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DATE: March 30, 1999

TO: JPACT members and alternates

FROM: Pamela Peck, Senior Public Involvement Planner

RE: Priorities 2000 – Transportation Funding Public Comment Meetings

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

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

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

Key questions for public comment

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

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

General Comments

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

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

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

The TOD implementation program also received many positive comments.

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

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

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

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

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

Project Specific Comments

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

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

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

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

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

Bicycle Projects
Morrison Bridge Bike/Ped Access
Eastbank Trail: Ph 1 and Ph 2
Willamette Shoreline Rail
Red Electric Line
Phillip Creek Greenway
Greeley/Interstate
Hall Blvd Bikeway
Fanno Creek Path
Parkway Ave/Town Center Bikeway
Clackamas Regional Trail
Portland Traction Co. Trail
Gresham/Fairview Trail
Parkway Center Dr: Ellingsen Rd
Cedar Mill Multi-use Path
Roeth Rd
Springwater Corridor
Pedestrian Improvement Projects
  Capitol Highway: SW Taylors Ferry/36th
  Capitol Highway: Bertha/BH Hwy
  Springwater Trailheads
  Milikan Way
  SW 170th Merlo
  Cedar Hills Blvd.

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

Transit Oriented Development
  TOD Implementation Program
  N. Macadam District Street Improvements

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

Transportation Demand Management
  Tri-Met TDM program
  TMA funding

Planning Projects
  OPB Pilot: Building Community Through Media

Enhancement Projects
  Tryon Creek Bike Trail
  NE 47th Ave. Environmental Mitigation
  Pioneer Courthouse Sq.
  Wilsonville I-5 Corridor Enhancement
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<tr>
<th>Name</th>
<th>Comment</th>
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<td>Ann Nichols</td>
<td>Ms. Nickel is concerned with traffic in the Columbia Corridor area. She stated that the current system leads to this corridor because of business. She said <strong>Columbia Blvd and NE Marine drive are their two main concerns.</strong> She wants them to be a priority for funding as well as the TMA program. She said that there are 2900 businesses in this corridor and they do not have good bus service. She said a TMA is critical to this area.</td>
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<tr>
<td>Columbia Corridor</td>
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<tr>
<td>Association</td>
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<td>PO Box 55651</td>
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<tr>
<td>Portland, OR 97238</td>
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<tr>
<td>Terry Parker</td>
<td>Mr. Parker said that there has been not enough revenue in this region for bicycle projects and there has not been enough money spent on downtown services. He is <strong>supportive of the Delta Park at I-5 and Sandy Blvd improvements.</strong> He said <strong>Hawthorne Blvd is in need of money as well and ramp meters by Portland State University.</strong> He said that Metro should fund projects where local match comes from the local user.</td>
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<tr>
<td>1527 NE 65th Avenue</td>
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<td>Portland, OR 97213</td>
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<td>Linda Bauer/Nancy Chase</td>
<td>Ms. Chase reviewed the Powell Butte area and said there is need for transportation improvements here. She said connected Powell Butte with Kelly Creek is critical to Title 3 adoption. She said <strong>Foster Road and Kelly Creek is a problem for the fish habitat.</strong> She said that new development in this area would be a problem for habitat. She said funds are needed for the new improvement for wildlife in this area.</td>
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<td>Metro Greenspaces</td>
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<td>Linda Bauer submitted a letter from City Councilor Eric Sten regarding Johnson Creek and Kelly Creek. His letter will be included in the record.</td>
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| Judy Edwards  
Westside Transportation  
Alliance | Ms. Edwards advocated for westside employers to reduce congestion. They are interested in **funding for TDM programs and 2040 initiatives**. The one issue is getting employees to work because of congestion problems and new capacity will not be a solution to the problem and that is why **TMA's need to be funded**. She said their board needs funding to help make a difference in their community. |
|---|---|
| Tom Fuller  
Pioneer Courthouse Square | He is **supportive of the remodel of Pioneer Courthouse Square** project that is not on the current list. A copy of the lobby renovation project is included in the public record. This project will help manage congestion, especially in downtown. They want $500,000 for the Priorities 2000 funding. |
| Randy Dickenson  
2220 SE 72nd Ave.  
Portland, OR 97215 | **Advocate of bicycle projects for the region.** Mr. Dickenson said the bicycle network needs work compared to Europe’s bicycle system. He said the eastbank corridor is essential to creating a connected system of bikeways. He said bike and pedestrian projects are needed and we don’t need more roads. Supports the following projects:  
**Pbil Morrison Bridge Pedestrian Bike Accessibility**  
**Pbi6 Eastbank Trail**:OMSI/Springwater,  
**PBi5 Springwater Corridor**: Rugg Road to Boring,  
**PB5 Red Electric Line**: Willamette Park/Oleson Road,  
**MBi1 Gresham fairview Trail**: Springwater Trail/Marine Drive,  
**WBi2 Hall Boulevard Bikeway**: 12th/Allen,  
**WBi4 Cedar Mill Multi-Use Path**, **PBi4 SE 11th/112th Avenue**: Market/Holgate,  
**PBI9 Greeley/Interstate**: Killingsworth/Russell,  
**WBi7 Rock Creek Trail**: Evergreen Prkwy/Amerwood Dr.,  
**WBi8 Beaverton Powerline Multi-Use path**, **WBi9 Rock Creek Powerline Multi-Use Path**,  
**CBi7 Clackamas Regional Center District Park Multipurpose Trail**, and other Pedestrian/Bicycle Friendly Projects with hopefully the bulk of the monies available. |
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<th>Name</th>
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<th>Testimony</th>
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<tr>
<td>Tom Chamberlain</td>
<td>4110 SW Hawthorne            Portland, OR 97214</td>
<td>Mr. Chamberlin testified in <strong>support of funding for the OPB Pilot:</strong> Building Community Through Media (RPlng5).</td>
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<td>Barbara Walker</td>
<td>1891 SW Hawthorne Terrace    Portland, OR 97201</td>
<td>Ms. Walker is an <strong>advocate for the 40 Mile loop project</strong> and said it should be a high priority. She said connection is the most important part of the system. She said OMSI to Springwater corridor completion should be financed. She urged that the Gresham Fairview Trail also be funded and the Peninsula Crossing Trail as well. She is also <strong>supportive of the Pioneer Courthouse renovation project</strong> that is not currently on the list for funding.</td>
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<td>Diane King Campbell</td>
<td>North Clackamas Parks &amp; Recreation District 111022 SE 37th Milwaukie, OR 97222</td>
<td>The North Clackamas Parks district <strong>supports funding for the Clackamas Regional Center Trail (Cbi5), Phillips Creek Greenway Trail (Cbi3) and the Portland Traction Company Trail (Cbi4).</strong> They also support funding connections to the Springwater Corridor Trail, the North Bank Project, the I-205 bike path and the end of the Oregon Trail in Oregon City.</td>
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<td>Frank Angelo Betty Atteberry</td>
<td>Westside Economic Alliance</td>
<td>Mr. Angelo said they would follow up with a formal letter on projects that they felt should be funded. He said that money should be for highway and freight and transit improvements. He said highway improvements would provide capacity and make regional centers be successful. They are working with the legislature on the gas tax issue to help fund new road projects in this region. He said that <strong>STIