ZIP PORTLAND 97232 PHONE 2314665  
e-mail address \_\_\_\_\_

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

I BELIEVE THE "TRANSIT PROJECTS" AND THE "TOM" PROJECTS ARE MOST DESERVING OF THIS FUND ALLOCATION. ONLY BY PROVIDING A PORTFOLIO OF TRANSPORTATION OPTIONS WILL THIS REGION AVOID THE FAILURES OF THE VAST MAJORITY OF SYSTEMS IN THE U.S. PLEASE ADVANCE, IN PARTICULAR, RPLNG 5 AND RTM 2.

07/11/01 21:59 ☎5032328358

JOREN JML-PDX

002



# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME Jan Kahn  
ADDRESS 932 SE 12th Avenue Apt. A  
CITY/STATE/ZIP Portland, OR 97214-2511 PHONE 503/232-8358  
e-mail address \_\_\_\_\_

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

I am writing in support of the proposal to add an Esplanade to the Morrison Bridge. I have crossed the Morrison Bridge on foot and found it very hazardous. Because my family & I live right off of SE Belmont, pedestrian and cyclist access to the Morrison Bridge would greatly increase our ability (and thus, the likelihood) to use alternative transportation to reach downtown areas. Let's continue towards making our city people friendly.





METRO

# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME Jim Raker  
 ADDRESS 3315 S.E. 127 Pl  
 CITY/STATE/ZIP Portland OR 97236 PHONE 503-761-7356  
 e-mail address \_\_\_\_\_

COMMENTS (please print in ink)

Turn in comments at registration table. Mail <sup>buy</sup> or fax, (503) 797-1930, by July 11, 2001.

Metro/The City should buy the large vacant lot at S.E Powell just east of the Wolgreens at S.E 127 & Powell for a park & ride for a MAX line down Powell on to run shuttles up to Max at 122 & Burnside where the Park & Ride lot is almost always full. There are very few areas that size left.



METRO

# MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME DANIEL STEIN  
 ADDRESS ~~15280 SW KILTHIS ST.~~ 15280 SW KILTHIS ST.  
 CITY/STATE/ZIP BEAVERTON, OR 97007 PHONE 503 646-8296  
 e-mail address steindp@hotmail.com

COMMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

USING THESE ~~FUNDS~~ FUNDS FOR TRANSIT, BIKE + PEDESTRIAN PROJECTS ARE THE MOST EFFECTIVE USE OF FEDERAL MONEY. EXPENSIVE ROAD + FREEWAY PROJECTS SHOULD BE PAID FOR VIA STATE OF OREGON GAS TAXES. IN MY MIND THE THREE PROJECTS MOST WORTHY OF FUNDING ARE THE GRESHAM - FAIRVIEW TRAIL, THE SPRINGWATER CONNECTION AND THE MORRISON BRIDGE BIKE/PED. IMPROVEMENTS. THE MORRISON IN PARTICULAR WILL BE EXTREMELY POPULAR + PROVIDE AN ADDITIONAL CONNECTION TO THE NEW EASTBANK ESPLANADE. TWO YEARS AGO ENGINEERING FUNDS WERE GIVEN TO THE BRIDGE PROJECT AND THIS YEAR METRO SHOULD ALLOCATE CONSTRUCTION FUNDS TO MAINTAIN THE CONTINUITY OF THE PROJECT. THANK YOU.

Oral comments from the Transportation Hotline phone line:

**June 14, 2001**

Mike Hryekewicz  
Portland resident  
(503) 703-5601

It is important to get support for the Springwater Corridor and the Morrison Bridge projects for bicycling. Both are in need of help to encourage bicycling. The corridor could be extended to Boring and beyond.

**June 21, 2001**

Rita Ribenick  
(direct call to Metro)

The Gresham/Fairview Trail project is my concern. The bike path route has not been decided. There was a new preferred route at the parks committee meeting. Almost \$1 million is requested but nothing has been decided at all. Was there citizen input or a survey?

**June 27, 2001**

Francis C. Gardner  
2611 SW Laura Court  
Troutdale, OR

There are only two ways to get to 257<sup>th</sup> which is a very busy street, now. The traffic signal at 26<sup>th</sup> street is needed. This is a dangerous and difficult area to cross. We need a signal light before there is a horrible traffic accident.

**June 27, 2001**

Terry Archoletta  
1209 SW 26<sup>th</sup> Street  
Troutdale, OR

The pedestrian improvements on 257<sup>th</sup> Avenue in Troutdale, including a traffic signal at 26<sup>th</sup>, is desperately needed. From my house, I can see the corner of 257<sup>th</sup> and 26<sup>th</sup>. Every school day, elementary children get out of school at 3:15 pm and herds of them run across the street. A signal here is the most important thing; it is expensive but needed for safety.

**July 11, 2001**

Charles Serface

15442 SE Morning Glory Court

Milwaukie, OR 97267

The North Clackamas CPO supports the five MTIP projects that are recommended by the North Clackamas Chamber of Commerce: Sunrise Corridor, Sunnyside Road PE, Harmony/Linwood/Rail Crossing, Clackamas ITS Program Phase 2 and the Jennings Avenue 99E pedestrian crossing. They are important to keep traffic moving in Clackamas County.

**July 11, 2001**

Jerry Bennett

Hawthorne Ridge resident

Supports the 162<sup>nd</sup> Avenue/Foster Road project for more safety. It is an area of many auto accidents. Traffic flow needs to be improved and the fish will benefit from a better culvert.



Section Three

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**Written Comments**

## **Summary of MTIP 2002-2005 written comments**

### Written comment letters received in the mail or by fax:

**April 12, 2001**

Rob Drake, Mayor  
City of Beaverton

Supports funding for the Phase II Fanno Creek Multi-Use Path, a critical missing link in the regional bike path system in Washington County and Beaverton. It is recognized in the City of Beaverton's Comprehensive plan, Metro's 2040 Plan, THPRD's Trails Master Plan and the Trails and Greenways Regional Trail Plan.

**May 24, 2001**

Michael Wolfe  
2387 NW Northrup #5  
Portland, OR 97210

Supports full funding for the Springwater Trail. The link between the existing Springwater Corridor and the under-construction OMSI-Springwater trail is a crucial one. It would provide off-street alternative to some congested streets in the Sellwood area for bicyclists, joggers and others. The addition of a second trail to connect the two existing stretches of the Springwater Trail would reduce car use for several reasons. It is also likely that many potential bicycle commuters could be convinced to ride to work on a trail that stretches from Boring to the foot of the Hawthorne Bridge and into downtown Portland. The Sellwood link of the Springwater Trail would add tremendous value to the region's network of multi-use paths. With the trail complete, the paths would connect both sides of the Willamette River. Many destinations would become available from the heart of urban Portland without having to use city streets, where bike paths often disappear. With congestion and rising energy costs, bike paths buy us more space for less money than more roads.

**June 5, 2001**

John Wyatt, President, Board of Directors  
Barry Broomham, Vice President  
Economic Development and Governmental Affairs Council  
North Clackamas County Chamber of Commerce  
7740 SE Harmony Road  
Milwaukie, OR 97222

The chamber endorses the following projects, keeping in mind a variety of needs of our residents, business associates and recreational travelers. These projects will improve transportation options for area businesses and their employees as well as build critical transportation corridors in the county for residents, freight and travelers. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>; Harmony/Linwood Intersection, Clackamas ITS/ATMS program; Jennings Avenue at McLoughlin (99E) Pedestrian Access to Transit and the completion of the South Corridor Transportation Alternatives Study.

**June 11, 2001**

Ed DeSantis, Chair

Gresham Transportation System Citizen Advisory Committee

Supports MTIP transportation improvements in East Multnomah County. The improvements help their goal of increasing travel choices and promoting a "feet first" approach to personal travel. Specific projects include the Gresham Transit Choices for livability Service Increase; the Stark Street Boulevard project; the Division Street Boulevard Phase 2 project, the Gresham/Fairview Trail project; the Phase 3 Gresham/Multnomah County ITS project and the 223<sup>rd</sup> Railroad Overcrossing widening. Each of the projects addresses important transportation system and/or safety deficiencies and will help Gresham achieve its goals.

**June 11, 2001**

James S. Osterman

President Outdoor Products Group

Blount International, Inc.

4909 SE International Way

Portland, OR 97222

Endorses the Clackamas County projects submitted for funding. They will improve transportation options for businesses and their employees as well as improve the build some critical transportation corridors for residents and commerce. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>/ Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

**June 12, 2001**

Robert N. Bothman

Chair, Trails Advisory Committee

Tualatin Hills Park and Recreation District

(No address listed on fax)

Strongly supports funding the Fanno Creek Greenway Trail Phase 2 project to construct the missing link on the only regional trail on the Westside of the region that has two significant sections completed. A public survey by the park district this spring found 42 percent of respondents using the sections of trail in the district. The completed trail will attract more pedestrians and bicyclists.

**June 12, 2001**

Matt S. Finnigan, Chair

Boones Ferry Road Project Advisory Committee

(No address provided on letter)

Supports funding for the Boones Ferry Road Boulevard Project, Madrona Street to Kruse Way. A broad spectrum of citizens are involved in the planning of this project, charged with expanding the Boones Ferry Road corridor into a multi-modal facility and revitalize existing businesses along the corridor. The project will meet both long and short-term goals for the corridor.

**June 12, 2001**

Brion E. Barnett, P.E., Associate Engineer  
City of Milwaukie

Supports reducing the MITP funding for the Harmony /Railroad Avenue project and increasing the funding request for the McLoughlin Boulevard Scott/Adam project. This will help the master concept for improvements to McLoughlin Boulevard. Rehabilitation of McLoughlin as a boulevard will support mixed-use development in downtown Milwaukie and will still permit McLoughlin to function as a major North/South route.

**June 12, 2001**

Jared J. McArthur  
President and CEO  
USF Reddaway  
PO Box 1035  
Clackamas, OR 97015

Supports projects submitted by Clackamas County, including Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

**June 12, 2001**

William R. Maris, Chief Financial Officer and Treasurer  
Market Transport, Ltd.  
110 North Marine Drive  
Portland, OR 97217

Strongly urges funding for two essential freight projects that are vital for the sustained economic health of the region: Northeast Lombard Overcrossing and the Columbia/Killingsworth East End Connector. The Columbia/Killingsworth projects shows up repeatedly as an absolute regional transportation fiasco that must be resolved. In addition, requests funding for MTIP freight planning for the region's future economic health.

**June 13, 2001**

Joe A. Luchak  
CFO/GM  
Miles Fiberglass & Composites, Inc.  
8855 SE Otty Road  
Portland, OR 97266

Endorses the list of projects submitted through a partnership of Clackamas cities, county, Tri-Met, Metro, ODOT, and other agencies. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>, Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.



**June 13, 2001**

Frederick D. Jubitz, Co-President  
Jubitz Corporation  
5440 SW Westgate Drive, Suite 150  
Portland, OR 97221

Strongly supports two projects currently competing for MTIP funds: North Lombard Overcrossing in the Rivergate Industrial District and the Columbia Boulevard/Killingsworth bottleneck at Northeast 96<sup>th</sup>. The growth of Jubitz Corporation was greatly assisted by prior commitment of funds to infrastructure development in the area. Our future, and those of other employers in the Columbia Corridor, depends on continued support for projects that will aid the movement of freight in our collective neighborhood.

**June 13, 2001**

Jan Lee, State Representative  
House of Representatives  
900 Court St, NE  
Salem, OR 97301

Supports the Clackamas County projects submitted for MITP funding through a partnership of Clackamas County cities, county, Tri-Met, Metro, ODOT and other agencies. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

**June 13, 2001**

David Marks  
Clackamas County Business Alliance  
PO Box 95  
Clackamas, OR 97015

The Clackamas County Business Alliance endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this county for residents and commerce. The projects supported include: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>, Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit. In addition, we support funding for the South Corridor Transportation Alternatives Study.

**June 13, 2001**

David Stokey, Assistant Administrator  
Kaiser Sunnyside Medical Center  
10180 SE Sunnyside Road  
Clackamas, OR 97015

Endorses the projects submitted by Clackamas County to improve transportation options. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E

Avenue Pedestrian Access to Transit; and funding for the South Corridor Transportation Alternatives Study.

**June 15, 2001**

Theresa Kuminski, Chair

Rockwood Action Plan Implementation Committee

I am writing to eagerly support the city of Gresham's MTIP submissions. We are especially excited to see Stark Street Boulevard proposal for additional funding and improved bus service on 181<sup>st</sup>/182<sup>nd</sup> included in Tri-Met's funding request. We would like to see continued improvements in Rockwood such as Stark Street Boulevard. This project could potentially be the keystone to bigger and better public and private improvements. Lastly, the Gresham Fairview Trail is also of importance to the Rockwood Neighborhood. We need a safe north/south bicycle connection that will allow everyone to use it, whether for work or play.

**June 15, 2001**

Doug Farrell, Member

Rockwood Action Plan Implementation Committee

Supports City of Gresham's MTIP submissions as an investment in the neighborhood. The Stark Street Boulevard is a key project in shaping the direction of Rockwood development, supporting transit-oriented uses and attract needed businesses. Improved transit service is also important in Rockwood. Tri-Met's proposed service increase on 181<sup>st</sup>/182<sup>nd</sup> will provide a direct connection to the many jobs available to the north along Sandy Boulevard and the airport. The Gresham Fairview Trail is a great project for Rockwood, providing access to the Springwater Trail and Marine Drive.

**June 15, 2001**

Bob Currey-Wilson, Group Vice President

Real Estate and Store Development

Fred Meyer

PO Box 42121

Portland, OR 97202

Supports funding for the Stark Street Boulevard project. Stark Street is the primary arterial used for access to the Rockwood Fred Meyer store. Many of our customers also walk from the neighborhoods to the south, but crossing Stark Street in its current configuration is not safe. Basic improvements are needed to help walkers reach the heart of Rockwood. The aesthetic improvements and traffic control devices will improve the look of Rockwood and improve the operational safety of the street, as well.

**June 15, 2001**

Gretchen Schuette, Superintendent

Gresham-Barlow School District No. 10Jt

1331 NW Eastman Parkway

Gresham, OR 97030

Supports the Division Street Boulevard project. The project is vital to improve the safety of Gresham High School students. Phase II of the project will extend it to Gresham High

School. The current lack of infrastructure and fast travel speeds create a dangerous environment for students, many of whom cross Division to walk to downtown, the Central Transit Center or other destinations.

**June 15, 2001**

Mayor Charles J. Becker  
City of Gresham

Requests support for funding transportation improvements in East Multnomah County. The projects represent a modest but essential investment in our continuing progress toward implementing the Region 2040 Plan. The projects are: Gresham Transit Choices for Livability Service Increase; Stark Street Boulevard improvements; Division Street Boulevard, Phase 2; Gresham/Fairview Trail; Phase 3 of the Gresham /Multnomah County ITS project and the 223<sup>rd</sup> Railroad Overcrossing widening. Each of the projects addresses important transportation system and /or safety deficiencies.

**June 15, 2001**

Patti McCoy, Executive Director  
Columbia Corridor Association  
PO Box 55651  
Portland, OR 97238

Strong support for funding of five important transportation projects in the Columbia Corridor for freight mobility and congestion reduction in, and improved connections to, our fast-growing employment centers. The projects are: Northeast Lombard Overcrossing; Columbia/Killingsworth East End Connector; Tri-Met's 181<sup>st</sup>/182<sup>nd</sup> Bus Service Improvements; Gresham's Phase 3B Intelligent Transportation System and more funding than proposed for freight planning to improve the understanding of the freight dynamics in this region.

**June 15, 2001**

Kathy Everett, Executive Director  
Gresham Downtown Development Association  
PO Box 2043  
Gresham, OR 97030

Supports City of Gresham's MTIP submissions, including the Division Boulevard project, the ITS Phase II project, Stark Street Boulevard; Gresham Fairview Trail and the TMA formation in Gresham. Gresham's downtown is an isolated pocket of great development. The major arteries that frame our downtown make accessing it difficult. The arteries offer no sense of place. They want to change that and create a gateway into Gresham.

**June 15, 2001**

Terry W. Emmert, President  
Emmert International  
11811 SE Hwy 212  
Clackamas, OR 97015

Supports the following list of Clackamas County projects, representing a broad range of important improvements countywide. As a citizen and owner of several businesses, I believe these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors for residents and commerce. The project are: Sunrise Corridor Unit 1; Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup>; Clackamas ITS/ATMS program; Jennings Avenue/99E Pedestrian Access to Transit; and completion of the South Corridor Transportation Alternative Study.

**June 18, 2001**

Gary Bisbee, Chair  
Gresham Parks and Recreation Citizen Advisory Committee

Supports funding for the Gresham Fairview Trail project, which is a critical element of Gresham's Bicycle and pedestrian system and a key component of the Parks, Recreation and Open Space Master Plan and the Gresham Trails Master Plan. It will provide a real choice for residents and employees within Gresham to opt out of their vehicles for their personal travel and provide improved regional access to the community.

**June 18, 2001**

Jerry Coddington  
Columbia Sportswear Company  
7000 N. Leadbetter  
Portland, OR 97203

Supports allocating \$2 million in MITP funds to the North Lombard overcrossing project in the Rivergate Industrial District. Improved safety at the rail crossing will be a major benefit. Only two roads, North Marine Drive and North Lombard (both with rail crossings at grade level) serve the Rivergate Industrial District. They have had employees late to work because both crossings can be closed for trains at the same time.

**June 18, 2001**

Carol Nielsen-Hood, Executive Director  
Gresham Area Chamber of Commerce  
PO Box 1768  
Gresham, OR 97030

Supports the City of Gresham's MITP submissions. All the projects submitted by Gresham for funding are mutual goals of smart and appealing growth. We appreciate the variety of transportation projects the city is working to provide and the efforts to control both transportation supply and demand, such as the ITS and TMA projects. We are also encouraged by Tri-Met's efforts to increase transit service in East County. We support the city's two boulevard projects and would like to see it extended to other streets where development supports it. We await the construction of the Gresham Fairview Trail.

**June 18, 2001**

James Pettinari

Professor of Architecture

University of Oregon Portland Programs

722 SW 2<sup>nd</sup> Avenue

Portland, OR 97204

Supports pedestrian improvements on the Morrison Bridge. Most of our architecture students live on the eastside, while working and going to school in downtown Portland. They depend on public transit, bicycling and walking to these activities. Pedestrian improvements on non-freeway bridges are tax dollars well spent. It would also help connect people to west side parks and future urban building sites at the bridgehead.

**June 18, 2001**

Paul Demarco, General Manager

Clackamas Town Center

12000 SE 82<sup>nd</sup> Avenue

Portland, OR 97266

Supports projects submitted by Clackamas County for MTIP funding, including the Sunnyside Road 122<sup>nd</sup> to 132<sup>nd</sup> improvement project, the Harmony/Linwood Intersection; Clackamas ITS/ATMS program; the Jennings Ave/99E Pedestrian Access to Transit and funding for the South Corridor Transportation Alternative Study. All of the projects listed will have a direct impact on the Clackamas Town Center and the transportation issues that affect this area.

**June 22, 2001**

Greg Brown, Chair

Gresham Bicycle Pedestrian Task Force

Supports funding improvements in East Multnomah County: Stark Street Boulevard improvements are essential for safe pedestrian, bicycle and transit access in the Rockwood Town Center. The Division Street Boulevard Phase 2 project will provide safe and attractive pedestrian, bicycle and transit access between the Gresham Central Transit Center, downtown Gresham, Gresham High School and Gresham Civic Neighborhood. The Gresham Fairview Trail project is a critical element of Gresham's bicycle and pedestrian system. The 223<sup>rd</sup> Railroad Overcrossing widening will eliminate serious safety hazards and improved access in the area. The 257<sup>th</sup> Avenue Pedestrian Improvements will provide safe pedestrian facilities within the transit corridor, improving access to transit and eliminating hazards. The task force believes these projects will help Gresham achieve its transportation goals and implement regional priorities.

**June 26, 2001**

Jim Griffith, Mayor

City of Tigard

Expresses City of Tigard support for five projects. McLoughlin/Barber Transit Service Continuation will encourage commuters and shoppers to use transit rather than driving on one of the most congested roads with one of the slowest travel times in the region. Beaverton/Tigard TCL Service Increases would expand and maximize the Access-to-

Work program. It provides more service to citizens, allowing the driver to pick up persons with disabilities, elderly and general public. The TMA Assistance program supports investment in public/private partnerships that have successfully increased the number of commuters who use alternative modes of travel. Region 2040 Initiatives program includes important elements of a balanced regional transportation system. The Southwest Greenburg Road Improvements would facilitate local trips between the Washington Square Mall area and residential areas. It would facilitate the development of the Regional Center Plan and enhance safe pedestrian and bicycle travel to and from that area and provide for smoother bus service. Overall, it would help the transition of that area from a typical suburban shopping mall to a true regional center.

**June 27, 2001**

Mary Lou Ritter, Director  
Department of Aging and Veterans Services  
Washington County  
Hillsboro, OR

Supports allocation of funding to Tri-Met for the Pedestrian Access to Transit Grant Program. As a pedestrian and transit rider, this program makes good use of federal flexible funds. Transit affords many elders and people with disabilities a level of independence and mobility. Without a safe and easy means of accessing transit, their options are drastically limited. It is also a wise investment because it encourages people to walk and leave their cars at home.

**June 27, 2001**

Dick Jones, Chair  
Oak Lodge Community Council  
3205 SE Vineyard Road  
Oak Grove, OR 97267

The Oak Lodge Community Council, the recognized CPO in the Oak Grove area, voted to express support for the Sunrise Corridor project. We strongly believe this corridor should receive additional points as a freight corridor. The intersection of Hwy. 225 and 82<sup>nd</sup> Drive has approximately the same level of truck traffic as the I-5 Bridge to Vancouver. This program will give another access route to the Clackamas Industrial Area. Additional credit should be given because the proposed dollars will allow the project to be ready when construction funds might be found. The points given in the ranking on June 13 show no points for either effectiveness or safety. Several intersections rank high on ODOT list of least-safe intersections. The calculations for effectiveness should be reviewed to address the cost of Phase 1 of \$80 million instead of the cost for the total corridor of \$180 million.

Clackamas County is a "jobs poor" area with about 2/3 leaving for employment. Any effort to improve industrial areas and create family wage jobs will pay big dividends in reduced traffic congestion and vehicle miles driven.

**June 28, 2001**

John Geffel, Sr. Vice President Marketing  
Timberline Software Corporation  
15195 NW Greenbrier Parkway  
Beaverton, OR 97006

Supports TMAs and the 2040 Initiatives programs. As Westside Transportation Alliance Board Chair, I see how effective public/private partnerships are in addressing our region's transportation system issues. TMAs are able to leverage public and private dollars and participation, and they have successfully increased the number of commuters who use alternative modes of travel. The 2040 Initiatives includes funding for the upcoming regional carpool/vanpool internet matching program and public/private shuttle services, both of which are important elements in a balanced regional system.

**June 28, 2001**

Michael Freudenthal  
Business Development Specialist  
Pacific Foods of Oregon  
19480 SW 97<sup>th</sup> Avenue  
Tualatin, OR 97062

Requests support for the Tri-Met Transportation Demand Management/TMA Assistance program and the City of Tualatin express bus proposal (Transit Choices for Livability). Both programs support transportation alternatives for town centers and industrial centers like Tualatin. The City of Tualatin has requested express bus service from Beaverton to Tualatin. The Tualatin TMA has also requested shuttle bus service along Tualatin Sherwood Road, our most congested road in Tualatin. Both programs will help reduce traffic congestion and improve job access.

**June 29, 2001**

Elaine Wells, Executive Director  
Ride Connection  
2145 NW Overton  
Portland, OR 97008

Supports Tri-Met's Pedestrian Access to Transit Grant Program because it makes good use of federal flexible funds. Pedestrian access to transit around our region needs to be improved. Without a safe and easy means of accessing transit, our options (regardless of mobility impairment) are drastically limited. It is a wise investment also because it encourages people to walk and leave their cars at home.

**June 29, 2001**

Victoria A. Brown, TMA Manager  
Tualatin Chamber of Commerce  
PO Box 701  
Tualatin, OR 97062

Supports Tri-Met Transportation Demand Management/TMA Assistance proposal and the City of Tualatin express bus proposal for MTIP funding. The Tualatin Transportation Management Association has promoted alternative transportation options since 1997,

when population, jobs and congestion increased. Both the TDM package and the Transit Choices for Livability support options and alternatives for town centers and industrial centers like Tualatin. We need to reduce traffic congestion and reliance on the automobile, improve job access to cities such as Tualatin, and make room for freight needs on our overburdened roads.

**July 2, 2001**

Robert Alexander, Manager

Business Development

Portland Development Commission

Writing to express support for increasing job opportunities in the Airport Way Urban Renewal Area. The Gresham Transit Choices for Livability Service Increase is an essential step toward making transit a viable option for industrial development by improving transit service on 181<sup>st</sup>/182<sup>nd</sup> from south of Powell Boulevard to Airport Way. It addresses important local transportation needs and will improve employment opportunities and support regional priorities.

**July 3, 2001**

Charlotte Lehan, Mayor

City of Wilsonville

I was disappointed to learn that in the MTIP technical ranking the Boeckman Road Extension Project, which is vital to the success of the Dammasch Urban Village, came in dead last with zero points. As I understand it, because there is no road existing and the Dammasch Urban Village has not been built, according to the criteria there is no need for the project. Given Metro's position on the importance of the Dammasch Urban Village to the preservation of the urban growth boundary, I do not understand this logic. The City of Wilsonville recognizes that the transportation funding needs of the region are overwhelming and that there are many worthy projects that will go unfunded. But I am deeply concerned about the message this sends to the potential Dammasch developers as to the seriousness of the region's commitment to the public/private partnership that we all agree is critical to making the Dammasch Urban Village a reality.

**July 3, 2001**

James G. Barrett

Barrett Erosion And Sediment Control Services

7610 SE Holgate Blvd.

Portland, OR 97206

(letter forwarded by e-mail)

This is to support funding to make improvements at the intersection of SE Foster Road and 162<sup>nd</sup> Avenue. There are traffic and associated safety problems caused by the growth of the area. It is also needed to address the fish passage problems caused by the existing box culvert. The project is a very important piece of the Johnson Creek Watershed Council Plan for rehabilitating the watershed. I urge support of the project.



**July 5, 2001**

Daniela Brod  
Johnson Creek Watershed Manager  
Bureau of Environmental Services  
City of Portland  
(letter forwarded by e-mail)

Supports improvements at SE Foster Road at SE 162<sup>nd</sup> Avenue. It is urgently needed to solve safety issues at the intersection. It is also needed to help fish recovery. The 162<sup>nd</sup> and Foster project is a perfect example of the city facing the challenge of salmonid recovery in an urban area.

**July 6, 2001**

Sandra Gerline  
17808 Cardinal Pl.  
Lake Oswego, OR 97034

I support allocating money to Tri-Met for the Pedestrian Access to Transit program. As a transit user, I have to stand waiting for the bus in the rain along with fellow transit users. We share complaints about lack of bus shelters, fear of crossing busy streets to catch the bus, bus stop areas that are muddy or on uneven ground, and unreasonable bus schedules. It would be a wise investment to encourage people to use transit and leave their cars at home. It would be an investment in the livability and accessibility of our region.

**July 8, 2001**

Suzanne and Jerry Kalapus  
15928 SE Flavel Drive  
Portland, OR 97236

A letter of support for improvements at Southeast Foster Road at 162<sup>nd</sup> Avenue. This project is urgently needed to solve safety issues at the intersection. We enjoy bicycling and are delighted to be near the Springwater Corridor. However, we find it frightening and intimidating to try to ride our bicycles from our home to the trail because we have no safe route. Walking is equally dangerous. We are also concerned about a culvert replacement to remove a fish blockage on Kelley Creek, thus assuring the perpetuation of the fish population.

**July 9, 2001**

Ken Findley,  
Bales Thriftway  
Bales For Food, Inc.  
12675 NW Cornell Road  
Portland, OR 97229

Supports improvement project on Cornell Road between Murray and Saltzman Road. It is an integral part of the development of the Cedar Mill Town Center. Additional funds are needed to complete the improvements of Cornell Road in accordance with the ultimate design of the town center.

**July 10, 2001**

Multnomah County  
Board of County Commissioners  
(signed by all five commissioners)

The board wanted to inform you of our priorities for MTIP. We believe all projects submitted by Multnomah County are worthy of funding. However, because resource are limited, the top four priorities listed here will implement the region's 2040 land use goals and the RTP: Morrison Bridge Bike/Ped Facility; 223<sup>rd</sup> Avenue Railroad Overcrossing; Multnomah County/Gresham ITS; and Stark Street Boulevard.

**July 9, 2001**

Multnomah County  
Transportation Division

The Multnomah County Bicycle and Pedestrian Advisory Committee would like to emphasize the importance of funding the construction phase of the Morrison Bridge Multi-use Path for these reasons: the project ranks number 1 in the 2002 bicycle project technical rankings; bicycle access on the bridge has generated strong public support; and the region has demonstrated a past commitment to the project through the partial funding of the PE phase during the 2000 MITP cycle. Other important projects include the Stark Street Boulevard improvements and the 257<sup>th</sup> Pedestrian improvements.

**July 10, 2001**

Robert N. Bothman  
7365 SW 87<sup>th</sup> Avenue  
Beaverton, OR 97223

I strongly support funding the following projects for MTIP. The Eastbank Trail/Springwater Trail Connector, the Fanno Creek Greenway Trail Phase 2 and the Gresham Fairview Trail. I urge consideration of funding all three of these regional multi-use transportation corridor projects.

**July 10, 2001**

Robert N. Bothman, Chair  
THPRD Trails Advisory Committee

Tualatin Hills Park and Recreation District Trails Advisory Committee strongly supports funding the Fanno Creek Greenway Trail Phase 2 project. When completed this section of the 15-mile Fanno Creek Greenway Trail will traverse Washington County, THPRD, Beaverton and Tigard, four local jurisdictions. This longer section will attract additional users and support pedestrian and bicyclists on the west side.

**Additions to written report received after July 11, 2001:**

**April 10, 2001**

Darlene Lombos, Lead Organizer  
Sister in Action for Power  
1732 NE Alberta  
Portland, OR 97211

Expresses deep concerns over the proposed expansion of Interstate 5. Strongly urges rejection of this project and instead working closely with community organizations for solutions to transportation problems that benefit the entire community, not just a privileged few. Asserts that negative impacts on low income communities, women, youth, people of color and the environment have not been given full and serious consideration in this proposal, nor have they been involved in the process.

**June 18, 2001**

Chris Beck, State Representative  
Oregon House District 12

Supports the Transit Oriented Development Implementation Program for MTIP funding. Despite a number of new projects, not enough progress has been made here in the metro area to encourage the benefits of transit-oriented development. The TOD program proposal could play a tremendous role in helping the region channel growth within the existing urban growth boundary, without compromising the livability citizens have come to expect from our community. A TOD fund is a wise, long-term use of our transportation dollars. The TOD program is essential to achieving the goal of high quality neo-traditional communities along light rail and bus corridors.

**July 2, 2001**

Catherine Ciarlo, Executive Director  
Bicycle Transportation Alliance

Metro should invest the region's flexible funds in projects that support the regional vision articulated in the Region 2040 concept. Regional flexible funds should be spent on projects that help complete bicycle, pedestrian and transit systems and networks – not on projects that simply increase auto capacity. Regional funds should not be used to fund freeway improvements. The final project package should include all of the bicycle improvements included in the draft technical rankings. Especially supports the Morrison Bridge Multi-Use Path and the Eastbank Trail/Springwater connector. Also supports the Willamette Shoreline Rail/Trail study and the Washington Street bike lanes in Oregon City.

**July 3, 2001**

Bradley C. Fackrell  
Lakeside Gardens  
16211 SE Foster Road  
Portland, OR 97236

Supports improvements to SE Foster Road at 162<sup>nd</sup> Avenue. This project is urgently needed to solve safety issues at the intersection. As property owners at the intersection, there are far too many serious accidents where cars piled over the steep embankment and into the creek (photos enclosed). Also, a culvert will be replaced to remove a fish blockage on Kelley Creek. We are not excited about the construction and inconvenience associated with the street improvement project. However, it is imperative that the project be completed properly and not just as a temporary fix.

**July 10, 2001**

Kevin Downing, President  
Sellwood Moreland Improvement League  
8210 SE 13<sup>th</sup> Avenue  
Portland, OR 97202

Recommends the East Bank Trail/Springwater Trail Connector as its number one priority in the current MTIP funding process. Believes this project takes another critical step in completing the regional bicycle corridor from downtown Portland to Boring. It will make commuting by bike to downtown Portland more possible for people in the inner southeast neighborhoods. The absence of this ready connection also prevents reverse commutes to the east. With the trail completion the entire region benefits, so it seems only fair that the entire region would bear the cost of this project.

**July 11, 2001**

Lila Gottman, Chair  
Clackamas County Pedestrian/Bikeway Advisory Committee  
The committee endorses the following projects for MTIP funding: Jennings Avenue/99E Avenue Pedestrian Access to Transit and the Harmony/Linwood Intersection. A partnership in Clackamas County believes these projects address important pedestrian and/or bikeway issues existing in unincorporated Clackamas County. These projects improve transportation facilities for pedestrians and bicyclists of Clackamas County.

**July 11, 2001**

Betty Atteberry, Executive Director  
Frank Angelo, Chair, Transportation Committee  
Westside Economic Alliance

The members of the Westside Economic Alliance believe that solving transportation problems is the top priority needed to support their economic plans. Road modernization projects supported include: US 26 Widening, SW Greenburg Road, Murray Blvd and Schools Ferry Road to Barrows/Walnut, I-5 Nyberg Interchange Widening and SE 10<sup>th</sup> Left Turn Pocket: E Main/Baseline. Because truck traffic is predicted to more than double in the next twenty years, the following freight projects are also supported: the Columbia/Killingsworth East End Connector and the North Lombard RR Overcrossing at Burgard Avenue and Rivergate Blvd. Transit projects supported include the Beaverton/Tigard TCL Service Increases and the Bus-based Washington County Commuter Rail Ridership Buildup. Planning projects supported include the Regional Freight Program and the RTP Corridor Project.

**July 11, 2001**

Lou Ogden, Mayor  
City of Tualatin

Urges Metro to include the entire request for construction funding for the I-5/Nyberg Interchange Widening project. The project provides a significant benefit to regional traffic traveling between K-5 and 99W. It also benefits Tualatin town center and Tualatin industrial areas. By phasing the right-of-way, construction will be delayed until after

2006, depending on the next round of funding. Tualatin has agreed to phase this project once and additional phasing will continue an untenable situation. Congestion relief this project provides is needed now.

**July 11, 2001**

Roy Rogers, Commissioner, District 3  
Washington County

Our metropolitan region has a long history of engaging in transportation collaboration. As one of the partners, we fully recognize that regional support would be of the utmost importance for successful Senate Bill 933 funding efforts. Washington County currently has no projects in mind, but we will be in contact with Metro if suitable ones are identified. We are also open to ideas from the region on ways to apply the SB 933 mechanism.

**July 11, 2001**

Linda Bauer, President  
Pleasant Valley Neighborhood Association

The association has felt that the 162<sup>nd</sup> and Foster Road intersection is dangerous and needs to be improved, even before the area was approved for increased development. It is dangerous for automobiles and suicidal for pedestrians or bicyclists and cannot accommodate alternative modes of transportation. Traffic is already congested from west of 162<sup>nd</sup> and Foster to Jennie and Foster. The housing developments are less than 25% completed. Why must local residents play Russian Roulette in order to access the only arterial in the area? This is a regional as well as a local safety issue. Metro's help is needed in funding essential safety improvements and completion of this project.

**July 11, 2001**

Ann L. Gardner, Chair  
Association of Portland Progress  
Transportation Committee  
520 SW Yamhill St., Suite 1000  
Portland, OR 97204

From a regional perspective, we support funding for the South Corridor DEIS and the study of the Willamette Shore Rail and Trail alignment. Both these corridors are congested and need to have transit options for commuters from the south end of the region to downtown Portland. The reconstruction of Naito Parkway and NW 23<sup>rd</sup> Avenue are both important central city streets that need maintenance and attention soon. Naito Parkway has been a multi-year struggle for funding.

**July 11, 2001**

Coalition for A Livable Future  
534 SW Third Avenue, Suite 300  
Portland, OR 97204

The Coalition believes that regional funds should not begin to fund freeway improvements. ODOT already receives federal funds for state highway work, in addition to proceeds from the gas tax dedicated to roads. The technical rankings need to create a

common list of projects that can be compared. The division by mode makes it impossible to evaluate the relative merits of projects across modes. They believe the council criteria established in January provides a good basis for allocation of MTIP funds. They believe regional funds should be allocated for projects that do not increase motor vehicle capacity or VMT, with the exception of multi-use projects such as boulevards and road operations (ITS). Projects supported for MTIP funding are: Stark Street Boulevard, Division Boulevard, Gresham-Fairview Trail, Gresham TCL Service Expansion; Sunset Transit Center Improvements, Fanno Creek Trail, BVT/Tigard TCL Service Expansion, Forest Grove; Morrison Bridge bike/ped improvements, SE Foster Road and SE 162<sup>nd</sup> road; Springwater Trail, both McLoughlin Boulevard projects, South Corridor DEIS; Willamette Shoreline Study, Pedestrian Access to Transit, Continue Service on McLoughlin/Barber; all TDM/TMA projects, TOD program and all ITS projects. The Coalition believes the Sunrise Corridor Final Design and the Highway 26 expansion should *not* be funded.

**July 11, 2001**

Linda Carter, Chairperson  
Oregon City Planning Commission  
City of Oregon City

The planning commission endorsed all three projects for which the city has applied for MITP funding, as follows: McLoughlin Boulevard Improvements, Molalla Avenue Pedestrian Project and Washington Street Bike Lanes. These projects help the area achieve a more multi-modal, pedestrian and transit friendly transportation system and help Oregon City achieve its goals as a regional center.

**July 11, 2001**

Jon Holan, Community Development Director  
City of Forest Grove

The City of Forest Grove has one proposed project, the pedestrian improvements for our town center area. There is a high proportion of travel in the project area, seeking access to the town center. The current regulations as well as the town center plan encourage the expansion of mixed use development throughout the target area, with residential densities at the highest allowed in the community. Accident data reflect 84 reported accidents in the project area intersection from 1994 through 1997. For these reasons, the project should receive additional ranking points awarded for 2040 land use objectives, mixed-use development and safety considerations.

**July 11, 2001**

Terry Moore, Board Member  
Tualatin Hills Park & Recreation District

Urges funding for Phase II of the Fanno Creek Greenway Trail project. It is the district's highest priority trail project and is the missing link between two completed trail segments that provide a greenway through Beaverton along Fanno Creek between Portland and Tigard. In the past year, two new trails were dedicated and engineering work was contracted on another. Funding is critical to complete a westside multi-use trail providing both a transportation and a recreation regional asset.

**July 12, 2001**

Susie Lahsene

Transportation Planning Manager

Port of Portland

The new crossing at 87<sup>th</sup> Avenue connecting Columbia and Killingsworth is a high priority project for the region, ODOT Region 1, the City of Portland and the Port. This improvement has \$2 million of Port of Portland general funds allocated for conceptual engineering, PE and environmental work. The improvement will replace the existing bottleneck from the airport via Columbia Boulevard to I-205 with a new connection. Also supports the addition of North Portland Road from Marine Drive to Columbia Blvd.

**July 13, 2001**

Nancy Kraushaar, P.E.

City Engineer/Public Works Director

City of Oregon City

The City of Oregon City respectfully requests that the Metro Council review the criteria responses that were reported for our McLoughlin Boulevard Project, I-205 to Railroad Tunnel. The project we have proposed consists of the section of McLoughlin Boulevard that is in the center of our regional center. Our adopted Downtown Community Plan, Phase I, speaks clearly about the deficiencies on McLoughlin and the need for its enhancement to improve the visual character and provide a link to the waterfront and adjacent land use districts. The project will solve existing transportation problems and has significant multi-modal elements.



## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97078 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

**ROB DRAKE**  
MAYOR

April 12, 2001

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

Dear David:

This letter is in support of the Tualatin Hills Park & Recreation District's (THPRD) request for funding of the Phase II Fanno Creek Multi-Use Path through Metro's 2002 MTIP program. The Beaverton City Council has expressed support for this request.

The Phase II Fanno Creek Multi-Use Path is a critical missing link in the regional bike path system in Washington County and the City of Beaverton. The City of Beaverton and THPRD have a unique partnership in providing park services to area residents and we have a strong joint interest in completion of this segment of the Fanno Creek Trail.

The Fanno Creek Trail is recognized in the City of Beaverton's Comprehensive Plan, Metro's 2040 Plan, THPRD's Trails Master Plan and the Trails & Greenways Regional Trail Plan. It is an important vital transportation link for citizens.

Thank you for your support of THPRD's request for funding of the Phase II Fanno Creek Multi-Use Path through Metro's 2002 MTIP program.

Sincerely,

Rob Drake  
Mayor



2387 NW Northrup #5  
Portland, OR 97210  
24 May, 2001

JUN 6 2001

Councilor Rod Monroe  
METRO Council  
600 NE Grand Avenue  
Portland, OR 97232

Dear Councilor Monroe,

I am writing to you to ask you to support full funding of the Springwater Trail as part of the 2002-2005 MTIP. I ask you to do this on my own behalf, that of my bicyclist colleagues, and for the whole region. The link between the existing Springwater Corridor and the under-construction OMSI-Springwater trail is a crucial one for several reasons, as I hope to demonstrate.

First of all, this link would provide an off-street alternative to heavily some trafficked streets in the Sellwood area for bicyclists, joggers, and others. The most direct route that currently exists is Tacoma Avenue, which is highly congested, and riding it is a dangerous and unpleasant experience for both bicyclists and motorists. The main alternative, the nominal "bike boulevard" Spokane Street, while less heavily congested, does little to appreciably slow automobiles, especially during peak travel hours. Also, the Spokane alignment still requires the cyclist to travel on Tacoma between SE 17<sup>th</sup> street and highway 99E. The Sellwood Springwater link would virtually eliminate disruptive interactions between cars and bicycles in this heavily traveled area.

Secondly, adding a section of trail to connect the two existing stretches of the Springwater Trail would reduce car use, for several reasons. The majority of users of the current trail are recreational users. A contiguous Springwater Trail, from OMSI to Boring, would offer far more local trail access points to a much larger percentage of the region's population. If the current model of use is for a family to load up their car with bicycles and drive to an access point before spending the day on the trail, then a longer, connected trail would be quite likely to offer a closer access point, and thus reduce vehicle-miles traveled. In many cases, it could even eliminate the need to use a car to get to the trail entirely.

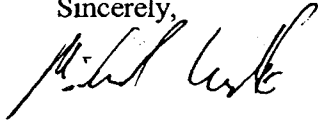
Furthermore, from a transportation perspective, it is likely that a good many potential bicycle commuters could be convinced to take up the habit of riding to work when presented with an off street trail that stretches, uninterrupted, from Boring to the foot of the Hawthorne Bridge. (And from there, right into the heart of downtown.) The draw for the commuter would be succor from traffic, but also the prospect of not having to worry about navigation -- there is very little chance of taking a wrong turn or ending up on a dangerous street if all you have to do is follow the trail.

The third and final point that I would like to make is that the Sellwood link of the Springwater Trail would add tremendous value to the region's whole network of multi-use paths. With the Springwater Trail complete, this network of paths would connect both sides of the Willamette River in downtown Portland to Sellwood, and Sellwood to Gresham and Boring. Where the Springwater Corridor crosses I-205, there is access to a trail that goes from Oregon City to the Columbia River and Vancouver, Washington, a trail that in turn connects to the Marine drive bike path, which covers huge stretches along the river from Troutdale to Kelly Point. These destinations would all suddenly become accessible from the heart of urban Portland without having to set foot on a city street! To me, as a cyclist, there is little so dismaying to me as

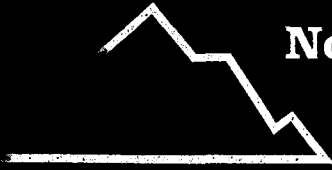
traveling along a bike lane or path, only to have it disappear out from under me, and to be left to fend for myself against traffic. This vision of a region of integrated multi-use trails is the antithesis of that.

With the twin problems of congestion and rising energy costs staring us in the face, our region requires cost-effective, original thinking. Bike paths buy us more space for less money than more roads do, they keep communities on a human scale, and provide people with a sustainable transportation choice. The Springwater Trail is good investment, and it'll pay us all back many times over.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Wolfe". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Michael Wolfe  
Bicyclist



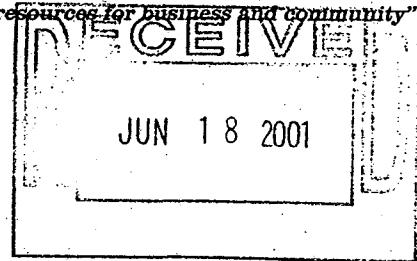
# North Clackamas County

# Chamber of Commerce

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

June 5, 2001

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



Dear Mr. Bragdon,

Thank you for the opportunity to provide comment on the vitally important aspect of transportation funding for our area. Access, safety and congestion relief are the most important factors to consider when determining priority for improvements.

The North Clackamas County Chamber of Commerce endorses the following list of projects, which have been included in the list submitted through the Metro Transportation Improvement Program process for requested funding FY 04 / 05. Many entities and countless individuals have diligently worked together to compile this list, keeping in mind a variety of needs of our residents, business associates and recreational travelers. The Chamber believes these projects meet the criteria for MTIP funding and should be given highest priority consideration.

These projects will improve transportation options for area businesses and their employees as well as build critical transportation corridors in the County for residents, freight and travelers.

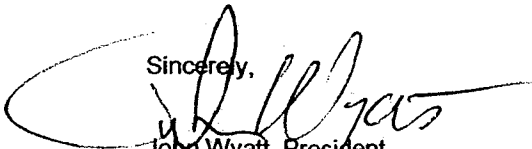
Our priority order for the Clackamas County proposed projects are as follows:

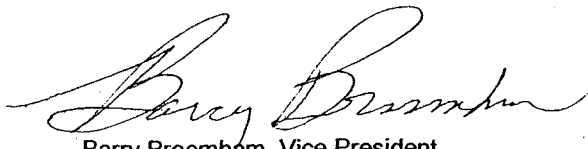
<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
1. Sunrise Corridor Unit 1	\$4,000,000	(30% prelim. design and engineering phase)
2. Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
3. Harmony/Linwood Intersection	\$ 750,000	(Final design work)
4. Clackamas ITS/ATMS program	\$2,000,000	(Phase 2 construction)
5. Jennings Avenue at McLoughlin (99E) Pedestrian Access to transit	<u>\$ 350,000</u>	(Design and construction)
Total Clackamas County Request	\$7,725,000	

Additionally, the Chamber supports MTIP regional funding for completion of the South Corridor Study.

We believe the Clackamas County submission for MTIP projects has jurisdictional and public support. Thank you in advance for your consideration of our endorsement of these projects.

Sincerely,

  
John Wyatt, President  
Board of Directors

  
Barry Broomham, Vice President  
Economic Development and Government Affairs Council

Cc Clackamas County Board of Supervisors  
Clackamas County Department of Transportation and Development  
Oregon Department of Transportation  
Regional Business Alliance for Transportation

JUN 19 2001

June 11, 2001

Councilor Rod Monroe, Chair  
JPACT  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe:

I am writing to express the support of the Gresham Transportation System Citizen Advisory Committee (TSCAC) for funding important transportation improvements in east Multnomah County. The projects listed below are essential transportation system improvements that will help us achieve our TSP goal of increasing travel choices and promoting a "feet first" approach to personal travel by providing a continuous, connected transportation system.

The **Gresham Transit Choices for Livability Service Increase** is an essential step toward making transit a viable option for residents of Gresham by consolidating and improving transit service on 181<sup>st</sup>/182<sup>nd</sup> from south of Powell Boulevard to Sandy Boulevard. This project will replace two disconnected, low frequency routes with a single route providing 15-minute service providing a key transit connection between neighborhoods, the Rockwood Town Center, and major employment areas in the Columbia Corridor.

**Stark Street Boulevard** improvements between 190<sup>th</sup> and 197<sup>th</sup> are essential for providing safe pedestrian, bicycle, and transit access in the Rockwood Town Center. This project will reduce the barrier created by the intersection of Burnside, Stark and MAX in central Rockwood.

The **Division Street Boulevard, Phase 2** project extends boulevard improvements an additional ½ mile from Kelly Street to Cleveland Street within the Gresham Regional Center. The extension will provide safe and attractive pedestrian, bicycle, and transit access between the Gresham Central Transit Center, downtown Gresham, Gresham High School and Gresham Civic Neighborhood.

The **Gresham/Fairview Trail** project will provide a major north/south pedestrian and bicycle connection between two regionally significant and heavily used trails: the Springwater Trail Corridor and the 40-Mile Loop Trail at Marine Drive. This project is a critical element of Gresham's bicycle and pedestrian system.

**Phase 3 of the Gresham/Multnomah County ITS** project continues implementation of a connected signal system and communications enhancements for all of east Multnomah County. This program allows us to increase the efficiency of the transportation system

and delay or avoid expensive physical capacity increases that can conflict with our broader transportation and land use goals.

The 223<sup>rd</sup> Railroad Overcrossing widening will eliminate serious safety hazards and improve pedestrian, bicycle, and freight access in the area. 223<sup>rd</sup> Avenue provides a critical link between the Gresham Regional Center and Fairview/Wood Village Town Center and Blue Lake Regional Park. This route also provides freight access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview and Troutdale. The route will also become an important transit route when Tri-Met implements new Sandy/223<sup>rd</sup> service in the corridor. Right-of-way acquisition is a critical next step in progressing toward improvements to safely accommodate these transportation needs.

Each of the projects addresses important transportation system and/or safety deficiencies. The Gresham TSCAC believes these projects will help Gresham achieve its TSP goals and support regional priorities. Thank you for considering these comments in your deliberations.

Sincerely,



Ed DeSantis

Chair, Gresham Transportation System Citizen Advisory Committee

c: JPACT  
Metro Council  
TSCAC

JUN 13 2001

JAMES S. OSTERMAN  
PRESIDENT  
OUTDOOR PRODUCTS GROUP

**BLOUNT**



June 11, 2001

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

Dear Mr. Bragdon,

The Blount International, Inc. endorses the attached list of countywide projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04 / 05. A partnership of Clackamas cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. We feel these projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

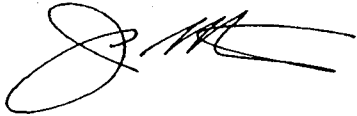
The Blount International, Inc. endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
• Sunrise Corridor Unit 1	\$4 million	(30% prelim. design and engineering phase)
• Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
• Harmony/Linwood Intersection	\$ 750,000	(Final design work)
• Clackamas ITS/ATMS program	\$2 million	(Phase 2 construction)
• Jennings Avenue/ 99E Avenue Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$7,725,000	



In addition the Blount International, Inc. supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdictional and public support. We thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Osterman', with a large, stylized initial 'J'.

James S. Osterman  
President Outdoor Products Group  
Blount International, Inc.



June 12, 2001

**Metropolitan Transportation Improvement Program  
Public Meeting Comment June 18, 2001**

The Tualatin Hills Park and Recreation District Trails Advisory Committee strongly supports funding the Fanno Creek Greenway Trail Phase 2 project to construct the missing link on the only regional trail on the westside of the region that has two significant sections completed. This is the first priority of the Committee. Projects on the Garden Home and the Beaverton Greenway Park Sections of the Fanno Creek were complete in 2000 leaving this gap.

When completed this section of the 15-mile Fanno Creek Greenway Trail will traverse Washington County, THPRD, Beaverton and Tigard, four local jurisdictions.

Metro has purchased property for the project and is actively negotiating for the remaining parcels. Preliminary Engineering is underway by THPRD.

A public survey by the Park District this spring found 42% of the respondents using the limited and short sections of trail in the district. This longer significant section will attract additional users and support pedestrians and bicyclists on the Westside.

We urge your support of this project.



Robert N. Bothman  
Chair THPRD Trails Advisory Committee



June 12, 2001

Mr. Terry Whisler  
Metro Headquarters  
600 NE Grand Avenue  
Portland, Oregon 97232

RE: MTIP – Priorities 2002 MTIP Update, City of Lake Oswego  
Boones Ferry Road Boulevard Project, Madrona Street to Kruse Way

Dear Mr. Whisler:

The Boones Ferry Road Project Advisory Committee (PAC) has asked me, as the chairman, to write a letter supporting the City of Lake Oswego's application for funding for the Boones Ferry Road improvement project. The attached list of committee members reflects the broad spectrum of city appointed citizens from neighborhoods, businesses and organizations that have been and are currently involved in the Boones Ferry Road project plan. The PAC, formed in January 2001 to study the corridor, was charged with developing recommendations that would expand the Boones Ferry Road corridor into a multi-modal facility and revitalize the existing businesses along the corridor. Throughout this process, the project committee has solicited public input into the final plan by holding three public open houses. The PAC is currently working on the final report that is scheduled for presentation to the Lake Oswego City Council in August.

This corridor offers a variety of challenges in that it is a Main Street, a Town Center, a Regional Transit Corridor and a Regional Boulevard, not to mention the role the existing facility plays for neighborhoods and businesses. The existing right of way is narrow. Balancing the roadway widening with impacts to existing businesses while minimizing impacts to abutting neighborhoods while achieving all of the long-term goals has most certainly presented the committee with a formidable challenge.

The PAC feels that the proposed improvements will meet both long and short-term goals for the corridor. They provide a multi-modal corridor for pedestrians, bicyclists, transit and vehicular traffic; address the short-term impacts to businesses, and provide for a logical progression towards the regional goals of this regionally significant boulevard project. The improvements also address an existing and increasing number of accidents where a large percentage sustains personal injuries. The proposed project will provide an essential link in the bike system. The PAC is satisfied that balance has been achieved between impacts to the community with regional demands placed upon the corridor.

Terry Whisler, Metro

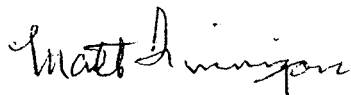
June 12, 2001

Page 2 of 2

MTIP – Priorities 2002 MTIP Update, Project Submittal, City of Lake Oswego Boones Ferry Road Boulevard Project, Madrona Street to Kruse Way

Understandably, implementing the recommendations will cost money. We feel these solutions are worthy and are asking you to give top priority to funding our proposal. Thank you for your consideration.

Sincerely,



Matt S. Finnigan

Chairman,

Boones Ferry Road Project Advisory Committee

Enclosure – PAC Membership List

c: Marc Butorac, Kittelson and Associates Inc.  
Tom Tushner, Project Manager  
Mark Schoening, City Engineer  
Judie Hammerstad, Mayor  
Lake Oswego City Council  
PAC Board Members

# **Boones Ferry Road Madrona Street to Kruse Way**

## Project Advisory Committee (PAC) Membership List

<u>Organization</u>	<u>PAC Member Nominee</u>
Lake Forest Neighborhood Association	Britt Nelson
Lake Grove Neighborhood Association	Matt Finnigan, PAC Chair
Waluga Neighborhood Association	Jeff Novack
Chamber of Commerce	Jim Shires
Lake Grove Business Owners	Mike Buck and Stephen Corey
Clackamas County	Ron Weinman
Metro	Tim Collins
Transportation Advisory Board (TAB)	Jim Kronenberg
Tri-Met	Young Park



June 12, 2001

Andy Cotugno  
Metro Headquarters  
600 NE Grand Avenue  
Portland, OR 97232

Re: McLoughlin Boulevard Improvements, Priorities 2002 MTIP

Dear Mr. Cotugno:

The City of Milwaukie is currently in the final stages of completing a TGM grant project focused on defining a master concept for improvements to McLoughlin Boulevard. A project team of staff from Milwaukie, ODOT, DKS Associates and Otak have reached agreement on a preferred project concept to take to final design. The preferred design concept calls for full improvements to the core downtown area between Harrison Street and Washington Street at a cost of approximately \$3.8 to \$4.3 million dollars. The proposed right-of-way (ROW) cross section ranges from 97.5 to 101.5 feet, and would include landscaped medians, bike lanes and planter/parkway strips, and is consistent with Metro's 2040 Street Design Guidelines for regional boulevards with closely spaced intersections.

Based on the cost estimate, the City is faced with a \$1.7 to \$2.2 million dollar project short fall. Consequently, City staff are currently in talks with Clackamas County to see if it is possible to reduce the MTIP fund request for the Harmony/Railroad Avenue project and increase the fund request for the McLoughlin project. Additionally, City staff met with ODOT and Metro staff last week to explore options for funding/phasing the project and were asked to look into the feasibility of delaying ROW acquisition for the remaining two properties on the West side of the roadway (a cost savings of approximately \$900,00 dollars).

The project team looked at this option and determined that while it is physically possible to fit a scaled down cross-section into the existing 80 foot ROW (distance from existing East curbline to face of buildings on the West side is 70 feet), it is not feasible because the resulting cross-section would lack bike lanes, leave minimal room for sidewalk on West side, and hence would not function well as a regional boulevard capable of accommodating multiple modes of transportation. Additionally, a major part of the proposed design is a three signal traffic system. However, because medians and raised separators would need to be in place prior to installation of the three traffic signal system, the project team has determined that it is not feasible to phase the signal improvements. In short, the project team feels strongly that boulevard improvements can best be achieved by acquiring the remaining two properties and constructing street and signal improvements simultaneously.

In summary, the project has built momentum, the project now has a defined design concept which has gained support from ODOT, and the project supports the goals of the City's adopted Downtown and Riverfront Plan by improving pedestrian access between the riverfront and the downtown. In addition to being important to Milwaukie, this project has regional significance because it will demonstrate how a

Andy Cotugno  
June 12, 2001  
Page 2 of 2

boulevard approach can serve both regional traffic and local land use patterns. Rehabilitation of McLoughlin as a boulevard will support mixed-use development in downtown Milwaukie and will still permit McLoughlin to function as a major North-South route in the metropolitan region. In light of the above information and considering the project's current funding short fall, the City respectfully requests that the MTIP subcommittee consider additional funding opportunities so that the project may be built in its entirety.

Thank you for your consideration of these factors. Please call me directly at (503) 786-7608 if you have any questions or concerns.

Sincerely,



Brion E. Barnett, P.E.  
Associate Engineer

cc: Mike Swanson, City Manager Pro Tem  
Jim Bernard, Mayor  
Dennis Lively, City Engineer  
Alice Rouyer, Planning Director  
Tom Kloster, Metro  
Terry Whisler, Metro  
Bill Barber, Metro  
Leo Huff, ODOT Region 1

file



JUN 18 2001

P. O. Box 1035  
Clackamas, Oregon 97015-1035  
Telephone: 503.650.1286  
Facsimile: 503.650.2899

June 12, 2001

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

Dear Mr. Bragdon:

Attached please find a list of countywide projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04 / 05. A partnership of Clackamas cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list. USF Reddaway endorses the list and feels these projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

We feel that these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
Sunrise Corridor Unit 1	\$4 million	(30% prelim, design and engineering phase)
Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
Harmony/Linwood Intersection	\$ 750,000	(Final design work)
Clackamas ITS/ATMS program	\$2 million	(Phase 2 construction)
Jennings Avenue/99E Avenue Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$7,725,000	

In addition, USF Reddaway supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdictional and public support. Thank you in advance for your consideration.

Sincerely,

USF Reddaway Inc.  
  
Jared J. McArthur  
President and CEO

JUN 13 2001

**William R. Maris**  
Chief Financial Officer  
and Treasurer

David Bragdon, Presiding Officer  
METRO  
600 NE Grand Ave.  
Portland, OR 97232-2736

June 12, 2001

Dear Councilor Bragdon,

The metro area's ability to sustain a vibrant and healthy quality of life and environment for citizens and future citizens alike is directly, not partially, but directly dependent on economic health. In turn, this region's economic health fundamentally depends on freight movement, whether food, produce, paper products, electronics, or imported cars. MTIP funding which marginalizes the importance of specific freight movement projects will soon fail the metropolitan revenue base. This will, in turn, fail the economic health of the region and the quality of environment and life enjoyed by all.

For the above reasons, this letter strongly urges MTIP funding for two essential freight projects which are vital to the sustained economic health of the region:

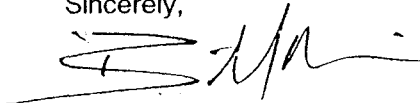
- \$2 Million for NE Lombard Overcrossing.
- \$1 Million for Columbia/Killingsworth East End Connector.

In addition, for the reasons cited at the outset of this letter, please allocate \$500,000 to MTIP freight planning. If we do not invest adequately in our ability to understand freight dynamics in this region we will coequally not be able to respond to changing conditions.

NE Lombard Overcrossing has funding for construction from rail carriers, the City, and the Port of Portland. The \$2 million cited above will bridge the funding shortfall. E. Columbia/Killingsworth shows up repeatedly as an absolute regional transportation fiasco that must be resolved. PDOT and ODOT have completed their analysis. \$1 Million in requested funding will keep the critical solution on track.

Thank you for recognizing the vital and sustained benefits the foregoing projects will bring to the metropolitan area for decades to come. Moreover, in this light, thank you for supporting long-term economic viability and quality of life for our citizens.

Sincerely,



cc: The Honorable Mr. Charlie Hales, City of Portland Commissioner  
Mr. Ed Galligan, Port of Portland Executive Director  
The Honorable Rex Burkholder, Metro Councilor  
Mr. Richard G. Reiten, CEO NW Natural Gas & RBAT Chairman



JUN 14 2001

June 13, 2001

David Bragdon  
Presiding Officer  
Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Bragdon:

Miles Fiberglass & Composites, Inc. (MFC) endorses the following list of countywide projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04/05. A partnership of Clackamas cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. We feel these projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

MFC endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
• Sunrise Corridor Unit 1	\$4 million	(30% prelim. design and engineering phase)
• Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$625,000	(Final design)
• Harmony/Linwood Intersection	\$750,000	(Final design work)
• Clackamas ITS/ATMS program	\$2 million	(Phase 2 construction)
• Jennings Avenue / 99E Avenue		
<u>Pedestrian Access to transit</u>	<u>\$350,000</u>	<u>(Design and construction)</u>
<b>Total Clackamas County Request</b>	<b>\$7,725,000</b>	

In addition, MFC supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdictional and public support. We thank you for your consideration.

Sincerely,  
MILES FIBERGLASS & COMPOSITES, INC.

Joe A. Luchak  
CFO / GM

CORPORATE HEADQUARTERS  
8855 S.E. Otty Road  
Portland, OR 97266  
Phone 503.775.7755  
FAX 503.774.2561

email: [mfc@milesfiberglass.com](mailto:mfc@milesfiberglass.com)

OREGON CITY FACILITY  
1516 Main Street  
Oregon City, OR 97045  
Phone 503.657.8345  
FAX 503.656.3176

[www.milesfiberglass.com](http://www.milesfiberglass.com)





5440 S.W. Westgate Drive, Suite 150 / Portland, OR 97221-2413  
Phone (503) 350-5525 FAX (503) 350-5544

June 13, 2001

JUN 14 2001

David Bragdon, Presiding Officer  
METRO  
600 N.E. Grand Ave.  
Portland, OR 97232-2736

Dear Councilor Bragdon

We would like to express our strong support for two projects currently competing for MTIP funds – the North Lombard overcrossing in the Rivergate Industrial District and funds to begin the project to alleviate the bottleneck at N.E. 96<sup>th</sup> and Columbia Blvd/Killingsworth.

The Jubitz Corporation first came to the area in 1958, well before it was sanctioned as a district for industrial growth. As regional business grew, we were able to expand our transportation related services to meet the needs of other firms and now employ over 300 workers at our travel center location in North Portland.

Our growth was greatly assisted by prior commitment of funds to infrastructure development in the area. Our future, and those of other employers in the Columbia Corridor, depends on continued support for projects that will aid the movement of freight in our collective neighborhood.

Business growth means tax revenue growth. Revenue that supports numerous quality-of-life projects not normally associated with industrial transportation but important to the overall health of our region and state.

We urge METRO's support to fund these two important projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Fredrick D. Jubitz", is written over a horizontal line.

Fredrick D. Jubitz  
Co-President

CC: City of Portland Commissioner Charlie Hales

**JAN LEE**  
**State Representative**

DISTRICT 10  
CLACKAMAS AND  
MULTNOMAH COUNTIES



**HOUSE OF REPRESENTATIVES**  
**900 COURT ST NE**  
**SALEM, OREGON 97301**

**Committees:**

Vice-Chair:  
Stream Restoration and  
Species Recovery

Member:  
Water and Environment

Member:  
Health and Public  
Advocacy

June 13, 2001

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

**JUN 14 2001**

Dear Presiding Officer Bragdon;

As an elected Clackamas County legislator, I am writing today to support the following list of Clackamas County projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04 / 05. A partnership of Clackamas county cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. These projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

I believe these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for the region's residents. County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
• Sunrise Corridor Unit 1	\$4 million	(30% prelim. design and engineering phase)
• Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
• Harmony/Linwood Intersection	\$ 750,000	(Final design work)
• Clackamas ITS/ATMS program	\$2 million	(Phase 2 construction)
• Jennings Avenue/ 99E Avenue Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$7,725,000	

I also wish to express my support for MTIP regional funding for the South Corridor Transportation Alternatives Study. Thank you for your consideration.

Sincerely,

Jan Lee  
State Representative, District 10

# CLACKAMAS COUNTY BUSINESS ALLIANCE

- Directors**
- Ed Ariniello  
GI Joe's Inc.
  - Paul DeMarco  
Clackamas Town Center
  - Larry Gardner  
Mentor Graphics
  - Joe Intile  
Fred Meyer Distribution Center
  - David Marks  
Marks Metal Technology, Inc.
  - Jared McArthur  
USF Reddaway Inc.
  - Lowell Miles  
Miles Fiberglass & Composites
  - Fred Row  
West Linn Paper
  - Dave Stokey  
Kaiser Permanente
  - Ex-Officio Director**
  - Bill Kennemer  
Clackamas County
  - Estle Harlan  
Clackamas Community College
  - Karl Rohde  
City of Lake Oswego

JUN 20 2001

June 13, 2001

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

Dear Mr. Bragdon:

The Clackamas County Business Alliance is a new partnership between the major employers and Clackamas County. Organized as an independent non-profit in December of last year, the Clackamas County Business Alliance represents over thirty of the major employers. Our businesses employ approximately 11,000 employees and represent a cross section of the major economic sectors of Clackamas County. With a collective investment of approximately \$3.5 billion and annual payroll of approximately \$340 million, we hope to be an effective voice for the economic vitality of Clackamas County.

The Clackamas County Business Alliance endorses the list of countywide projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04 / 05, provided below. A partnership of Clackamas County cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. We feel these projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

The Clackamas County Business Alliance endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
• Sunrise Corridor Unit 1	\$ 4 million	(30% prelim. design and engineering phase)
• Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
• Harmony/Linwood Intersection	\$ 750,000	(Final design work)
• Clackamas ITS/ATMS program	\$ 500,000	(Phase 2 construction)
• Jennings Avenue/ 99E Avenue Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$ 6,225,000	


# CLACKAMAS COUNTY BUSINESS ALLIANCE

## BOARD OF DIRECTORS

- Ed Ariniello  
GI Joe's Inc.
  - Paul DeMarco  
Clackamas Town Center
  - Larry Gardner  
Mentor Graphics
  - Joe Intile  
Fred Meyer Distribution Center
  - David Marks  
Marks Metal Technology, Inc.
  - Jared McArthur  
USF Reddaway Inc.
  - Lowell Miles  
Miles Fiberglass & Composites
  - Fred Row  
West Linn Paper
  - Dave Stokey  
Kaiser Permanente
- ## EX OFFICIO DIRECTORS
- Bill Kennemer  
Clackamas County
  - Estle Harlan  
Clackamas Community College
  - Karl Rohde  
City of Lake Oswego

David Bragdon  
June 13, 2001  
Page 2

In addition the Clackamas County Business Alliance supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdictional and public support. We thank you for your consideration.

Sincerely,  
  
David Marks  
Clackamas County Business Alliance

JUN 18 2001

June 13, 2001

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

Dear Mr. Bragdon:

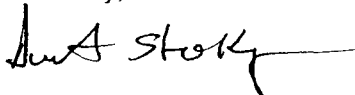
Kaiser Sunnyside Medical Center endorses the attached list of countywide projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04/05. A partnership of Clackamas cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. We feel these projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

Kaiser Sunnyside Medical Center endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Project Name</u>	<u>MTIP Funds Requested</u>	<u>Project Description</u>
Sunrise Corridor Unit 1	\$4 million	(30% prelim. design & engineering phase)
Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$ 625,000	(Final design)
Harmony/Linwood Intersection	\$ 750,000	(Final design work)
Clackamas/ITS/ATMS program	\$2 million	(Phase 2 construction)
Jennings Avenue/99E Avenue Pedestrian Access to transit	\$ 350,000	(Design and construction)
Total Clackamas County Request	\$7,725,000	

In addition, Kaiser supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdiction and public support. We thank you for your consideration.

Sincerely,



David Stokey  
Assistant Administrator  
Kaiser Sunnyside Medical Center

June 15, 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 NE Grand  
Portland, Oregon 97232

JUN 25 2001

Dear Mr. Monroe:

As chair of the Rockwood Action Plan Implementation Committee, I am writing to eagerly support the City of Gresham's MTIP submissions. We are especially excited to see Stark Street Boulevard proposed for additional funding and improved bus service on 181<sup>st</sup>/182<sup>nd</sup> included in TriMet's funding request.

The Rockwood neighborhood is in transition. As the City of Gresham continues to invest public dollars in our neighborhood, we see more and more private investment as well. It shows the city is committed to the future the Rockwood making it a safer investment for private businesses.

Rockwood residents have also been invigorated by the public improvements and future plans for our neighborhood and are motivated to become more involved with the increased safety and livability of our neighborhood.

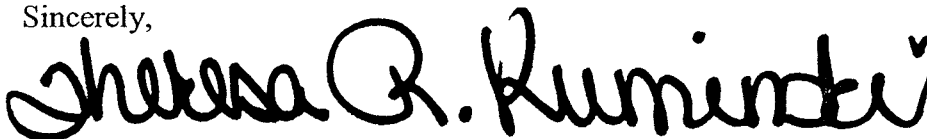
We would like to see continued improvements in Rockwood such as Stark Street Boulevard. This project could potentially be the keystone to bigger and better public and private improvements. It will create an immediate feel of community, provide greatly needed infrastructure and improve the operational safety of the street.

Improved transit service is also important to our residents, many of whom rely solely on transit for their travel needs. Rockwood has the density and development pattern to support transit and is eagerly waiting for the high frequency service, especially for north/south routes that will access the businesses and jobs to the north.

Lastly, the Gresham Fairview Trail is also of importance to the Rockwood Neighborhood. We need a safe north/south bicycle connection that will allow for all everyone to use whether for work or play. It is a vital community asset that is invaluable to Rockwood.

Thank your for your consideration.

Sincerely,



Theresa Kuminski, Chair  
Rockwood Action Plan Implementation Committee

JUN 20 2001

June 15, 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 NE Grand  
Portland, Oregon 97232

Dear Mr. Monroe:

I am writing in support of the City of Gresham's MTIP submissions. As a member of the Rockwood Action Plan Implementation Committee, I support the City's investment in our neighborhood. It shows the city is committed to the future the Rockwood by making it a safer investment for private businesses.

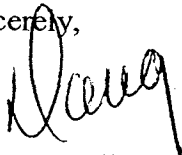
Stark Street Boulevard is a key project in shaping the direction of Rockwood development. It will support required transit-oriented uses and attract needed businesses to our neighborhood. It will also greatly improve the safety of the street, which is vital given the large amount of pedestrian activity in the Rockwood Town Center.

Improved transit service is also important in Rockwood. Many of the residents use only bus or light rail service to travel. TriMet's proposed service increase on 181<sup>st</sup>/182<sup>nd</sup> will provide a direct connection to the many jobs available to the north along Sandy Boulevard and the airport.

Lastly, the Gresham Fairview Trail is a great project for Rockwood. It will provide easy access to the Springwater Trail and Marine Drive, improve the recreational amenities in our neighborhood, and broaden our travel options. We need a safe north/south bicycle connection.

I urge you to fund these important transportation projects. Thank your for your consideration.

Sincerely,



Doug Farrell  
Rockwood Action Plan Implementation  
Committee Member

What's on your list today? You'll find it at

**Fred Meyer**

FRED MEYER STORES • P.O. Box 42121 • Portland, OR 97242-0121 • 3800 SE 22nd Ave. • Portland, OR 97202-2918 • 503 232-8844 • <http://www.fredmeyer.com>

JUN 20 2001

June 15, 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 NE Grand  
Portland, Oregon 97232

Dear Mr. Monroe:

I am writing in support of the City of Gresham's funding efforts for the Stark Street Boulevard project. Fred Meyer has a vested interest in the Rockwood neighborhood and is an active participant in many of the city's neighborhood renewal efforts.

Stark Street is the primary arterial used access the Rockwood Fred Meyer store. Many of our customers also walk from the neighborhoods to the south, but crossing Stark Street in its current configuration is not safe. Basic improvements are needed to help walkers reach the heart of Rockwood. The aesthetic improvements and traffic control devices proposed for the street will improve the look of Rockwood and improve the operational safety of the street as well.

We strongly support the city's boulevard program and urge full funding of this valuable project.

Sincerely,



Bob Currey-Wilson, Group Vice President  
Real Estate and Store Development





# Gresham-Barlow School District No. 10Jt

Serving the Communities of Boring, Damascus, Gresham and Orient

Dr. Gretchen Schuette, Superintendent 1331 NW Eastman Parkway, Gresham, Oregon, 97030-3825 • FAX 503-661-1589 • PHONE 503-618-2450

June 15, 2001

JUN 19 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 NE Grand  
Portland, Oregon 97232

Dear Mr. Monroe:

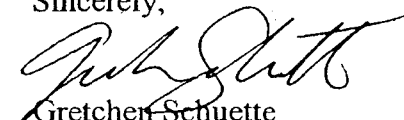
I am writing in support of the City of Gresham's request for additional funding to complete the Division Street Boulevard project. Full funding for this project is vital to improve the safety of Gresham High School Students.

Phase II of the Division Street Boulevard project will extend the project to Gresham High School. Currently Division is a major arterial on the south side of the Gresham High School campus. It has five lanes with wide shoulders and narrow sidewalks. Automobiles travel much faster than the 35 mph posted speed. This lack of infrastructure and fast travel speeds create a dangerous environment for students, many of whom cross Division to walk to downtown, the Central Transit Center or other area destinations.

The Gresham Barlow School District supports the Division Street Boulevard project because it will construct a pedestrian supportive infrastructure greatly needed by our high school students, and slow automobile speeds, which will significantly improve the safety of our students' environment.

The Gresham Barlow School District administration asks JPACT to fund this project in full.

Sincerely,

  
Gretchen Schuette  
Superintendent



1333 N.W. Eastman Parkway  
Gresham, Oregon 97030-3813  
(503) 618-2306  
Fax (503) 665-7692

JUN 19 2001

June 15, 2001

Councilor Rod Monroe, Chair  
JPACT  
METRO Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe: *rod*

I am writing to request your support for funding important transportation improvements in east Multnomah County. The projects listed below represent a modest, but essential investment in our continuing progress toward implementing the Region 2040 Plan.

The Gresham Transit Choices for Livability Service Increase will consolidate and improve transit service on 181<sup>st</sup>/182<sup>nd</sup> from south of Powell Boulevard to Sandy Boulevard, providing a key transit connection between neighborhoods, the Rockwood Town Center, and major employment areas.

**Stark Street Boulevard** improvements between 190<sup>th</sup> and 197<sup>th</sup> will support redevelopment of the Rockwood Town Center as a thriving transit-oriented district and provide safe pedestrian, bicycle, and transit access for this highly transit-dependent area.

The **Division Street Boulevard, Phase 2** project extends boulevard improvements an additional ½ mile from Kelly Street to Cleveland Street within the Gresham Regional Center. The extension will provide safe and attractive pedestrian, bicycle, and transit access between the Gresham Central Transit Center, downtown Gresham, Gresham High School and Gresham Civic Neighborhood.

The **Gresham/Fairview Trail** project will provide a major north/south pedestrian and bicycle connection between two regionally significant and heavily used trails: the Springwater Trail Corridor and the 40-Mile Loop Trail at Marine Drive. This \$852,000 regional request is matched by a \$286,000 local commitment to the project and supplements a \$224,000 award two years ago for right-of-way.

**Phase 3 of the Gresham/Multnomah County ITS** project continues implementation of a connected signal system and communications enhancements for all of east Multnomah County. This project allows east County to effectively manage the transportation system and reduce the need for capacity expansions to deal with growing traffic.

June 15, 2001 – Page two of two

Councilor Rod Monroe

The **223<sup>rd</sup> Railroad Overcrossing** widening will eliminate serious safety hazards and improve pedestrian, bicycle, and freight access in the area. 223<sup>d</sup> Avenue provides a critical link between the Gresham Regional Center and Fairview/Wood Village Town Center and Blue Lake Regional Park. This route also provides freight and job access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview and Troutdale. The route will also become an important transit route when Tri-Met implements new Sandy/223<sup>rd</sup> service in the corridor. Right-of-way acquisition is a critical next step in progressing toward improvements to safely accommodate these transportation needs.

The City of Gresham believes these projects will help east Multnomah County continue toward implementing the Region 2040 Plan. Each of the projects addresses important transportation system and/or safety deficiencies. Thank you for considering these comments in your deliberations.

Yours truly,

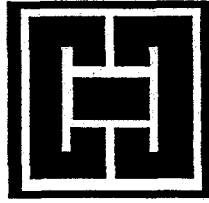


Charles J. Becker  
Mayor

CB:rp

c: JPACT  
Metro Council

m:\ocm\becker\mtip2001



JUN 19 2001

## Columbia Corridor Association

June 15, 2001

David Bragdon, Presiding Officer  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

and

Rod Monroe, JPACT Chair  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilors Bragdon and Monroe:

I am writing on behalf of the Columbia Corridor Association to express our strong support for the allocation of MTIP funds for five important transportation projects in the Columbia Corridor.

The key needs in the Corridor are enhanced freight mobility, and congestion reduction in and improved connections to our fast-growing employment centers.

For these reasons, the Columbia Corridor Association would like to express our strong enthusiasm for allocating MTIP funding to these projects in the corridor: \$2 million for the NE Lombard Overcrossing, \$1 million for the Columbia/Killingsworth East End Connector, \$1.4 million for Tri-Met's 181<sup>st</sup>/182<sup>nd</sup> Bus Service Improvements and \$1 million for Gresham's Phase 3B Intelligent Transportation System. We also support more funding than the proposed \$150,000 for freight planning to improve the understanding of the freight dynamics in this region.

Trade will continue to play a significant role in the development and growth of this region and state. Portland is the 10<sup>th</sup> largest exporting region in the nation, even though it ranks 26<sup>th</sup> as a population center. Nationally, trade is growing at a

rate faster than the overall economy, and freight volumes are projected to more than double by 2040. The entire Portland region's success as an export center is largely dependent upon the Columbia Corridor facilities that support transportation access to national and international markets.

**The first project**, the NE Lombard Overcrossing, is a grade separation project in the Rivergate Industrial complex in North Portland. The project will construct a road bridge over two rail lines through a constricted area that now sees 10,000 vehicles daily and experienced over 356 hours of vehicle delay last year! The project as currently envisioned will be constructed within the road right-of-way, avoiding wetland and turtle habitat from the ponds near the Smith and Bybee Lakes. The improvement is critical to the businesses reliant on the marine terminals in Rivergate, as well as industries located there. The NE Lombard Overcrossing project is a demonstration project from the TEA-21 reauthorization and has some construction funding from the City of Portland, the Port of Portland, and rail carriers. The \$2 million request will help close the construction-funding gap.

**The second project** supported by the Columbia Corridor Association is the Columbia/Killingsworth East End Connector. Several studies analyzing efficient freight movement in the area have repeatedly identified the Columbia/Killingsworth connection as a transportation bottleneck that must be solved to keep goods moving on the system.

The current problem is acute. Traffic accessing I-205 from Columbia Boulevard routinely backs up one-half mile to three-quarters of a mile during the off-peak hours and rises to over one mile during the late afternoon peak. As a result, traffic from businesses on Columbia Blvd have to seek alternative routes to access the freeway. Columbia Boulevard is a two-lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow.

Last year, the Port of Portland and City of Portland, in conjunction with ODOT, completed an alternatives analysis to identify the best solution. A new connection at 87<sup>th</sup> Avenue best meets freight traffic and multi-modal objectives. The proposed project that MTIP monies would help fund would improve access from Columbia Boulevard to US 30 (Killingsworth) and I-205 through improved interchanges at 82<sup>nd</sup> Avenue at Columbia and the US 30 Bypass. The \$1 million in requested funding will keep this critical project on track.

Our request for more funding than the proposed \$150,000 for freight planning to expand our understanding of the freight dynamics is the **third of our project support requests**.

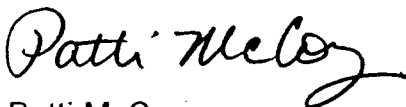
Employment growth has also played a significant role in the development and growth of the Corridor, leaping from under 58,000 jobs in 1990 to over 99,000 in 2000. **Our fourth project** is Tri-Met's request for \$1.4 million in funding to increase bus service along 181<sup>st</sup>/182<sup>nd</sup> to Sandy Boulevard. This project would more effectively link the Gresham neighborhoods and the Rockwood Town Center with the employment centers in the Columbia Corridor near Sandy Boulevard and the airport.

The Intelligent Transportation System Phase 3B is part of an on-going project that enhances freight mobility and reduces traffic congestion without adding additional traffic lanes in East Multnomah County. It is the **fifth project** for which we seek your funding support. This phase seeks \$1 million to provide adaptive traffic control on the 181<sup>st</sup> to Burnside corridor in Gresham. This project takes on even greater importance in light of Multnomah County's late-breaking decision to halt the 242<sup>nd</sup> Connector study. Given that, this project could offer the only significant relief that this particular segment of the national highway system will see in the foreseeable future.

Addressing the needs of the Columbia Corridor through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", a role the Columbia Corridor serves for the City, the metropolitan region and the state.

On behalf of the Columbia Corridor Association, I appreciate your consideration of these important projects.

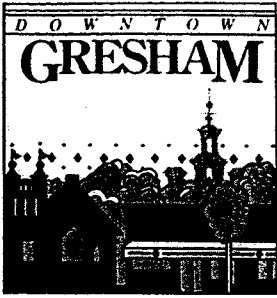
Sincerely,



Patti McCoy  
Executive Director

cc: Port of Portland Executive Director Ed Galligan  
City of Portland Commissioner Charlie Hales  
Tri-Met General Manager Fred Hansen  
City of Gresham Director of Transportation Planning Richard Ross

Columbia Corridor Association  
PO Box 55651  
Portland, Oregon 97238  
(503) 287-8686



GRESHAM DOWNTOWN  
DEVELOPMENT ASSOCIATION

JUN 19 2001

June 15, 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 N.E. Grand  
Portland, OR 97232

Dear Mr. Monroe:

On behalf of the Gresham Downtown Development Association (GDDA), I am writing to support the City of Gresham's MTIP submissions. Recent high density, transit-oriented development in our downtown proves GDDA's support of Metro's growth concepts.

Unfortunately, Gresham's downtown is an isolated pocket of great development. The major arteries that frame our downtown make accessing it difficult, and finding it even harder. The arteries offer no sense of place. They help people get through Gresham but not to it. We want to change that and see the Division Boulevard project as key. The project will create a gateway into Gresham and give our community a positive identity.

Other MTIP submissions that we strongly support include the 1) ITS Phase III: This project manages traffic flows within existing right-of-way. We support the City's effort to use existing right-of-way efficiently; 2) Stark Street Boulevard: We support this project because an improved Rockwood will reflect positively on all of Gresham; 3) Gresham Fairview Trail: This north/south multi-use path will complete a major section of the East County bicycle system and enhance the livability of Gresham; 4) TMA: We have actively participated in the TMA formation and fully support the TMA concept and it's implementation in Gresham.

We strongly urge Metro to fund these projects important to Gresham.

Sincerely,

Kathy Everett  
Executive Director



# EMMERT INTERNATIONAL

Division of Emmert Industrial Corporation

11811 SE Hwy 212 ~ Clackamas, Oregon 97015

Phone (503) 655-7191 Fax (503) 655-3933

June 15, 2001

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

JUN 18 2001

Dear Presiding Officer Bragdon,

I am writing today in support of the following list of Clackamas County projects submitted through the Metropolitan Transportation Improvement Program (MTIP) process for requested funding in FY 04 / 05. A partnership of Clackamas County cities, Clackamas County, Tri-Met, Metro, ODOT, and other agencies working in this county have compiled this list of projects. These projects represent a broad range of important transportation improvements countywide that meet criteria for MTIP funding.

As a citizen, community member and owner of several businesses in Clackamas County, such as Emmert International, Emmert Development, Clackamas River Racquet Club, Emmert-Brundidge, and Mutrec, currently employing over 200 employees. I believe these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this County for residents and commerce. The County projects proposed are as follows:

<u>Program Name</u>	<u>MTIP Funds</u>	<u>Project Description</u>
• Sunrise Corridor Unit 1	\$4 Million	(30% prelim. Design and engineering phase)
• Sunnyside Road 122 <sup>nd</sup> to 132 <sup>nd</sup>	\$625,000	(Final Design)
• Clackamas ITS/ATMS Program	\$2 Million	(Phase 2 construction)
• Jennings Avenue / 99E Avenue Pedestrian Access to transit	\$350,000	(Design and construction)
<b>Total Clackamas County Request</b>	<b>\$7,725,000</b>	

I also wish to express my support for MTIP regional funding for the South Corridor Transportation Alternative Study. This Clackamas County submission for MTIP projects had jurisdictional and public support.

Sincerely,

  
Terry W. Emmert  
President, Emmert International





**CITY OF GRESHAM**

Department of Environmental Services  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813  
Phone 503-618-2525 - TTY 503-661-3942  
FAX 503-661-5927

**JUN 20 2001**

June 18, 2001

Councilor Rod Monroe, Chair  
JPACT  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe:

I am writing to express the support of the Gresham Parks and Recreation Citizen Advisory Committee for funding the Gresham/Fairview Trail MTIP grant project. This project will match \$852,000 Federal funds with \$286,000 City funding (a 25.13% match) for construction of a major portion of the 5.2-mile long trail.

The Gresham/Fairview Trail project is a critical element of Gresham's bicycle and pedestrian system and a key component of the City's Parks, Recreation, and Open Space Master Plan and the Gresham Trails Master Plan.

The project will provide a major north/south pedestrian and bicycle connection between two regionally significant and heavily used trails: the Springwater Trail Corridor and the 40-Mile Loop Trail at Marine Drive. The Gresham/Fairview Trail will also connect with the Columbia River Slough Greenway walking/hiking trail and the I-84 Multi-Use Bike/Pedestrian path.

Finally, this project will provide a real choice for residents and employees within Gresham to opt out of their vehicles for their personal travel and provide improved regional access to the community.

Thank you for considering these comments in your deliberations.

Sincerely,

Gary Bisbee  
Chair  
Gresham Parks and Recreation Citizen Advisory Committee

c: JPACT  
Metro Council  
PRCAC



June 18, 2001

David Bragdon, Presiding Officer  
METRO  
600 NE Grand Ave.  
Portland, OR 97232-2736

Dear Councilor Bragdon,

I am writing as a representative of Columbia Sportswear Company in support of allocating \$2 million in MTIP funds to the North Lombard overcrossing project in the Rivergate Industrial District.

Columbia Sportswear Company owns and occupies an 800,000 square feet Distribution Center in the Rivergate Industrial District, employing 325-550 people depending on the time of year. Our operation depends on our associates being able to arrive at work on time.

Only two roadways, North Marine Drive and North Lombard, both of which have rail crossings at grade level, serve the Rivergate Industrial District. In the past, we have experienced both crossings being blocked, employees being tardy, and our ability to start our operation impacted by those held up at the crossings.

With the lengthy delays that occur at the above crossing, improved safety at the rail crossing will be a major benefit. Too often, vehicles drive around the gates in order to prevent being stopped for an extended period. Lastly, access to Rivergate Industrial District by emergency vehicles will be improved through the elimination of the road and rail conflict.

We appreciate your consideration of this important project.

Sincerely,

A handwritten signature in cursive script that reads "Jerry Coddington".

Jerry Coddington  
Facilities Manager

cc: Carl Davis - Columbia Sportswear Company  
Marty Shaddix - Columbia Sportswear Company  
Herb Hill - Columbia Sportswear Company  
Michelle Smith - Port of Portland

7000 North Leadbetter ♦ Portland, Oregon 97203 ♦ (503) 978-2300 ♦ FAX (503) 978-2392



June 18, 2001

JUN 20 2001

Mr. Rod Monroe, JPACT Chair  
Metro  
600 NE Grand  
Portland, Or. 97232

Dear Mr. Monroe:

I am writing on behalf of the Gresham Chamber of Commerce to strongly voice our support for the City of Gresham's MTIP submissions.

As the fourth largest community in Oregon, Gresham is establishing itself as an attractive and livable city. All the projects submitted by Gresham for funding support are mutual goals of smart and appealing growth. We appreciate the variety of transportation projects the city is working to provide and the efforts to control both transportation supply and demand as the ITS and TMA projects do.

We are also encouraged by TriMet's efforts to increase transit service in East County. Improving bus frequency is a real need in East County. We eagerly support the city's two boulevard projects and would like to see the program extended to other streets where development supports it. Lastly, we eagerly await construction of the Gresham Fairview Trail, which will add to the unique amenities Gresham has to offer our region.

Thank you for considering these worthy transportation projects.

Sincerely,

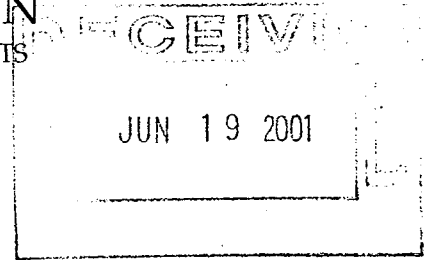
A handwritten signature in cursive script that reads "Carol Nielsen-Hood".

Carol Nielsen-Hood  
Executive Director



UNIVERSITY OF OREGON  
SCHOOL OF ARCHITECTURE AND ALLIED ARTS

Metro Regional Center  
600 NE Grand Ave.  
Portland, Oregon 97232



June 18, 2001

Dear Sirs:

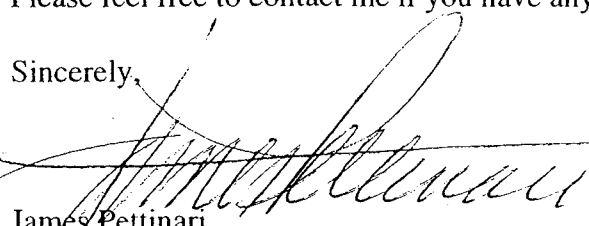
The University of Oregon strongly supports pedestrian improvements on the Morrison Bridge. The University of Oregon's Portland Center, located at 722 Second Avenue in the Morrison Bridgehead Area, continues to expand. We now have over sixty undergraduate and graduate students in the states only accredited architecture program. Continued renovation and improvements to the University of Oregon downtown Portland facility this summer will allow our student numbers to grow even further this coming academic year.

Many, if not most of our students live on Portland's Eastside while working and going to school in Portland's downtown. They depend completely on public transit, biking and walking to these activities. Pedestrian improvements on non freeway bridges that connect living working and educational activities are transportation tax dollars well spent. They get students out of cars and send a message to the next generation of professionals involved in rebuilding urban environments across the world.

The Morrison Bridge, like many urban bridgehead conditions in our city, contains vacant, underutilized and unconnected public land at its ends. For example, the west end of the Morrison Bridge is strategically located along the Front Avenue Park. The left over parcels could be valuable future urban building sites. Making the bridge more accessible to pedestrian transportation would help set the scene for similar improvements. However unconventional, such creative development projects could provide another link to the existing east and west public river esplanades. This makes good sense.

Please feel free to contact me if you have any questions regarding our facilities, numbers, etc.

Sincerely,



James Pettinari  
Professor of Architecture  
Director, University of Oregon Portland Architecture Program

PORTLAND PROGRAMS OF THE DEPARTMENT OF ARCHITECTURE

University of Oregon Portland Center · 722 SW 2nd Avenue · Portland OR 97204-3127 · (503) 725-3682  
**MTIP Priorities 2002 Project Ranking Public Comments**

**Page 111**

June 18, 2001

Mr. David Bragdon  
Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland OR 97232

Dear Mr. Bragdon,

The Clackamas Town Center endorses the projects that were submitted through the Metropolitan Transportation Improvement Program by Clackamas County for funding in FY 04/05.

The list of projects that I have seen that was compiled by Tri Met, Metro, ODOT, and a partnership of cities within Clackamas County, could only be an asset to Clackamas County in general and the Town Center specifically. All of the projects that I have listed below will have a direct impact on the CTC and the transportation issues that affect this area.

With the growth of the county east of the center over the next 5 to 10 years, the Sunrise Corridor will become the growth corridor of the future. To relieve the already overburdened artery to and from the center, the Sunnyside Rd 122<sup>nd</sup> to 132<sup>nd</sup> improvement project will work to relieve the time and frustration all of us have during those terrible commuter time frames.

Along with those, I know that the county is working hard on the following projects:

Harmony / Linwood Intersection; Clackamas ITS/ATMS program;

and the Jennings Ave / 99E Pedestrian Access to Transit.

I realize that all of the projects would total \$7,725,000 but that it is also important to know that Clackamas County is looking toward their future and the future of the residents and businesses within this area.

In closing I would also like to support the MTIP regional funding for the South Corridor Transportation Alternative Study. I know that there is jurisdictional and public support for all of these MTIP projects now that everyone finally realizes that we have a vision of the future, and for some of us, the future is now.

Thank you for your attention to these issues.

Sincerely,



Paul DeMarco  
General Manager

JUN 22 2001

June 11, 2001

Councilor Rod Monro, Chair  
JPACT  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe:

I am writing to express the support of the Gresham Bicycle Pedestrian Task Force for funding important transportation improvements in east Multnomah County. The projects listed below are essential bicycle and pedestrian system improvements that will help us provide a balanced transportation system.

**Stark Street Boulevard** improvements between 190<sup>th</sup> and 197<sup>th</sup> are essential for providing safe pedestrian, bicycle, and transit access in the Rockwood Town Center. This project will reduce the barrier created by the intersection of Burnside, Stark and MAX in central Rockwood.

The **Division Street Boulevard, Phase 2** project extends boulevard improvements an additional ½ mile from Kelly Street to Cleveland Street within the Gresham Regional Center. The extension will provide safe and attractive pedestrian, bicycle, and transit access between the Gresham Central Transit Center, downtown Gresham, Gresham High School and Gresham Civic Neighborhood.

The **Gresham/Fairview Trail** project will provide a major north/south pedestrian and bicycle connection between two regionally significant and heavily used trails: the Springwater Trail Corridor and the 40-Mile Loop Trail at Marine Drive. This project is a critical element of Gresham's bicycle and pedestrian system.

The **223<sup>rd</sup> Railroad Overcrossing** widening will eliminate serious safety hazards and improve pedestrian, bicycle, and freight access in the area. 223<sup>rd</sup> Avenue provides a critical link between the Gresham Regional Center and Fairview/Wood Village Town Center and Blue Lake Regional Park. This route also provides freight access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview and Troutdale. The route will also become an important transit route when Tri-Met implements new Sandy/223<sup>rd</sup> service in the corridor. Right-of-way acquisition is a critical next step in progressing toward improvements to safely accommodate these transportation needs.

The **257<sup>th</sup> Avenue Pedestrian Improvements** will provide safe pedestrian facilities within this transit corridor, improving access to transit and eliminating hazards.

These projects address important bicycle and pedestrian needs in the community. The Gresham Bicycle Pedestrian Task Force believes these projects will help Gresham achieve its transportation goals and implement regional priorities. Thank you for considering these comments in your deliberations.

Sincerely,

*Greg Brown, Chair*

Greg Brown

Chair, Gresham Bicycle Pedestrian Task Force

c: JPACT  
Metro Council  
BPTF

June 26, 2001

JUN 29 2001



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

Re: Priorities 2002 MTIP

Dear Councilor Bragdon:

The City of Tigard would like to express its support for the following projects:

**RTR1 McLoughlin/Barbur Transit Service Continuation**

Improved transit service will start on Barbur Blvd/Hwy. 99 this fall. As you may know, the Tigard section of Hwy 99 is one of the most congested roadways with one of the slowest travel times in the region. The improved service includes intersection improvements, increased service, and amenities such as bus shelters, all in an effort to encourage commuters and shoppers to use transit rather than driving along that stretch of the roadway.

**WTR1 Beaverton/Tigard TCL Service Increases**

The Tigard transit service portion of this project would expand and maximize the Access-to-Work program, which started January 2001. The \$30,000 requested for the Tigard neighborhood service is a very small amount of funding, but it carries a significant impact on serving Tigard citizens. By adding \$30,000 to the current Access-to-Work program, service could be expanded to allow the vehicle and driver to pick up persons with disabilities, the elderly, and general public. It is modeled after the highly successful rural Washington County service. Presently, there is virtually no neighborhood transit service within the City of Tigard.

**RTDM1 TMA Assistance**

The revamped TMA assistance program supports and continues investment in public/private partnerships that have successfully increased the number of commuters who use alternative modes of travel. The City of Tigard is a member of the Westside Transportation Alliance and we see first-hand the regional benefit for continued funding of TMAs. As the Washington Square Regional Center Implementation Plan has developed, the value of extending the WTA's work to include the mall and the surrounding area is readily apparent.

**RTDM3 Region 2040 Initiatives**

Funding of these programs, such as the upcoming regional carpool/vanpool matching database and public/private shuttle services, are important elements of a balanced regional transportation system. Employers support public/private shuttles both



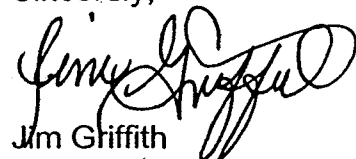
financially and by promoting the service to their employees. We support leveraging their investment with regional dollars.

**SW Greenburg Road Improvements (Washington Square Drive to Tiedeman Avenue)**

Greenburg Road is a Major Collector that runs in a northerly direction and connects the Washington Square Regional Center with Highway 99W to the east and Hall Boulevard to the West. Heavy traffic volumes and turning movements on Greenburg Road to and from Highway 217 and Washington Square create significant congestion on that street. A previous project widened Greenburg Road from Washington Square Drive south over Highway 217 to approximately Shady Lane. This proposed project picks up where the previous project ended and expands the street south to its intersection with Tiedeman Avenue, a major collector. The addition of bike lanes and sidewalks on both sides will separate the alternate modes of travel from the vehicle travel lanes and provide a safer facility for those alternate modes. This project would facilitate local trips between the Washington Square Mall area and residential areas within the City of Tigard. In addition, it would facilitate the development of the Regional Center Plan and enhance safe pedestrian and bicycle travel to and from that area. The improved roadway would also provide for smoother bus service into the Regional Center. Finally, the project would assist in the transition of that area from a typical suburban shopping mall to a true Regional Center that serves the cities of Beaverton, Tigard and other surrounding jurisdictions.

Thank you for the opportunity to express the City's support for the above projects.

Sincerely,



Jim Griffith  
Mayor



RECEIVED  
JUN 29 2001

WASHINGTON COUNTY  
OREGON

BY:.....

June 27, 2001

Mr. Andrew Cotugno  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Cotugno,

I'm writing you with regards to Tri-Met's *Pedestrian Access to Transit Grant Program*. As a pedestrian and a transit rider, I feel that this program makes good use of the federal flexible funds. Studies shared with me indicate that the pedestrian access to transit around our region needs to be improved. I live on a street with no sidewalks and don't feel safe walking on the shoulder to get to my bus stop (Canyon Road). Many elders who would use transit face the same barrier. Pedestrian access to transit in Washington County needs to be addressed.

I support allocating money to Tri-Met for this program for a few reasons. Transit affords many elders and people with disabilities a level of independence and mobility that otherwise they would not have. Without a safe and easy means of accessing transit, their options are drastically limited. Beyond that, this would be a wise investment because it encourages people to walk and leave their cars at home. Allocating these funds for the *Pedestrian Access to Transit Grant Program* is an investment in the livability and accessibility of our region. I hope you'll consider the program among your priorities when allocating the funds.

Thank you for your consideration,

Mary Lou Ritter  
Director

CC. Carl Hosticka  
Susan McLain  
Roy Rogers, Commissioner

**Department of Aging and Veterans' Services**

133 SE Second Ave.  
Hillsboro, OR 97123-4026

Creating Options  
Fax: (503) 640-6167

Web site: [www.co.washington.or.us](http://www.co.washington.or.us)

TTY: (503) 640-6398  
Phone: (503) 640-3489



# OAK LODGE COMMUNITY COUNCIL

~~Robert Waidt~~ Richard Jones  
~~Chairperson~~ Chairperson

3205 SE Vineyard Rd. ~~3225 Loffelmann Road~~  
Oak Grove, OR 97267 ~~Oak Grove, Oregon 97222~~

David Bragdon, Presiding Officer  
Metro Council  
600 NE Grand Ave.  
Portland, Or 97232

June 27, 2001

JUN 29 2001

Dear Mr. Bragdon

The Oak Lodge Community Council, the recognized Community Planning Organization (CPO) in the Oak Grove area voted at our meeting today to express our support for the Sunrise Corridor project in the MTIP process. We have 37 members who have earned the right of membership by attending 5 out of the last 11 meetings. We represent Oak Grove and Oak Lodge in a number of issues related to building a more livable community. We believe Citizens, Informed and Aware (CIA) will assist government in making our community a better place to live. Our CIA distributes information of community concern to over 1,500 people each month.

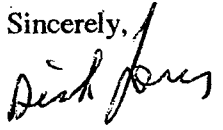
We strongly believe this Corridor should receive additional points as a freight Corridor. The intersection of Highway 224 and 82<sup>nd</sup> Dr. has approximately the same level of truck traffic as the I-5 Bridge to Vancouver. This project will give another access route to the Clackamas industrial area.

Additional credit should be given because the proposed dollars will allow the project to be ready when construction funds might be found.

The points given in the ranking released on June 13<sup>th</sup> show no points for either effectiveness or safety. Several intersections rank high on ODOT list of the least safe intersections. The calculations for effectiveness should be reviewed to address the cost of phase 1 of \$80 million instead of the cost for the total Corridor cost of \$180 million.

Clackamas County is a "jobs poor" area with about two thirds of our people leaving each day for employment. Any effort to improve the industrial areas, create family wage jobs will pay big dividends regionally in reduced traffic congestion and reduced vehicle miles driven.

We thank you for consideration of our comments.

Sincerely,  
  
Dick Jones, Chair

Cc: Michael Jordan Chair Clackamas County Board of Commissioners



TIMBERLINE  
SOFTWARE  
CORPORATION

June 28, 2001

JUL 1 2001

David Bragdon, Presiding Officer  
Metro Council  
600 N. E. Grand Ave.  
Portland, OR 97232-2736

Re: Priorities 2002 MTIP Projects Codes RTDM1 and RTDM3

Dear Councilor Bragdon:

Our company is writing in support of continued funding for TMAs and the 2040 Initiatives programs.

Having been involved with the Westside Transportation Alliance for four years, two as the WTA Board Chair, I see first hand, how effective public/private partnerships are in addressing our region's transportation system issues, particularly helping to fulfill the region's mode split goals. Because of a TMA's structure and mission, it is able to leverage public and private dollars and participation. The whole of its activities is definitely more influential than the sum of its programs. Investing public dollars in TMAs is, therefore, good public policy.

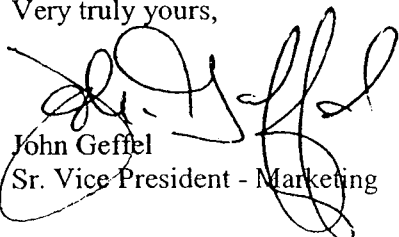
The revamped TMA assistance program will provide continued investment in TMA public/private partnerships that have successfully increased the number of commuters who use alternative modes of travel. Let's continue to invest in success.

WTA services, such as the Car Free & Carefree program, its new brochure, "Getting to Work - An Alternative Commute Guide for Washington County" with its customized insert for each worksite, seminars on topics such as setting up telecommuting programs and motivating fence sitters to try alternative forms of commuting, the WTA newsletter, its new Internet Commute Survey, and networking sessions with other transportation coordinators are of significant assistance to employers.

The 2040 Initiatives include funding for the upcoming regional carpool/vanpool Internet matching program and public/private shuttle services, both of which are important elements in a balanced regional transportation system. Employers support public/private shuttles both financially and by promoting the service to their employees. The very successful WTA Nimbus Shuttle, with more boarding rides and least cost per ride of any shuttle of its kind, is an example of a service currently funded with 2040 Initiative dollars.

Thank you for the opportunity to write to you about how our company recognizes the value of investing in TMAs and the 2040 Initiatives.

Very truly yours,

  
John Geffel  
Sr. Vice President - Marketing



JUN 29 2001

June 28, 2001

Councilor David Bragdon  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232

Dear Councilor Bragdon

I am writing this letter to convey my support for the Tri-Met Transportation Demand Management/TMA Assistance proposal and the City of Tualatin express bus proposal that have been submitted for MTIP 2002 update funding.

Both the Transportation Demand Management Package and Transit Choices for Livability package support transportation option and alternatives to town centers and industrial centers like Tualatin. The TMA has worked with area stakeholders to best represent the needs of the community as we continue to grow. The City of Tualatin has requested MTIP funding for an express bus from Beaverton to Tualatin, similar to the future light rail line route. The Tualatin TMA has requested funding for a shuttle bus service to provide service along the Tualatin Sherwood road, our most congested road in Tualatin, and continued TMA funding. As a representative for the business community, I hope you will understand our urgent need for increased and improved alternative transportation options in our town and industrial centers. Your support on this issue will not only help in reducing traffic congestion and reliance on the automobile, but will also improve job access to cities such as Tualatin thereby making room for freight needs on our over burden roads.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Freudenthal".

Michael Freudenthal  
Business Development Specialist  
Pacific Foods of Oregon

June 29, 2001

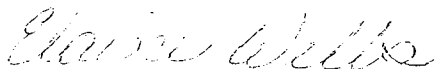
Mr. Andrew Cotugno  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Cotugno,

I'm writing you with enthusiastic support, both professionally and personally, for Tri-Met's *Pedestrian Access to Transit Grant Program*. As a pedestrian, a transit rider and a transportation provider, I feel that this program makes good use of federal flexible funds. Just out of my own personal experience, I know that the pedestrian access to transit around our region needs to be improved. I know of people who have had to stand in the mud waiting for their bus on rainy days and those who cannot take the bus in the first place, who otherwise could do so, if the transit and pedestrian amenities were more supportive of all people including our elders and those with disabilities. Clearly there are holes that need to be addressed with regards to pedestrian access to transit.

I support allocating money to Tri-Met for this program for a few reasons. Transit affords us all regardless of mobility impairment a level of independence and mobility that otherwise we would not have. Our ability to have this freedom is tied directly to our ability to access transit. And without a safe and easy means of accessing transit, our options are drastically limited. Beyond that, this would be a wise investment because it encourages people to walk and leave their cars at home. Allocating these funds for the *Pedestrian Access to Transit Grant Program* is an investment in the livability and accessibility of our region. I hope you'll consider the program among your priorities when allocating the funds.

Thank you for your consideration,



Elaine Wells, Executive Director  
Ride Connection  
2145 NW Overton  
Portland, OR 97008

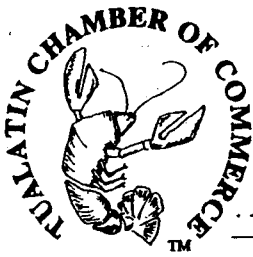
Also: 13565 SW Hart Road  
Beaverton, OR 97008

Cc: Susan McLain  
David Bragdon

2145 NW Overton  
Portland, OR 97210  
Ph 503.413.8924  
Fax 503.413.8927

[www.rideconnection.org](http://www.rideconnection.org)

RECEIVED  
JUL 02 2001



... business and community working together



Man: Transportation Management A

... business and community working together.

P.O. Box 701  
Tualatin, OR 97062  
19358 SW Boones Ferry Rd.

(503) 692-6  
FAX: (503) 6  
victoria@tualatinchamber.  
www.tualatinchamber.

June 29, 2001

Councilor David Bragdon  
Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

JUL 1 2001

Dear Councilor Bragdon;

I am writing this letter to convey my support for the Tri-Met Transportation Demand Management/TMA Assistance proposal and the City of Tualatin express bus proposal that has been submitted for MTIP 2002 update funding.

The Tualatin Transportation Management Association has promoted and advocated for alternative transportation options since 1997. Since this time local businesses have given over \$100,000 in money to support our TMA, not including in-kind donations and sponsorship of events. Tualatin like many suburban areas had limited transit service and high drive alone commuter trips. Tualatin has seen significant growth in population, jobs and consequently congestion since 1997. The Tualatin TMA like all other area TMA's works with the business community to support improved and increased transit service and transportation options in the city, and works with the city of Tualatin to ensure alternative transportation is represented in policy decisions.

Both the Transportation Demand Management Package and Transit Choices for Livability package support transportation option and alternatives to town centers and industrial centers like Tualatin. The TMA has worked with area stakeholders to best represent the needs of the community as we continue to grow. The City of Tualatin has requested MTIP funding for an express bus from Beaverton to Tualatin, emulating the future light rail line. The Tualatin TMA has requested funding for a shuttle bus service to provide service along the Tualatin Sherwood road, our most congested road in Tualatin, and continued TMA funding. As a representative for the business community i hope you will understand our growing need for increased and improved alternative transportation options in town centers and industrial centers such as Tualatin. Not only to reduce traffic congestion and reliance on the automobile, but also to improve job access to cities such as Tualatin and to make room for freight needs on our over burdened roads.

Yours sincerely

Victoria A. Brown  
TMA Manager

P.O. Box 701  
Tualatin, OR 97062  
19358 SW Boones Ferry Road

Phone: 503/692-0780  
Fax: 503/692-6955  
info@tualatinchamber.com  
www.tualatinchamber.com

July 2, 2001

JUL 23 2001

Martin Brantley  
Chairman

Councilor Rod Monroe, Chair  
JPACT  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Douglas C. Blomgren  
Commissioner

Dear Councilor Monroe:

John W. Russell  
Commissioner

I am writing to express support for an important transportation improvement that will benefit the Airport Way Urban Renewal Area, where we are trying to increase opportunities for job creation. Current lack of transportation alternatives is frequently mentioned as a problem for employers in this area. It will also enhance the connection between the Airport MAX and area employers. The project listed below is very important to meet the transportation needs in this area.

Carl B. Talton  
Commissioner

The **Gresham Transit Choices for Livability Service Increase** is an essential step toward making transit a viable option for industrial development by consolidating and improving transit service on 181<sup>st</sup>/ 182<sup>nd</sup> from south of Powell Boulevard to Airport Way. This project will replace two disconnected, low frequency routes with a single route providing 15-minute service, providing a key transit connection between neighborhoods, the Rockwood Town Center, and major employment areas in the Columbia Corridor.

Noell Webb  
Commissioner

This project addresses important local transportation needs. I believe it will improve this area's employment opportunities and support regional priorities. Thank you for considering these comments in your deliberations.

Vera Katz  
Mayor

Sincerely,



Donald F. Mazziotti  
Executive Director

Robert Alexander, Manager  
Business Development  
Portland Development Commission

1900 S.W. Fourth Avenue  
Suite 7000  
Portland, OR 97201-5304

503/823-3200

FAX 503/823-3368  
TTY 503/823-3366

internet  
[www.portlanddev.org](http://www.portlanddev.org)





July 3, 2001

David Bragdon  
Presiding Officer  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Subject: MTIP Priorities Impact on Dammasch Urban Village

Dear David:

I was disappointed to learn that in the MTIP technical ranking the Boeckman Road Extension, Project which is vital to the success of the Dammasch Urban Village, came in dead last with zero points. As I understand it, because there is no road existing and the Dammasch Urban Village has not been built, according to the criteria there is no need for the project. Given Metro's position on the importance of the Dammasch Urban Village to the preservation of the Urban Growth Boundary I do not understand this logic.

Metro staff indicated it was also assumed that the Dammasch Urban Village would not be built until after 2020. The four developers currently submitting proposals to the City and State will be very disappointed to hear that, as our appraisal assumes full build out can be achieved by 2017 with construction to begin in 2003. I would appreciate clarification as to Metro's position on this critical timing issue.

When you and Carl Hosticka were kind enough to meet with the potential Dammasch developers to share Metro's perspective on the significance of the Dammasch Urban Village in achieving the Region's 2040 goals, you suggested that Metro needs to be strategic in the allocation of its transportation funds. The City of Wilsonville recognizes that the transportation funding needs of the region are overwhelming and that there are many worthy projects that of necessity will go unfunded. But I am deeply concerned about the message this sends to the potential Dammasch developers as to the seriousness of the region's commitment to the public/private partnership that we all agree is critical to making the Dammasch Urban Village a reality.

Sincerely,

Charlotte Lehan  
Mayor

Cc: Mike Burton, Executive Officer  
Metro Council  
Greg Wolf, Governor's Office

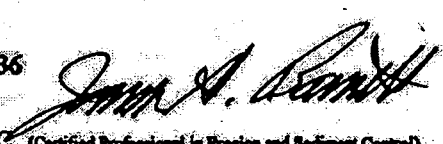
**BARRETT EROSION AND SEDIMENT CONTROL SERVICES**

7610 S.E. Holgate Blvd., Portland, OR 97206

Phone (503) 775-9829

**Date:** July 3, 2001

**To:** METRO Council  
600 N.E. Grand  
Portland, OR 97232-2736

**From:** James G. Barrett, CPESC  (Certified Professional in Erosion and Sediment Control)

**Re:** METRO MTIP Application  
S.E. Foster Road and S.E. 162nd Ave. Improvement Project  
(e.g. Traffic Safety Problems and Fish Passage Problems)

This is to support the request, by the City of Portland, for funding to make improvements at the intersection of S.E. Foster Road and S.E. 162nd Ave.

This project is urgently needed; not only to address the increasing traffic and the associated safety problems, that have been caused by the extensive residential growth of the area, it is also needed to address the fish passage problems caused by the existing box culvert at the intersection that funnels the flow of Kelley Creek under Foster Road. The project is located on S.E. Foster Road where it not only intersects with S.E. 162nd, but also intersects with Kelley Creek just prior where it outlets into Johnson Creek. Upstream from the intersection, Kelley Creek has a riparian habitat, that without fish blockage, would be available to endangered fish, including salmon.

I am a Director of the East Multnomah Soil and Water Conservation District, which has supported, and assisted, the Johnson Creek Watershed Council efforts to improve the land uses of the area as well as fish habitats within the watershed. I also serve on the Executive Committee of the Johnson Creek Watershed Council and have assisted in the planning of the project, which in addition to establishing a safe intersection for the vehicles using Foster Road and 162nd Ave., would replace the existing, fish blocking, box culvert, with a bottomless arch culvert that will not block fish passage.

This project is a very important piece of the Johnson Creek Watershed Council Plan for rehabilitating the Watershed, by controlling runoff, erosion and sediment in the developing areas, and by rejuvenating the streams and the fish habitats in the Watershed. I again urge the support of the project.

July 5, 2001

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

Metro Councilors:

This letter (or email) is to support the City of Portland's request for \$1.5 million for improvements at SE Foster Rd at SE 162<sup>nd</sup> Ave. This project is urgently needed to solve safety issues at the intersection. The area traffic is growing and this intersection has experienced many accidents, with some accidents resulting in fatalities. As part of the project, a culvert will be replaced to remove a fish blockage on Kelley Creek, presenting a tangible opportunity to do things better than we have in the past.

Currently, Foster Road crosses Kelley Creek, one of the most pristine urban streams within the City's boundaries, and a tributary of Johnson Creek. Conventional wisdom is that Johnson Creek and its tributaries are the best chance we have for maintaining viable steelhead habitat within the City's borders. The existing culvert that carries Kelley Creek under Foster Road is a recognized barrier to fish passage. Steelhead trout have been spotted spawning downstream of the culvert, as well as one individual upstream, indicating that Kelley Creek presents a high potential for restoration.

The Portland City Council has established a goal of actually helping fish recovery, which goes beyond the minimum standards of the Endangered Species Act. As a result, City Bureaus have incorporated fish recovery objectives into their planning and implementation responsibilities. The 162<sup>nd</sup> and Foster project is a perfect example of the City facing the challenge of salmonid recovery in an urban area by committing time, financial resources, and professional expertise to a project with high potential for tangible benefit. Specifically, the City has dedicated over \$2 million as well as staff time from multiple bureaus to support this project in the most multi-objective and coordinated fashion possible. Please join the City's commitment to fish recovery by supporting the 162<sup>nd</sup> and Foster project.

Sincerely,

Daniela Brod  
Johnson Creek Watershed Manager  
Bureau of Environmental Services

C: Brett Kesterson, PDOT  
Steve Dotterrer, PDOT

RECEIVED  
JUL 06 2001

July 6, 2001

BY:.....

Mr. Andrew Cotugno  
600 N. E. Grand Ave.  
Portland, OR 97232

Dear Mr. Cotugno,

I'm writing you with regards to Trimet Pedestrian Access to Transit Grant Program. While I feel that this program makes good use of Federal Flexible Funds I would like to point out why the pedestrian access to transit needs to be improved.

As a Transit user I have had to stand waiting for the bus on a rainy day along with fellow transit users sharing complaints of lack of bus shelters, fear of crossing busy streets to catch the bus, bus stop areas that are muddy, or uneven ground and unreasonable schedules.

We do agree that transit offers a degree of independence and mobility that otherwise many would not have and our ability to have this freedom is tied directly to our ability to access transit.

I support allocating money to Tri-Met for this program as without a safe and easy means of accessing transit my options are drastically limited. Transit affords me and others a level of independence and mobility that otherwise would be denied to us. We are of all age groups and some of us, as I, are physically or visually impaired.

It would also be a wise investment for it would encourage people to use transit and leave their cars at home. Allocating these funds for the Pedestrian Access to Transit Grant Program is an investment in the livability and accessibility of our region plus the added bonus of being environmentally friendly, important to we Oregonians.

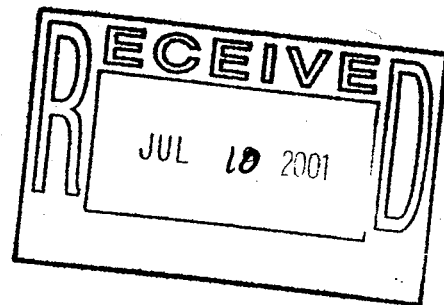
I hope you'll consider the program among your priorities when allocating the funds.

Thank You for your consideration,

Sandra Gerling  
17808 Cardinal Pl.  
Lake Oswego, OR 97034

July 8, 2001

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



Dear Mr. Park,

This letter is to support the City of Portland's request to Metro for \$1.5 million for improvements at SE Foster Road at SE 162nd Ave. This project is urgently needed to solve safety issues at the intersection.

At the time we purchased our home (January 2000) we were assured that the necessary measures were to be taken in the near future at this dangerous intersection.

We happen to enjoy bicycling and are delighted to be near the Springwater Corridor. However, we find it frightening and intimidating to try to ride our bicycle from our home to the trail because we have no safe route and must cross this dangerous road without the aid of a light or bike lane.

Walking in this area is equally dangerous without a crosswalk or even adequate off-road space.

Not only are we vastly concerned with the safety question at this intersection, but also we care about the well being of the fish. A culvert replacement to remove a fish blockage on Kelley Creek will aid the fish to use riparian environments in Kelley Creek above the road crossing, thus assuring the perpetuation of the fish population.

We urge you consider strongly not reducing or removing your participation from making this a safe intersection for thousands of motorists, bicyclists and walkers who transit it daily.

Sincerely,

Suzanne and Jerry Kalapus  
15928 SE Flavel Dr.  
Portland, OR 97236



# BALES THRIFTWAY

12675 N. W. CORNELL RD.,  
PORTLAND, OR 97229  
PHONE: 646-9635

July 9, 2001

Priorities 2002, Metro Planning  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

To Whom it May Concern:

I wish to express my support for the Metro Transportation Improvement Program (MTIP) Funds Update regarding the street improvement project on Cornell Road between Murray Boulevard and Saltzman Road. I believe this project is an integral part of the development of the Cedar Mill Town Center as envisioned by Washington County, and Metro Planning. The additional funds for this project requested by Washington County are necessary to complete the improvement of Cornell Road in accordance with the ultimate design of the Cedar Mill Town Center.

Thank you for taking the time to consider this letter. If you have any questions, please feel free to call me at (503) 936-9796.

Sincerely,

Ken Findley  
Bales For Food, Inc.



## MULTNOMAH COUNTY BOARD OF COUNTY COMMISSIONERS

July 10, 2001

Priorities 2002  
Metro Planning Department  
600 NE Grand Ave  
Portland OR 97232

The Multnomah County Board of Commissioners wanted to inform you of our priorities for the MTIP allocation currently under consideration by Metro. We believe that all of the projects submitted by Multnomah County are worthy of receiving funding and would be important additions to the transportation system. However, because resources are limited, we have identified our top four priorities below, in order, that implement the region's 2040 land use goals and the Regional Transportation Plan.

<u>Project Name</u>	<u>Metro Code</u>	<u>Project Cost</u>
1) Morrison Bridge Bike/Pedestrian Facility	(MB2)	\$1,500,000
2) 223 <sup>rd</sup> Ave Railroad Overcrossing (right-of-way)	(MM2)	\$ 149,000
3) Multnomah County/Gresham ITS	(MM1)	\$1,000,000
4) Stark Street Boulevard	(MBL2)	\$ 800,000

We appreciate the opportunity to comment on the difficult decisions that the region is facing as it allocates these funds. Thank you.

Sincerely,

Diane M. Linn  
Multnomah County Chair

Maria Rojo de Steffey  
Commissioner, District 1

Serena Cruz  
Commissioner, District 2

Lonnie Roberts  
Commissioner, District 4

Lisa Naito  
Commissioner, District 3

**MULTNOMAH COUNTY OREGON**

Transportation Division

1600 SE 190th Avenue  
Portland, Oregon 97233-5910  
503-988-5050

July 9, 2001

Priorities 2002

Metro Planning Department  
600 NE Grand Avenue  
Portland, OR 97232

After reviewing the preliminary ranking of the Priorities 2002 projects, the Multnomah County Bicycle and Pedestrian Advisory Committee would like to emphasize the importance of fully funding the construction phase of Morrison Bridge Multi use Path for several reasons:

- First, as in the 2000 MTIP, this project again ranks number one in the 2002 bicycle project technical rankings. It is clearly a critical missing link to safe non-motorized access connecting the east and west sides of Portland.
- Bicycle access on the Morrison Bridge has generated strong public support. In 1999, over 450 postcards were sent to Multnomah County Chair Bev Stein from the bicycling community regarding the need for bicycle access on the Morrison Bridge.
- The region has demonstrated a past commitment to the project through the partial funding of the preliminary engineering phase during the 2000 MTIP cycle. Partnering between the City of Portland and Multnomah County allowed the remaining funding to be dedicated to complete the preliminary engineering. The region needs to follow through on that past commitment now.

Other important projects include the Stark Street Blvd improvements and the 257<sup>th</sup> Pedestrian Improvements. Stark Street is heavily traveled by pedestrians and is the source of many pedestrian/motor vehicle accidents. Pedestrian improvements on this section of Stark will provide greatly needed safety improvements. The 257<sup>th</sup> Pedestrian Improvements project provides improvements necessary to encourage pedestrian, bicycle and transit use in the area.

The Morrison Bridge Multi-use Path and indeed all of the bicycle and pedestrian projects proposed in the 2002 MTIP provide critical links in the multi-modal transportation network. If the aggressive mode-split targets in the Regional Transportation Plan are to



be achieved, priority will need to be given to funding these projects. Multi-use path projects in particular are critical to achieving this mode split as they provide access for the broadest range of bicyclists' skill levels and so are crucial to attracting new users to the bicycle system.

Sincerely,

*Multnomah County Bicycle and Pedestrian Advisory Committee*

c: Commissioner Lonnie Roberts  
Commissioner Serena Cruz  
Larry Haverkamp, Gresham City Council  
Jim Kight, Troutdale City Council

ASMR0019.LTR (TRANBPDP)

July 10, 2001

**Metropolitan Transportation Improvement Program  
Public Comment**

I strongly support funding the following three projects for the MTIP.

The East Bank Trail/Springwater Trail Connector to complete the crossing of the railroad, McLoughlin Blvd. and Johnson Creek connecting the trail from Gresham to the Sellwood neighborhood and eventually the East Bank Trail to downtown Portland.

The Fanno Creek Greenway Trail Phase 2 closing the gap between the completed section in Garden Home and completed sections in Beaverton and Tigard. Metro Greenspace funds are being used to purchase the right-of-way, Design is under way funded in Phase 1 and Phase 2 construction dollars are needed to complete the gap. The 15-mile Fanno Creek Greenway Trail in Portland, Washington County, THPRD, Beaverton, Tigard, Durham, and Tualatin will connect the Willamette River and Tualatin River trails.

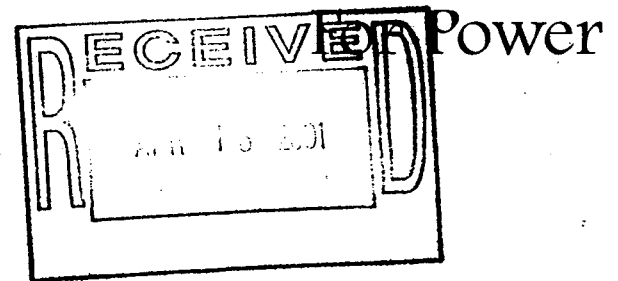
The Gresham-Fairview trail completing the missing links between the Springwater in Gresham and Marine Drive in Troutdale on the 40-Mile Loop.

I urge consideration of funding all three of these Regional Multi-Use Transportation Corridor Projects.



Robert N Bothman  
7365 SW 87<sup>th</sup> Ave  
Beaverton, OR 97223

# Sisters in Action



April 10, 2001

Rex Burkholder  
Metro Councilor  
600 NE Grand Avenue  
Portland, OR 97232

Dear Rex,


On behalf of Sisters in Action for Power, I am writing to express my deep concerns over the proposed expansion of Interstate 5. We strongly urge you to reject Resolution APF No. 1532 and to work closely with community organizations for solutions to transportation problems that benefit the entire community, and not just a privileged few.

Sisters in Action for Power is part of a national network of community organizations that are working to ensure that low income communities and people of color have all the tools and information we need to actively participate in transportation planning and decision-making that directly impacts our communities. We strongly believe that in order for state, regional and local transportation systems to be fair and equitable, community organizations must have access to accurate, complete and usable information about current and proposed projects. We assert that the negative impacts on low income communities, women, people of color, and the environment have not been given full and serious consideration in this proposal to expand I-5.

In addition, transportation equity cannot be fully addressed without the participation of those that are transit dependent--namely youth, women, low income people and people of color. Equity is not only looking at how resources are distributed and what services are prioritized, but it is also valuing and promoting the collective participation of people who depend on public transportation so that we may define the issues, actively determine priorities and evaluate policies. We strongly believe that the proposal to expand I-5 was neither brought forth by any community-driven process, nor did it include those that are most transit dependent.

Most importantly though, Sisters in Action for Power believes it is the duty and responsibility for leaders in our community, specifically those in elected office, to actively support community-driven efforts for positive change. We hope that we can count on you to demonstrate that leadership by urging the Metro Council to reject Resolution APF 1532 and to work closely with community organizations for a solution that benefits the entire community, and not just a privileged few.

Sincerely,

  
Darlene Lombos  
Lead Organizer

**CHRIS BECK**  
**State Representative**  
DISTRICT 12  
MULTNOMAH COUNTY



**HOUSE OF REPRESENTATIVES**  
**SALEM, OREGON**  
**97310**

June 18, 2001

Andy Cotugno  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Andy:

This letter is to express support for the Transit Oriented Development (TOD) Implementation Program as part of the metro region's Transportation Improvement Plan. I have supported the program since before it was invented- this is my fourth letter of support over the years.

In the last few years, there has been much discussion about the benefits of transit oriented development largely as a result of the national New Urbanism movement. However, other than specific buildings along the Banfield MAX, a laudable number of new apartments along the Westside and some noteworthy projects from the TOD programs, not enough progress has been made here in the metro area. By committing public funds to acquire, temporarily hold, and in some instances document the value of key properties along transit corridors I believe the region will be making a substantive step toward achieving quality transit oriented development.

The TOD program proposal could play a tremendous role in helping the region channel growth with the existing urban growth boundary (UGB), without compromising the livability citizens have come to expect from our community.

Tri-Met has a stated goal of encouraging as many as half of the new residents in the Metro area to live within a short distance of a light rail station or bus stop. This is a worthy goal, but it cannot be achieved unless a new urban development pattern is implemented throughout the region. This new pattern should be based much on the urban environments, which were built across the county before WW II. If implemented, these new development schemes will be more compact and more functional than post-war cul de sac subdivisions which have caused so many of our transportation and community problems. They will have a more efficient road system utilizing street grids. They will have useable parks rather than gratuitous or enforced set-asides. They will encourage more pedestrian activity and transit use. Finally, these neo-traditional communities will

utilize our developable land supply far more efficiently than has been the case with development over the last 25 years.

Many will argue that this type of new development can and will occur if left solely to the forces of the private market. Unfortunately, a common perception among some development interests is that the market for compact living environments is limited or would not be highly profitable. This perception tends to limit private attempts at developing transit-oriented subdivisions. Only with the initial assistance of government will high quality TOD's be given serious attention by the private sector.

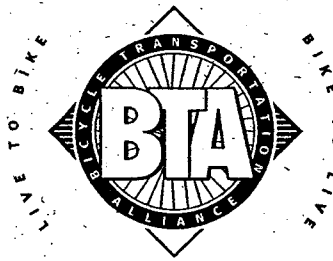
Already, a few model projects have been completed from the TOD program such as Center Commons, Buckman Terrace, and Central Point in downtown Gresham. Two of these have recently won AIA design awards and Governor's Livability awards. As these and other projects are completed and become part of the community, I am confident that other appropriately designed projects will eventually follow on the open market. It is often up to government to instigate good, and sometimes costly, ideas. This TOD program is a low cost method of spurring the type of development that is so essential to making our transportation system work more effectively. A TOD fund is a wise, long-term use of our transportation dollars.

In short, if the metro region is going to provide attractive residential and mixed use environments as an effort to direct new growth within the existing UGB, it is imperative that Metro continue to take the lead, spearheading the development of high quality neo-traditional communities along light rail and bus corridors. The TOD program is essential to achieving this goal.

Sincerely,



Chris Beck  
State Representative  
House District 12



RECEIVED  
JUL 11 2001

BY:.....

July 2, 2001.

Andy Cotugno.

Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

RE: Comments on the Priorities 2002 MTIP project ranking

Dear Mr. Cotugno:

On behalf of the Bicycle Transportation Alliance (BTA), thank you for the opportunity to comment on the Priorities 2002 MTIP project ranking. With 2200 members, the BTA works to promote bicycling and improve cycling conditions in Oregon.

The BTA appreciates the clear, comprehensive information provided to the public in the comment information, and we support the criteria used to rank projects within each mode. However, the decisions that most impact the region and its transportation system are not the rankings within each mode, but the choices that shape the final funding package. Since Metro has not established a multi-modal technical ranking system to guide those choices, we urge JPACT and the Metro Council to develop a funding package that reflects the following comments.

- **Metro should invest the region's flexible funds in projects that support the regional vision articulated in the Region 2040 concept.**

With only \$38 million of regional flexible funds available during this MTIP cycle, the BTA understands that the region's transportation needs far outstrip available resources. For this reason, we applaud Metro's statement in the public comment package that the primary goal of the MTIP is implementing the Region 2040 land use goals.

As our region faces difficult funding priority decisions, the principles of concentrating development in mixed-use centers, avoiding sprawl and providing a balanced transportation system will serve as important tools to evaluate the wisdom of investing scarce transportation dollars in particular projects. We urge JPACT and the Metro Council to develop a package of projects that truly reflects these principles.

- **Regional flexible funds should be spent on projects that help complete bicycle, pedestrian and transit systems and networks – not on projects that simply increase auto capacity.**

Performance measures identified in Metro's 2040 Fundamentals (June 5, 2001) include the following:

- *Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors;*
- *Protect and restore the natural environments through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions;*  
and
- *Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight.*

If the metro region is to achieve these measures, we must de-emphasize spending on road-widening and highway projects that are designed primarily to increase auto capacity. Instead, we must direct transportation funds toward projects that move the region toward a balanced transportation system.

Currently, 80% of the region's transportation funding has been allocated to highway, bridge and freeway projects. To increase mobility within regional centers, reduce surface runoff and air emissions, and provide a balanced transportation system, the remaining 20% of the region's transportation funds should be spent on projects that expand the options available to residents who currently travel to their destinations by car because there is no safe, attractive or efficient alternative. These include bicycle, pedestrian, transit and boulevard projects – most of which can ONLY be funded by the federal flexible funds under consideration.

Conversely, MTIP funds should not be spent on projects designed primarily to increase auto capacity. While we understand that the region's auto capacity needs outstrip available funding, it is also true that the available regional flexible funds are nowhere near adequate to fill that gap. Spent on pedestrian, bicycle, transit and boulevard projects, however, these same funds will provide a true increase in mobility for the region's residents by helping to link existing projects into systems that are better able to meet people's needs efficiently and safely.

- **Regional funds should not be used to fund freeway improvements.**

The BTA does not believe that flexible federal funding should be spent on freeway planning or construction in the metro region. As stated above, we believe that MTIP funds should be spent on projects that will help bicycle, pedestrian and transit networks – not on projects that will simply increase auto capacity. Freeway widening and construction do not support the Region 2040 principles of encouraging efficient land use, protecting and restoring the natural environment, and providing a balanced transportation system. Furthermore, ODOT has already allocated \$160 million for highway, bridge and freeway projects in the region. Finally, the limited amount of flexible regional funding available to build multi-modal projects and support Region 2040 values should not be spent on expensive freeway projects formerly – and more appropriately – funded by ODOT.

- **The final project package should include all of the bicycle-improvements included in the Draft Technical Rankings.**

In general, the BTA does not disagree with the project rankings within the "Bike Improvements" category in the Draft Technical Rankings.

Specifically, we are pleased to see the 100-point score for the Morrison Bridge Multi Use Path, and urge JPACT to include funding to build the project and leverage the region's investment in preliminary engineering for the project during the last MTIP cycle.

In addition, the BTA supports the number two ranking for the Eastbank Trail OMSI/Springwater connector. However, we believe that the actual score should have been higher, reflecting the fact that the project will provide access to regional centers and Transit Centers in Portland and Milwaukie – and, via connection to the I-205 bike path, to Gresham and the Gateway Transit Center.


Although the Willamette Shoreline Rail/Trail study is as much (if not more) a transit project as a bike improvement, the BTA supports funding for the project. Similarly, we support funding for the Washington Street Bike lanes in Oregon City although the improvement is probably more appropriately classified as a boulevard project.

In short, in our opinion, all of the projects on the Bike Improvements category should be included in a "must build" list. At \$9.053 million, the total price tag for the suite of projects is relatively small, while the multi-modal transportation benefits that would accrue to the region are enormous. Each of the trail projects on the list represents a critical link in a regional network of multi-use trails that will greatly benefit pedestrians as well as cyclists. Four of these projects serve suburban areas and link outlying regional centers where bicycle and pedestrian access are scarce and currently underfunded. All of these projects support Region 2040 principles: they do not encourage sprawl, they help reduce air emissions, they help balance the region's transportation system by providing safe, attractive facilities for bicycling and walking, and they provide access to greenways, parks and natural areas.

In conclusion, the BTA applauds the work that metro staff, TPAC and the Metro Council have done to develop and apply criteria that will result in a package of projects that support the values articulated in the Region 2040 plan. This MTIP cycle represents an important opportunity for Metro to make on-the-ground choices to implement those values, and we strongly urge JPACT and the Council to do so by committing the region's flexible federal funding to projects that support bicycle, pedestrian and transit systems and networks.

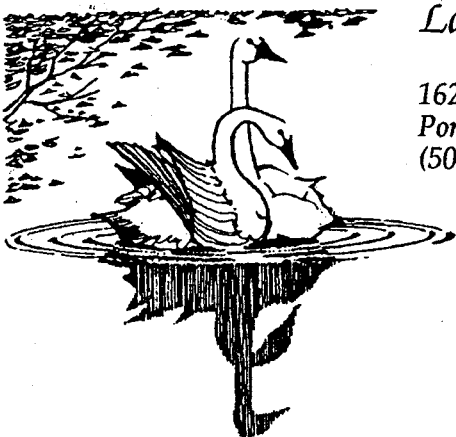
Thank you for your consideration.

Sincerely,



Catherine Ciarlo  
Executive Director





## Lakeside Gardens

16211 SE Foster Road  
Portland, Oregon 97236  
(503) 760-6044

July 3, 2001

Metro Council  
600 NE. Grand Ave.  
Portland, Oregon 97233-2736

Dear Metro,

This letter is to support the City of Portland's request for \$1.5 million for improvements at SE. Foster Road at SE. 162<sup>nd</sup> Ave. This project is urgently needed to solve safety issues at the intersection. As property owners at the intersection of 162<sup>nd</sup> and Foster we have witnessed far too many times serious accidents at this intersection. I have enclosed pictures of recent accidents where cars piled over the steep embankment and into the creek.

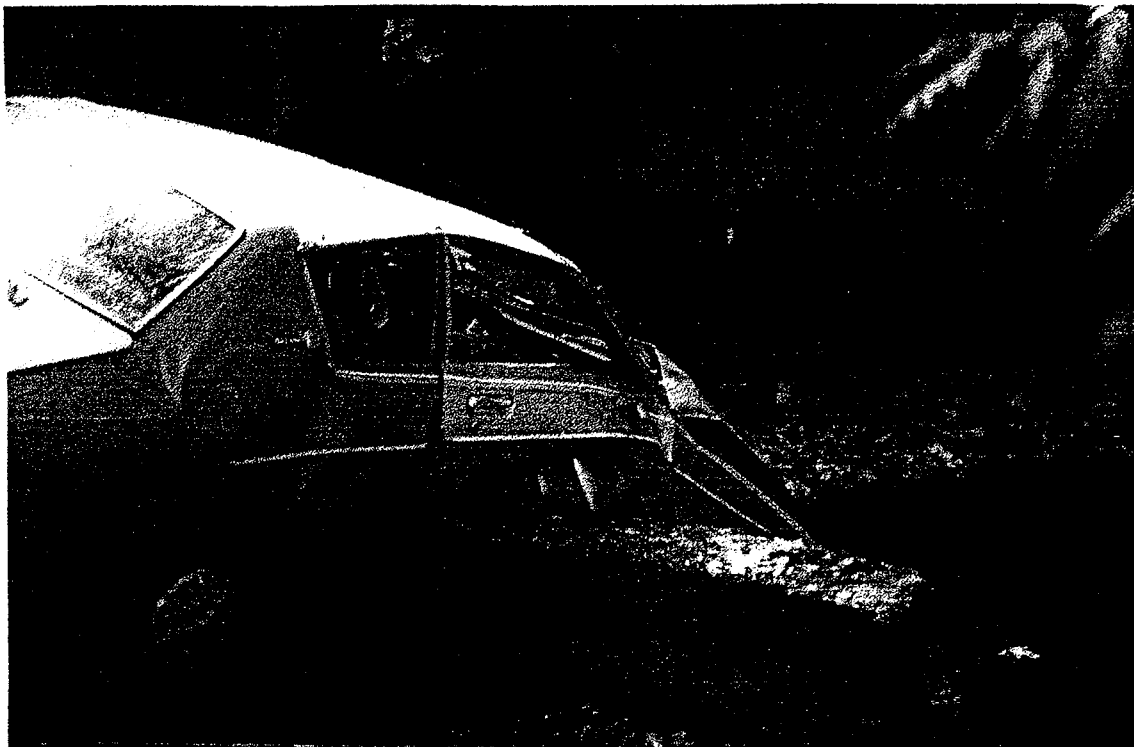
As part of the project, a culvert will be replaced to remove a fish blockage on Kelley Creek. Needless to say, we are not excited about the construction and inconvenience associated with the street improvement project; However, it is imperative that the project be completed properly and not just done as a temporary fix. A temporary fix would result in a waste of time and taxpayer's money.

This project is needed now for safety reasons and will also result in improvements to allow endangered fish to use riparian habitat in Kelley Creek above the road crossing.

Sincerely,

Bradley C. Fackrell

Loc 2  
Box Culvert



Standing on  
Foster Rd.  
Looking down  
into Kelly Crt.



This is Road  
elevation @ →  
intersection

This is Box Culvert  
below w/ two  
Cars



# S · M · I · L · E

---

**SELLWOOD MORELAND IMPROVEMENT LEAGUE**  
8210 S.E. 13TH AVENUE · PORTLAND OR 97202  
STATION (503) 234-3570 · CHURCH (503) 233-1497

July 10, 2001

Priorities 2002  
Metro Planning Department,  
600 NE Grand Avenue  
Portland, OR 97232

To whom it may concern:

The Sellwood-Moreland Improvement League recommends the East Bank Trail/Springwater Trail Connector, as its number one priority in the current MTIP process. We believe this project takes another critical step in completing the regional bicycle corridor from downtown Portland to Boring.

With the construction of the OMSI to SE Umatilla portion of the corridor to begin this fall, it will make commuting by bike to downtown that more plausible for people in the inner southeast neighborhoods and those south of us. But until the segment that currently ends in Ardenwald is completed with overcrossings over McLoughlin Blvd, the Union Pacific Railroad and Johnson Creek, there remains a commuting challenge for those neighborhoods to our east. The absence of this ready connection also prevent reverse commutes to the east. Providing these types of connections yields access to a number of attractive origins and destinations, a key element in developing a vital bicycle transportation network. It is projects like this that will help move bicycling from an alternative to a primary mode of travel. Unlike many other bicycle projects that are built, this one interconnects the region.

This project has also shown strong regional, multi-jurisdictional support and is perhaps the one project under consideration that will provide connections to such a wide area. In comparing its scoring with other bike improvement projects, it compares favorably with the leading project in all but cost effectiveness. While it is always prudent to spend government funding wisely, when large amounts of money are necessary to complete a project, it makes sense to use it to complete a project of regional value. The Springwater Corridor is a regional facility. With its completion, the entire region benefits. It seems only fair that the entire region would bear the cost of realizing this excellent project.

Respectfully yours,

/s/

Kevin Downing  
President



JUL 11 2001

July 9, 2001

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

Dear Mr. Bragdon:

The Clackamas County Pedestrian / Bikeway Advisory Committee endorses the following county projects submitted through the MTIP process for requested funding FY 04 / 05.

- 1) Jennings Avenue / 99E Avenue pedestrian access to transit project
- 2) Harmony / Linwood Intersection - final design work

A partnership of cities in Clackamas County, Tri-Met, Metro and Clackamas County have included these projects in the list of projects that have been submitted for MTIP funding. We feel these projects address important pedestrian and or bikeway issues existing in unincorporated Clackamas County that meet the criteria for MTIP funding.

The Clackamas County Pedestrian / Bikeway Advisory Committee would like to emphasize that these projects specifically improve transportation facilities for pedestrians and bicyclists of Clackamas County. The improvements to Jennings Avenue, in addition, will help to facilitate increase use of transit by providing safer facilities and better access for pedestrians.

Thank you for your consideration.

*Lila Gottman*

Lila Gottman  
Chairperson  
Clackamas County, Pedestrian / Bikeway Advisory Committee

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INTEL CORPORATION \*

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& ASSOCIATES

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KPFF CONSULTING ENGINEERS

KAREN WEYLANDT  
PROVIDENCE HEALTH SYSTEM

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WASHINGTON COUNTY

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*Serving the economic communities of the Sunset Corridor and the Tualatin Valley*

JUL 11 2001

July 9, 2001

The Honorable David Bragdon  
Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, OR

Dear David:

The members of the Westside Economic Alliance have clearly stated that solving transportation problems is the top priority needed to support their economic plans. The transportation problems we most frequently hear about are related to moving goods and services, getting employees to work and general transportation mobility on the westside. All these issues relate to traffic congestion and the lack of an adequate road system to serve residents and businesses. It is within this context that we have reviewed the 2001 MTIP Priorities effort and have formulated our comments.

To begin with, we recognize that the total funding available to distribute is limited and that the number of project requests far exceeds the available funds. Because of this, the Alliance believes that available funding should be targeted to projects that can solve the critical transportation needs of the region, namely improvements to the road system. Therefore, it is our position that the \$20 million in regional STP funds should be distributed entirely to road improvement projects, with a priority to road modernization and freight projects.

While we recognize that STP funds are intended to be flexible and, therefore, available to a wide variety of projects, we believe that previous distribution decisions have been made at the expense of critically needed road improvements throughout the region. It is our position that the region should focus its scarce STP funds to address the critical road project needs of the region. We believe that road improvement projects are a critical element to the success of the 2040 Growth Concept. They will provide connectivity and capacity required to support the development levels proposed in the Regional and Town Centers.

Included in this mix of road projects should be the freeway system. Given the greater needs in this region versus other parts of the state and the lack of state highway funding, this region needs to pick up some of the cost of improvements to the critical segments of our freeway system.

The following are the priorities of the Westside Economic Alliance.

### **Road Modernization Projects**

- WM1: U.S. 26 Widening Preliminary Engineering – Murray/ Cornell (\$350,000)
- WM4: SW Greenburg Road: Washington Square Drive/Tiedeman (\$774,000)
- WM5: Murray Blvd: Scholls Ferry Rd. to Barrows/Walnut (\$1,821,000)
- WM6: I-5/Nyberg Interchange Widening (\$3,507,270)
- WM8: SE 10<sup>th</sup> Left Turn Pocket: E. Main/Baseline (\$1,380,000)

The Alliance's number one priority is WM1: U.S. 26 Widening Preliminary Engineering – Murray to Cornell. Improvements to U.S. 26 have always been a key priority of the Alliance and this project will provide needed engineering funds to design the improvement and move towards construction of additional travel lanes in a very congested area.

We also believe that WM5: Murray Blvd: Scholls Ferry Rd. to Barrows/Walnut should be a priority project. The "Murray extension" is a project that has been on local plans for a number of years and will provide additional north-south circulation and connectivity options in the south Beaverton area. North-south circulation is a critical need for the Washington County area.

### **Freight Projects**

- PF1: Columbia/Killingsworth East End Connector (\$1,000,000)
- PF2: N. Lombard RR Overcrossing: N. Burgard Avenue/N. Rivergate Blvd. (\$2,000,000)

With Portland a strong distribution center (the 10<sup>th</sup> largest exporting center in the nation) these projects are critical to the efficient movement of freight by truck, the dominant mode for moving product in today's market. Truck traffic is predicted to more than double in the next twenty years. Therefore, we support the two projects above.

### **Transit Projects**

- WTR1: FY04/05 Beaverton/Tigard TCL Service Increases (\$1,400,000)
- WTR2: FY04/045 Bus-based Washington County Commuter Rail Ridership Buildup (\$1,074,000)

The WEA has, in the past, supported improvements that implement the Transit Choices for Livability (TCL) program. The Alliance continues to support TCL improvements and specifically supports the two project noted above. Consistent with our opening General Comment, these projects should be funded through the CMAQ program and not through STP funds.

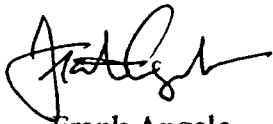
### Planning Projects

- RPLNG2: Regional Freight Program (\$150,000)
- RPLNG3: RTP Corridor Project (\$600,000)

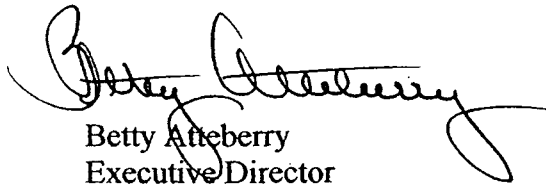
Although we have some reservations in using MTIP dollars for planning purposes we believe these two projects merit immediate study due to the critical need for improvements in both of these areas. The Regional Freight Program will provide badly needed technical information regarding the operation and performance of freight services within the region. The Alliance has already sent a letter requesting that the Highway 217 Corridor Study be funding through the RTP Corridor Program. We support the funding request for this item.

Thank you for considering our requests and if we can be of further assistance in explaining our position please feel free to call one of us.

Sincerely,



Frank Angelo  
Chair, Transportation Committee



Betty Atteberry  
Executive Director

Cc: Councilor Bill Atherton  
Councilor Rex Burkholder  
Councilor Carl Hosticka  
Councilor Susan McLain  
Councilor Rod Monroe & Chair, JPACT  
Councilor Rod Park  
Andy Cotugno, Director, Transportation & Growth Management, Metro  
Mike Hoglund, Regional Planning Director, Metro  
Tom Brian, Chair, Washington County Commission  
Roy Rogers, Commissioner, Washington County and Member, JPACT  
Rob Drake, Mayor, City of Beaverton and Member, JPACT  
John Rosenberger, Director, DLUT, Washington County





# City of Tualatin

18880 SW Martinazzi Avenue  
Tualatin, Oregon 97062-7092  
Main 503.692.2000  
TDD 503.692.0574

July 11, 2001

Rod Monroe, Chair JPACT  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

RE: I-5/Nyberg Interchange Widening Project

Dear Chair Monroe:

I understand that through a rechecking of the modeling and point allocation for the I5/Nyberg Interchange Widening project that the project now has 72 points. This makes it the third highest ranking project.

I also understand that the Metro staff is recommending that this project be included in the 150% list for right-of-way acquisition only. Thank you for the reevaluation work by the staff and the inclusion of the right-of-way in the 150% list.

I would like to urge you to include the entire request for construction funding of approximately \$3.507 million in the 150% list. The reasons for this request are:

- 1) In the last MITP, this project was in the 150% list for full funding and was reduced to preliminary engineering make the 100% list. Tualatin has agreed to phase this project once and additional phasing will continue an untenable situation.
- 2) This project provides a significant benefit to regional traffic traveling between I-5 and 99W. It also benefits Tualatin town center and Tualatin industrial areas.
- 3) The point total indicates that this is a very important project. By phasing the right-of-way construction will be delayed until after 2006 depending on the next round of funding. This delay may result in design and right-of-way efforts needing to be redone due to changing standards and procedures. The congestion relief this project provides is needed now.
- 4) The I-5/Nyberg Interchange Widening Project will provide great benefit to the south metro area. ODOT has a companion project to partially widen and lengthen the southbound I-5 offramp, but without completing the I-5/Nyberg Interchange Widening Project, ODOT's efforts will be only a band-aid fix.

Thank you for your assistance in this matter.

Sincerely,

Lou Ogden  
Mayor



July 10, 2001

JUL 11 2001

The Honorable Mike Burton  
Metro Executive Officer  
600 NE Grand Avenue  
Portland, OR 97232-2736

The Honorable David Bragdon  
Presiding Officer, Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736

**RE: Senate Bill 933; Creation of Intergovernmental Transportation Entities**

Executive Officer Burton and Presiding Officer Bragdon:

I write in regard to Senate Bill 933, which authorizes the creation of intergovernmental entities to operate, maintain and modernize transportation facilities, and empowers those entities to issue general obligation bonds and to assess, levy and collect taxes. As you are likely aware, SB 933 has been approved by the Oregon Legislature and presently awaits Governor Kitzhaber's signature.

Despite this new tool's merits, concern may exist that SB 933 poses a threat to the type of regional cooperation that characterizes transportation planning in the metropolitan area. For our part, Washington County wishes to ease such concerns. As Chairman Brian is on vacation, I want to assure you for him, and the Board, that only after consultation with the Metro Council, JPACT and other regional partners would Washington County initiate a project through the SB 933 mechanism. Our metropolitan region has a long history of engaging in collaboration. As one of the partners, we fully recognize that regional support would be of the utmost importance for successful SB 933 funding efforts.

Washington County currently has no projects in mind, but we will be in contact with you if suitable ones are identified. We are also open to ideas from the region on ways to apply the SB 933 mechanism.

Warm regards,

Roy Rogers  
Washington County Commissioner  
District 3

C: Board of County Commissioners

# Pleasant Valley Neighborhood Association

---

July 11, 2001

Terry Whisler  
600 N.E. Grand  
Portland, OR 97232-2736

Dear Mr. Whisler:

The Pleasant Valley Neighborhood Association has always felt that the 162nd and Foster intersection, because of its extremely limited capacity and very poor sight distance, is dangerous and that it needed to be improved even before the area was approved for increased development. This residential area intersection, while dangerous for automobiles, is suicidal for pedestrians or bicyclists, and cannot accommodate alternative modes of transportation, contrary to the intent of the Oregon Transportation Rule.

Even before the first development, Hawthorne Ridge, received its' final approval, we took the stance that the intersection needed to be improved before it could safely handle any increase in volume. The impact, that the Hawthorne Ridge development would have on the intersection, was warranted substantial enough for the City to require that the developer pay part of the cost of improving the intersection as a part of the conditions of final approval. Traffic is already congested from west of 162nd and Foster to Jennie and Foster and the developments, Hawthorne Ridge, MacGregor Heights, Emerald View, and Emerald Crest, are less than 25% completed. Why must the local residents play Russian Roulette in order to access the only arterial in the area? What kind of value are we placing on the life of the child who was permanently paralyzed by an accident at this intersection? How many more fatalities must occur before the essential improvements are done? If funding, for this intersection, was questionable, then these developments should not have been given final approval until the safe egress, or ingress, of the residents could be assured.

The City needs to honor the commitment it made, when it required funds from the developer for improvements to the intersection, and fulfill its' obligation to provide as safe an intersection as possible. Because through traffic contributes substantially to the traffic volume along this portion of Foster, making this a regional as well as a local safety issue, Metro's help is needed in funding these essential safety improvements and pushing for timely completion of the project.

Sincerely,



Linda Bauer, President,  
Pleasant Valley Neighborhood Association

cc: Brett kesterson  
1120 S.W. 5th  
Portland, OR 97204-1971



July 11, 2001

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Rebecca Flint  
Douglas A. Goodman  
Connie Hunt

Andy Cotugno  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: MTIP Priorities 2002

Dear Andy,

I am writing on behalf of the Association for Portland Progress to comment on the Metro Transportation Improvement Plan and the priorities for 2002.

The region obviously has quite a challenge before it with almost \$80M in identified projects for which we expect to receive about \$38M in resources. From a regional perspective, we support funding for the South Corridor DEIS and the study of the Willamette Shore Rail and Trail alignment. Both these corridors are congested today and we need to be looking at transit options for moving ever-increasing numbers of commuters from the south end of the region into downtown Portland.

From a more local perspective, there are two Portland reconstruction projects that have been on these lists for several years that we hope will receive the funding they are seeking during this cycle. We are speaking, of course, of the reconstruction of Naito Parkway and NW 23<sup>rd</sup> Avenues. Both these important Central City streets are well beyond simple maintenance and need attention soon. With Naito Parkway, we know that this has been a multi-year struggle to put together the funding package.

We appreciate the opportunity to comment on these priorities. If you have any questions, please do not hesitate to give me a call.

Sincerely,

*Ann L. Gardner*

Ann L. Gardner  
Chair, APP Transportation Committee

**Coalition for a Livable Future  
Transportation Reform Working Group  
Comments on MTIP**

**Key Questions that are asked as part of the outreach on MTIP:**

**Of the transportation projects under consideration for funding, which do you think are most important?**

Attached is a list of priority projects and projects we believe should not be funded.

**Do you think that regional funds should begin to fund freeway improvements (work formerly paid for by the Oregon Department of Transportation)?**

No. ODOT already receives federal funds for state highway improvements. In addition proceeds from the gas tax are dedicated to roads. We believe regional funds should be used exclusively for projects that implement 2040 that cannot otherwise be paid for out of other resources.

**Does the recommended technical ranking seem reasonable? If not, why not?**

The technical ratings need to create a common list of projects that can be compared. The division by mode makes it impossible to evaluate the relative merits of projects across mode. The criteria used for rankings within modes are well thought out and complete.

**Are there other project considerations that would interest decision makers?**

Yes. We believe the Council criteria established in January provides a good basis for allocation of these funds. We relied heavily on these criteria in suggesting projects. We hope JPACT and the Council will as well. We believe special attention should be paid to projects which move existing systems close to completion by filling gaps in existing networks.

**Do you have recommendations for the modal mix (freeways, roads, buses, bike lanes, sidewalks, etc.) of projects that should be included in the final package?**

With the exception of multi-use projects such as boulevards and improvements to road operations (ITS), we believe regional funds should be allocated for projects that do not increase motor vehicle capacity or VMT. There are already large sums of money available through motor vehicle taxes constitutionally dedicated to road improvements. The funds allocated through the MTIP should be focused on meeting the region's other transportation needs.

## MTIP Project List

### East Multnomah County

Stark Street Boulevard (mb12)  
Division Boulevard (mb1)  
Gresham-Fairview Trail ((mb1)  
Gresham TCL Service Expansion (Mtr1)

### Washington County

Sunset Transit Center Improvements (WP1, WP3)  
Fanno Creek Trail (WB1)  
BVT/Tigard TCL Service Expansion (Line 62 Transit Service) (wtr1)  
Forest Grove (WP7)  
(Cornelius - wbl2?)

### Inner Portland

Morrison Bridge (MB2)  
SE Foster and SE 162<sup>nd</sup> (Kelly Creek Culvert Replacement) (PM1)

### Clackamas County

Springwater Trail (CB2)  
McLoughlin Boulevard Projects  
- Milwaukie (cbl3)  
- Oregon City (cbl1)  
South Corridor DEIS (RPLNG5)

### Tri-Met

Willamette Shore Study (RPLNG1)  
Ped Access to Transit (RP1)  
Continue service on McLoughlin/Barbur (rtr1)

### Programs

TDM/TMA Funding (RTDM1, RTDM2, RTDM3, RTDM4, RTDM5)  
TOD Program (MTOD1)  
ITS Projects (cm, mm1, wm2)

**Projects we believe should not be funded:**

Sunrise Corridor Final Design (cm5)

We have submitted comments to ODOT as part of the state STIP process.

Highway 26 Expansion (wm1)

This project is already fully funded by agreement between Washington County and ODOT. Allocation of regional funds will simply reimburse Washington County for its portion of the cost. The money will go straight into Washington Counties general fund. While they currently using general funds to complete and expand their MSTIP program, that is a choice the current leadership has made. Rather than funding this project, the region should be asked to fund projects that Washington County cannot afford.



March 7, 2001

Allison Hamilton, STIP Manager  
Oregon Department of Transportation  
255 Capital Street NE  
Salem Oregon 97301

Dear Ms Hamilton,

Thank you for the opportunity to comment on the 2002-2005 Statewide Transportation Improvement Program. Citizens for Sensible Transportation is concerned about the Sunrise Highway, a project which is not in the draft STIP, but for which Clackamas County is seeking funding both through congressional earmarking and regional transportation funds. We do not believe that the Sunrise Highway, as currently proposed, would best meet the transportation needs of the area.

The Draft Environmental Impact Statement for this project was completed in 1993. It explicitly did not consider any alternatives other than highway improvements. "As an Access Oregon Highway that carries significant through traffic in an area of low-density development, this Corridor does not currently support public transit, transportation system management or demand management techniques. **Therefore, the alternatives focused on various highway improvements.**" (emphasis added).

Since its completion there have been several new developments which have altered the situation. First, Damascus was designated as an urban reserve. While this designation is no longer in effect, it continues to be considered a prime target for inclusion within the Portland regional urban growth boundary. Second, several listings of endangered salmon have been made in the Clackamas River and its tributaries, with others still under consideration.

The potential for Damascus to become urbanized substantially changes the purpose and need for Unit 1 and the potential impacts of building Unit 2. Rather than serving "low-density development" the area served will be much higher densities. Demand management and transit alternatives need to be considered prior to building a new freeway. The impacts from Unit 1 alone, or the entire highway if Unit 2 is built, are much different when considered as part of an urban area, rather than the rural communities anticipated in the DEIS.



If Unit 1 alone is built, the through traffic being served by the new highway will all be directed through the Damascus Town Center. This area is supposed to provide the center for a new urban community. The DEIS does not consider the likely impact of this on the development of the town center, since none was anticipated at the time of the DEIS. If Unit 2 is built to bypass Damascus it is not clear that the anticipated industrial and other development will occur in Damascus rather than Boring, Sandy or other communities further up Mount Hood. In short Unit 1 alone brings one set of problems and Unit two another set, neither considered by the DEIS.

The listing of endangered species in the area is a second new development since the DEIS was done. The highway crosses several salmon bearing streams and the Clackamas River is a source of drinking water for several cities in the region. The impacts of the highway on water quality when combined with the more intense urbanization anticipated if the UGB is expanded in this area were not adequately considered. Similar issues exist with regard to air quality impacts from the shifting purpose of the highway.

We understand that the Department is currently attempting to address some of the changes that have occurred and move forward with a FEIS for Unit 1. We don't believe that the current DEIS provides a basis for doing this. Given the public's interest in both the land use decisions and endangered salmon, we believe it is important and necessary to provide an opportunity for public comment before an FEIS is approved. While approval of resource agencies is important, past experience has shown that sometimes such approvals do not stand up to public scrutiny. We also doubt the independent utility of Unit 1 or the adequacy of the current DEIS to consider its impacts if Unit 2 is not built.

We believe that before moving forward with any part of the sunrise highway a full evaluation of its impacts needs to be made. We need to settle the land use plans for this area before moving ahead with a new four-lane facility. There needs to full consideration of potential alternatives that could be less costly and provide higher overall value. These include transit, land use and local street and arterial improvements.

Sincerely,

Ross C. Williams

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<sup>1</sup> DEIS Sunrise Corridor Highway, July 15, 1993, page S-4



## CITY OF OREGON CITY

INCORPORATED 1844

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

July 10, 2001

Metro  
Transportation Planning  
600 NE Grand Avenue  
Portland, OR 97232

The City of Oregon City Planning Commission passed a motion endorsing all three projects for which the City has applied for MTIP funding. We offer the following brief rationale for endorsement, project by project:

*McLoughlin Boulevard Improvements (Preliminary Engineering):*

This project implements an important corridor improvement within the City's regional center area. It implements the directives of the City's adopted Oregon City Downtown Community Plan, Phase I. The region's and City's goals for this portion of the region will be far more achievable with the transformation of McLoughlin Boulevard (Highway 99E) to a multi-modal, pedestrian and transit friendly corridor that complements adjacent 2040 land uses.

*Molalla Avenue Pedestrian Project - Willamette/Pearl and Mountain View/Holmes:*

This project provides the second segment of improvements using streetscape design recommendations from the Planning Commission. It implements the City-adopted Molalla Avenue Boulevard and Bikeway Improvements Plan. This project not only exemplifies regional goals for 2040 corridors, but also removes pedestrian obstacles, reduces vehicle traffic from four travel lanes to two, includes pedestrian crossings and improves connections to transit, and beautifies the roadway for economic redevelopment. Please see attached article from the Oregonian that describes the project goals and in more detail.

*Washington Street Bike Lanes: 12<sup>th</sup> Street to 16<sup>th</sup> Street:*

This project is considered pivotal to connectivity between two subareas of the adopted Oregon City Downtown Community (regional center) Plan (Phase I). In addition to an important bicycle link, it provides multi-modal linkage between the End of the Oregon Trail Regional Visitor Center and future Amtrak station, the historic McLoughlin and Barclay Houses (to be managed by the National Park Service) and Carnegie Center, and the City's downtown area and the downtown Tri-Met Transit Center.

On behalf of the Planning Commission, I urge your favorable consideration for funding of these projects.

Sincerely,

Linda Carter, Chairperson  
Oregon City Planning Commission

Attachment: June 21, 2001 Oregonian Article

June 21, 2001



# Neighbors

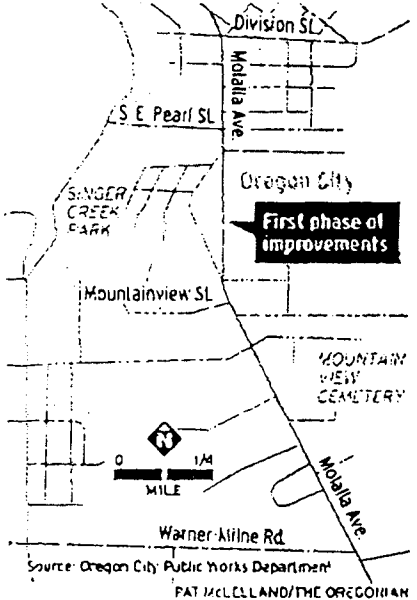
THIS SECTION

- ◆ VOICES, 2
- ◆ SPORTS, 5
- ◆ EVENTS, 6

METROSOUTH BUREAU • 503-294-5920

## RENOVATING MOLALLA AVENUE

The \$300,000 first phase of improvements to Molalla Avenue, scheduled for 2001-02, will include new turn lanes, wider sidewalks, bicycle lanes and street trees from Southeast Pearl Street to Mountainview Street. Also, bicycle lanes and new turn lanes will continue south to Warner-Milne Road, with sidewalk improvements and other work to come later. Eventually, all of Molalla Avenue from Division Street south to Oregon 213 will be upgraded.



# Oregon City will add thinner, greener route

*The two-mile stretch of Molalla Avenue is being rebuilt to channel traffic and encourage more bicycling and walking*

By SARAH HUNSBERGER  
THE OREGONIAN

**OREGON CITY** — Work is about to begin on a two-mile renovation of Molalla Avenue that will make the street look a lot more like a green hometown boulevard than a gray commuter thoroughfare.

Instead of adding more lanes of traffic or widening the roadway, engineers plan to convert the existing four-lane road into just two lanes, with landscaped medians and turn lanes running down the middle.

Sidewalks will get wider, more stoplights will be installed, and bike lanes will be added in both directions. Curbside trees will take root, and old-fashioned lampposts will light the route. The city also is considering adding bricks or pavers to accent crosswalks and sidewalks.

Steve Haak, who was walking along Molalla Avenue on a recent afternoon with his two grandsons, liked the ideas.

"As long as they've got it torn up, if they're going to renew it, they might as well make it look nice," said Haak, who grew up in Oregon City and now lives in Aurora. "It beats just solid telephone poles."

In places, the changes are expected to slightly reduce the avenue's automobile capacity, but the city is willing to make that trade-off.

The goal is to make the avenue more

navigable to pedestrians, cyclists and bus passengers, while keeping the automobile traffic flowing as smoothly as possible, said Nancy Kraushaar, city engineer and the director of public works. And with the current plan, the city won't have to widen the roadway and cut into the businesses and buildings that sit close to the existing curb.

"The city's very excited because I think it's kind of a face-lift for essentially our main line through town," Kraushaar said. "That could trigger a lot of economic development."

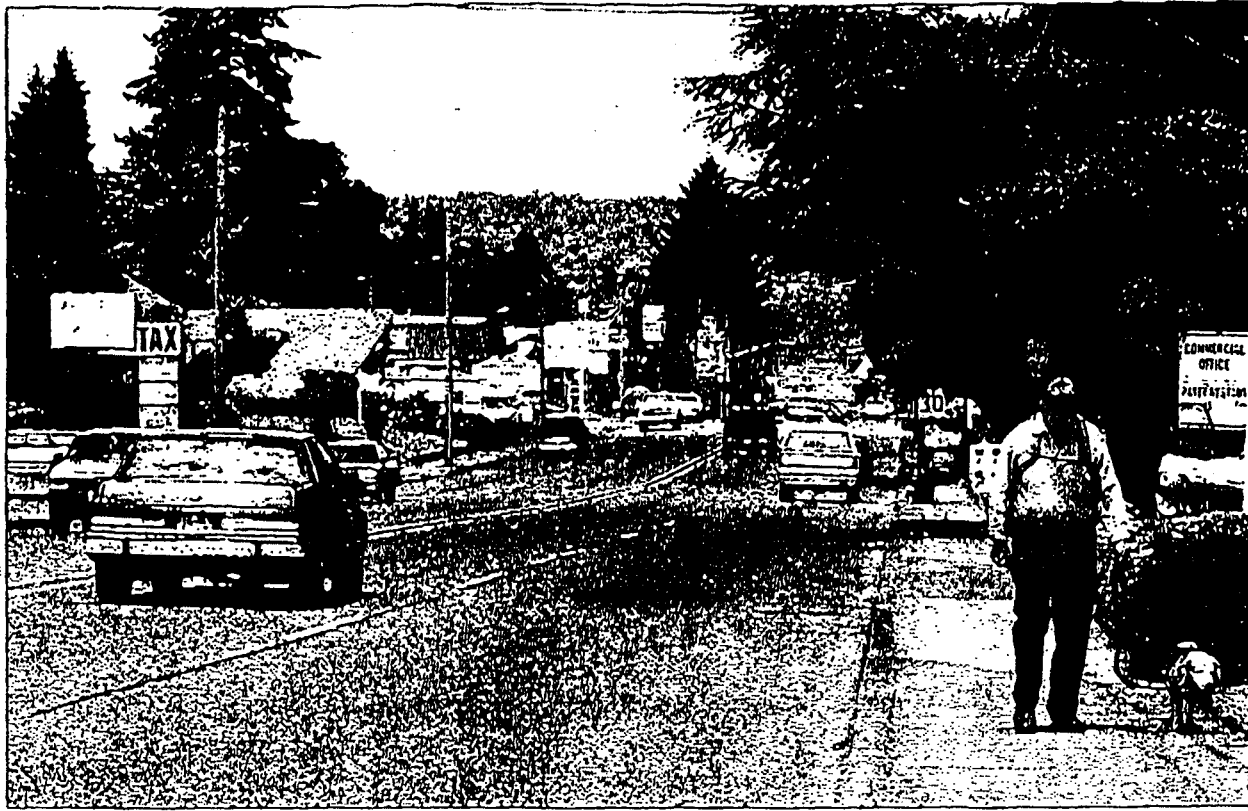
The city doesn't have the \$8 million it would cost to renovate the two-mile stretch of the road all at once, so the work will occur in as many as seven phases, Kraushaar said.

The initial \$300,000 phase will be between Pearl and Mountainview streets.

Please see **AVENUE**, Page 9

THE OREGONIAN • THURSDAY, JUNE 21, 2001

## NEIGHBORS



Dean Enstad of Oregon City walks with his dog along Molalla Avenue near Mount Hood Street. Improvements to be made this year to this stretch of the avenue, including wider sidewalks, street trees and bicycle lanes, are aimed at making the street easier for cyclists and pedestrians to use.

TOM TREICK  
THE OREGONIAN

## Avenue: Striping continues new lane pattern

*Continued from Page 1*

The city has budgeted the work for the 2001-02 fiscal year, which begins July 1.

That section of the avenue will be first because a water line improvement project is scheduled for much of the same area. Doing both projects at the same time will save the city money, Kraushaar said.

Design work is under way, and Kraushaar expects the city to seek bids on the project in the fall and start the work in early 2002.

In addition to the more extensive work between Pearl and Mountainview streets, the city will restripe another segment of the

street so that the new lane arrangement — two travel lanes with turn lanes in the middle and bicycle lanes on either side — will continue south to Warner Milne Road. The rest of the changes will happen when money became available.

The city has applied for a competitive \$500,000 Metropolitan Transportation Improvement Program grant that could win federal money to pay for most of a second phase. That would be from Mountainview Street south to Holmes Lane and from Pearl Street north to Willamette Street. The city would contribute another \$150,000.

Tim Powell, co-chairman of the

McLoughlin Neighborhood Association and a former city commissioner, said he likes the Molalla Avenue plan. But he questions why the city didn't plan to move underground the utility lines along Molalla Avenue.

Kraushaar said the city is looking for money to pay for burying the utility lines, but it's an expensive process.

Barbara Hopkins, who has owned Oregon City Floor Covering for about 3½ years, said she likes the idea of more turn lanes and traffic lights.

"It's very dangerous getting out onto this street for people in our parking lot," she said. "It seems like

they need to slow it down a little."

She also said it's time the city helps make the avenue more appealing and pedestrian-friendly.

Her business is at the corner of Molalla Avenue and Mountainview Street, the southern end point of the first phase. She has painted her building, installed an awning and put flower boxes in front, but the area needs more, she said.

"It's very ugly right now," Hopkins said, "and I'm doing the best I can do."

You can reach Sarah Hunsberger at 503-294-5922 or by e-mail at [shunsberger@news.oregonian.com](mailto:shunsberger@news.oregonian.com).

## MEMO

TO: Kim White, Metro  
FROM: Jon Holan, Community Development Director  
RE: Town Center Pedestrian Improvement Project  
DATE: July 10, 2001

Thank you for the opportunity to comment on the recommended 150 percent list for the MTIP process. The City of Forest Grove has one proposed project, the pedestrian improvements for our Town Center area. Unfortunately, City staff did not receive any information on Metro's staff recommendations on the projects until late yesterday. After reviewing the Metro staff evaluations, Forest Grove staff has comments and additional information for consideration related to the evaluation for the Forest Grove project.

1. Regarding 2040 land use objectives, Metro staff gave a score of 10 points without indicating the basis for the points. For the Town Center Area, we believe that point assessment is low. First, Pacific University is in close proximity to the Town Center. This has implications on the evaluation criteria. First, there is a high level of pedestrian access from students and faculty from Pacific University to the Town Center area. The City's TSP identifies two intersections within the project area at Pacific and College/Council streets and Pacific and Main are in the high pedestrian use category (30 to 100 peak hour pedestrian trips). Further, the data does not show the additional trips of students and faculty crossing College Avenue at mid-block or at 21<sup>st</sup> to go to Town Center area. Thus, there is a high proportion of travel in the project area seeking access to the Town Center area. This should result in a score of at least 10 points and more appropriately 15 points.

The second issue relates to whether the project serves an area projected to have a large increase of mixed-use development between 1996 and 2020. There is no definition of what is a large increase. It seems some sense of proportionality for different areas should be kept in mind (i.e. there will be greater potential increase in downtown Portland when compared with Forest Grove's Town Center). Otherwise, it is unrealistic that Forest Grove could compete with larger, more urbanized areas for any MTIP funds.

Regarding the City's proposal, it appears that Metro staff gave no points for the mixed-use development criteria. Again, this is the City's Town Center in close proximity to a university beginning a significant, long-term expansion program. The Town Center already provides some student housing. The current regulations as well as the Town Center plan encourages the expansion of mixed use development throughout the target area with residential densities at the highest allowed in the community. City staff believes that at least 10 points should be allocated for these criteria.

Thus, Forest Grove staff believes that the proposal should receive between 20 to 35 points for 2040 Plan land use objectives.

2. The following accident data from Forest Grove's Transportation System Plan was obtained from the Oregon Department of Transportation for the period between January 1, 1994 and December 31, 1997. These numbers reflect reported accidents within 150' of the following described intersections, which are located within the proposed project area.

<u>North * South</u>	<u>East * West</u>	<u>Reported Collisions</u>
College/Council	Pacific Avenue	20
A Street	Pacific Avenue	17
Main Street	Pacific Avenue	14
'B' Street	Pacific Avenue	12
'B' Street	19 <sup>th</sup> Avenue	12
Main Street	21 <sup>st</sup> Avenue	5
Council Street	19 <sup>th</sup> Avenue	2
College Way	21 <sup>st</sup> Avenue	2
Total Accidents Project Area		84

In conclusion, City staff believes that Metro staff should consider additional points than the 10 points awarded for safety considerations.

If you have any questions regarding this memo please contact me at 503-992-3224.



**TUALATIN  
HILLS  
PARK &  
RECREATION  
DISTRICT ADMINISTRATION OFFICE**

Ronald D. Willoughby  
General Manager

15707 S.W. Walker Road • Beaverton, Oregon 97006 • (503) 645-6433 • Fax (503) 531-8230

**BOARD OF DIRECTORS**

Janet Allison  
Bruce Dalrymple  
John Griffiths  
Mark Knudsen  
Terry Moore

July 10, 2001

TPAC Members  
JPACT Members  
Members of the Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Committee and Council Members:

I write as a member of the Board of Directors of the Tualatin Hills Park and Recreation District, which serves over 200,000 people living in Washington County and the city of Beaverton. I urge you to fund Phase II of the Fanno Creek Greenway Trail project as part of MTIP Priorities 2002.

Phase II of the Fanno Creek Trail is the district's highest priority trail project and is the "missing link" between two completed trail segments that provide a greenway through Beaverton along Fanno Creek between Portland and Tigard. In the past year, we dedicated new trails south of Denney Road to Hall Blvd. and between Oleson Road and Allen Blvd. We have also contracted for engineering work on the "missing link" segment (between Allen and Denney) as part of the Phase I Fanno Creek Greenway Trail TEA21 work.

This is the only candidate bicycle improvement project from Washington County jurisdictions, and funding is critical to complete a westside multi-use trail providing both a transportation and recreation regional asset. Besides the high technical ranking this project received, I urge you to consider that the "missing link" will complete what is the westside's equivalent to the successful Springwater Corridor Trail. Our application helps implement Region 2040 land use goals, funds a critical project segment, is a logical project phase and completes a gap, funds construction of the "missing link", and can be delivered in the STIP timeframe.

I look forward to your positive recommendation.

Very sincerely yours,

Terry Moore, Board Member, THPRD  
8440 SW Godwin Court  
Garden Home, Oregon 97223

c: Ron Willoughby, General Manager, THPRD



July 9, 2001

Mr. Bruce Winchcomb  
Oregon Department of Transportation  
Transportation Development Division  
Mill Creek Office building  
555 13<sup>th</sup> Street NE, Suite 2  
Salem, Or 97301-4178

Re: NHS Intermodal connectors

Dear Mr. Winchcomb,

Thank you for the opportunity to review your maps and spreadsheets describing proposed changes to the NHS Intermodal Connectors designation sent May 2, 2001. While the maps and spreadsheets generally meet the request for minor changes to the NHS connector designation expressed by Metro, City of Portland and the Port in the Metro letter dated May 1, 2000, there are a few adjustments that have been recommended that I want to highlight.

The new crossing at 87<sup>th</sup> Avenue connecting Columbia and Lombard (also named Killingsworth) is a high priority project for the region, ODOT region 1, the City of Portland and the Port. (Please see the enclosed map.) This improvement has \$2 million of Port of Portland general funds allocated for conceptual engineering, preliminary engineering and environmental work. We are working to complete the funding plan for construction of this improvement. The improvement will replace the existing bottleneck from the airport via Columbia Blvd to I-205 with a new connection. For these reasons, I support Metro's recommendation of the designation of this segment – the new crossing at 87<sup>th</sup>, Columbia Blvd. west to I-5 and Lombard at 87<sup>th</sup> east to I-205 – as an intermodal connector.

I also support the addition of N. Portland Road from N. Marine Dr. to Columbia Blvd. as an addition to the NHS intermodal connector, per Metro's letter of 6/14/01.

Again, thank you for the chance to comment on these important designations and for your effort on this project. Please call if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Susie Lahsene', written in a cursive style.

Susie Lahsene  
Transportation Planning Manager

Enclosure: map

c: Andy Cotugno, Metro  
Steve Gerber, PDOT

**RECEIVED**  
JUL 14 2001

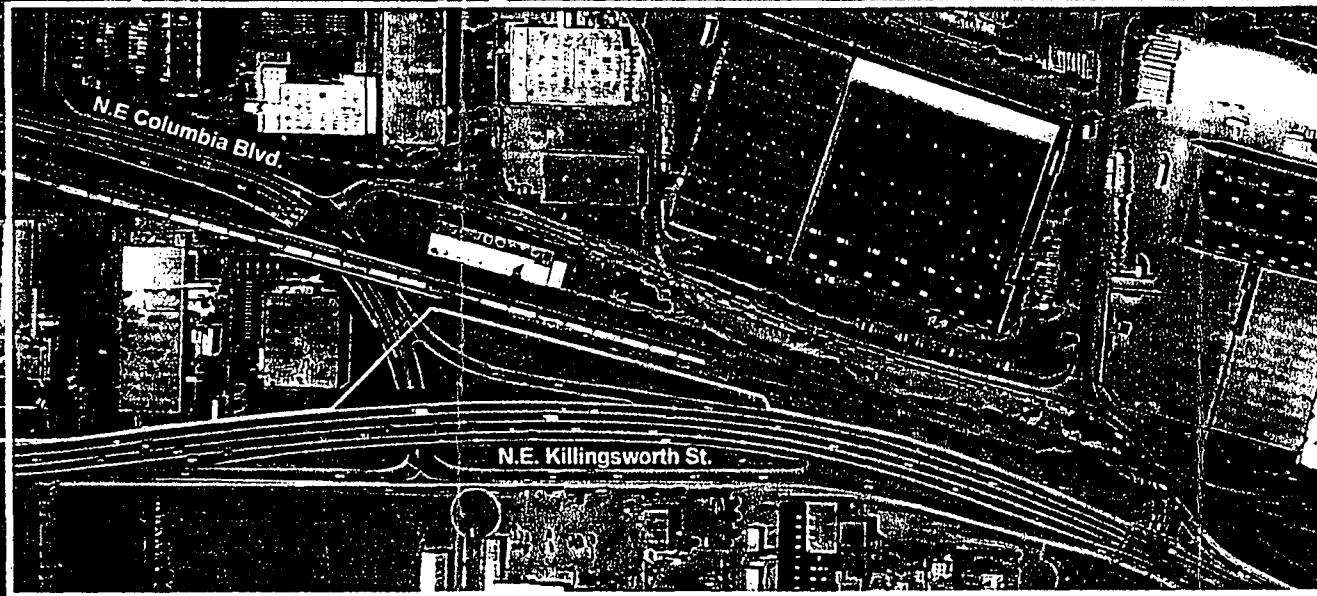
BY:.....



# Columbia/Killingsworth East End Connector - After

N.E. 82nd Ave

## Proposed Project Area



# CITY OF OREGON CITY

Incorporated 1844

## PUBLIC WORKS



OPERATIONS DIVISION  
122 S. Center Street  
Oregon City, OR 97045  
(503) 657-8241  
Fax (503) 650-9590

PUBLIC PROJECTS DIVISION  
City Engineer/Public Works Director  
P.O. Box 3040  
320 Warner Milne Road  
Oregon City, OR 97045  
(503) 657-0891  
Fax (503) 657-7892

July 13, 2001

Councilor Rod Monroe  
Councilor Rex Burkholder  
Councilor Rod Park  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Re: **Council MTIP Project Ranking Matrix - McLoughlin Boulevard Project PE  
- I-205 to Railroad Tunnel**

The City of Oregon City respectfully requests that the Metro Council review the Council Project Evaluation Criteria responses that were reported for our McLoughlin Boulevard project (I-205 to railroad tunnel). On behalf of the City, I reviewed the Project Ranking Matrix that was distributed to JPACT for their July 12, 2001 meeting and am concerned that there may be some misunderstanding about our project.

The matrix indicates that the project received "no" responses to the following criteria: "Existing Transportation System", "Alternatives to Single Occupancy Vehicles", and "Multi-Modal Transportation System". The project received a "?" under "No Other Available Funding Sources".

I offer the following background and project details that directly relate to the evaluation criteria the Council used in their ranking system. Thank you in advance for your attention to this matter.

The project we have proposed consists of the section of McLoughlin Boulevard that is in the center of our regional center. Our adopted Downtown Community Plan, Phase 1 (the Plan) speaks often and clearly about the deficiencies on McLoughlin Boulevard and the need for its enhancement in order to improve the visual character and provide a link to the waterfront and adjacent land use districts. The plan reports:

*"McLoughlin Boulevard currently provides limited physical and visual access to the Willamette River. Part of the problem is due to the lack of safe pedestrian crossing areas. The other issue is that the existing narrow sidewalks, with no street trees or buffering from the roadway, provides an unsafe situation for pedestrians."*

*In order to change the character of McLoughlin, the plan proposes an enhanced McLoughlin Boulevard to include street trees and pedestrian improvements. These improvements will provide safe crossings, draw attention to the river front and encourage a setting that is more conducive to walking."*

These enhancements and improvements include:

- Pedestrian crossings at signalized intersections.
- Street furniture and ornamental streetlights.
- Transit facility improvements at the major stops on McLoughlin Boulevard (14<sup>th</sup> Street, 10<sup>th</sup> Street, and Main Street) – *Please note: Tri-Met Transit Center is located at approximate midpoint of subject project.*
- Wider sidewalks.
- River viewpoints.
- Decorative, see-through railings.
- Create bicycle corridor.
- Create primary pedestrian corridor (enhance existing facilities and complete missing links).
- Selected widening in immediate vicinity of I-205 interchange.
- Connect 12<sup>th</sup> Street to McLoughlin Boulevard.

Regarding the pedestrian system, the Plan reports:

*"The pedestrian facilities associated with the McLoughlin Boulevard corridor can be described as marginal. There are existing discontinuities and inconsistencies in the treatments that exacerbate major pedestrian environment deficiencies of high volume, higher speed, and heavy vehicle traffic. Improvements to the pedestrian facilities along this corridor are necessary to provide a reasonable opportunity for increased pedestrian activity and attractive connections to the riverfront."*

Regarding the bicycle system, the Plan reports:

*"The bicycle system within the study area is almost entirely dependent on shared roadway facilities. The only facilities within the study area that provide on-street striped bicycle lanes are Abernethy Road and Highway 213...The only facility in the study area where bicycling might be considered unsafe due to speed and volume of vehicle traffic is the shared roadway facility associated with McLoughlin Boulevard*

*Safe bicycle facilities are necessary along the McLoughlin Boulevard corridor to serve longer distance bicycle travel through the area and provide adequate access between sub-areas of the study area. On-street striped bike lanes on the Washington Street corridor is the only other bicycle improvement identified as necessary to support the plan concept..."*

The City's MTIP application includes the following sections that describe the project, the how it will solve existing transportation problems, and the project's significant multi-modal elements:

**"c. Brief physical description of main project features (e.g., length; number and width of lanes and/or sidewalks; bridge crossings; medians, parking strips, etc.)**

The McLoughlin Boulevard Enhancement project will include pedestrian crossings, streetscape, wider sidewalks, river viewpoints, bicycle facilities, riverfront promenade, transit facilities, and selected roadway widening near I-205. The length of the section addressed in the Oregon City Downtown Community Plan (2040 regional center) measures just over one mile in length.

**e. Explain how nominated project would resolve problem.**

The proposed enhancements include transportation improvements that are needed to ensure adequate mobility and accessibility to the area. The City is currently proceeding to a more detailed planning phase, viewed as the critical next step to avoid losing public support and momentum on this important project. We expect to complete that planning effort by 2003. At that time, it will be critical to move into a design phase for the first phase of actual improvements.

The proposed project is expected to:

- 1) Improve safety by reconfiguring travel lanes and improving intersection operations, providing or improving bicycle and pedestrian, and traffic calming.
- 2) Improve access to and mobility within the regional center area.
- 3) Improve transit-friendly environment for Tri-Met access.
- 4) Enhance non-SOV transportation within the regional center area.
- 5) Provide the next logical phase of Downtown Community Plan (regional center area) and McLoughlin Boulevard/99E project implementation.

**f. Describe significant multi-modal project elements.**

The McLoughlin Boulevard Enhancement project will include pedestrian crossings, streetscape, wider sidewalks, river viewpoints, bicycle facilities, riverfront promenade, transit facilities, and selected roadway widening near I-205.

The existing sidewalks on McLoughlin Boulevard will be widened by a combination of reducing pavement width and nominal right-of-way acquisition. Pedestrian crossings will be constructed at key locations and will be articulated using crossings that the motorist will easily distinguish. Curb extensions, special lighting, street trees, benches, and bus shelters will be installed to encourage pedestrian traffic. Medians will be located at some pedestrian crossings, where needed to provide safe passage across the arterial. Crosswalks at intersections will be better defined for comfortable pedestrian travel. All of these amenities will encourage pedestrian and bus travel within the Downtown Community Plan area. The streetscape and wider sidewalks will enable McLoughlin Boulevard to function as a transit/mixed use corridor.

Bicycle lanes (on-line or parallel facility) will encourage increased bike use in the area."

Regarding funding, the City currently has programmed funding to provide a reasonable leverage and match to the MTIP funds. Beyond that match, the City does not have the

funds to complete the project. There are no other readily available funding sources at this time. Whether or not the project could qualify for the recently approved ODOT bond money is not known at this time. Please note that the subject project is for the design work. In the next round of the MTIP, the City plans to apply for construction funds in order to maintain a logical, achievable schedule for the project as a whole.

Thank you for reviewing the City's project information. I hope that this information has clarified our McLoughlin Boulevard project (I-205 to railroad tunnel). In our view, the project could receive 5 out of 5 yes responses, which could significantly impact its overall Council Ranking.

Very truly yours,



Nancy J.T. Kraushaar, P.E.  
City Engineer/Public Works Director

C: Andy Cotugno, Director  
Terry Whisler, Metro  
Mayor John Williams, City of Oregon City  
Brian Nakamura, City Manager  
Bryan Cosgrove, Assistant City Manager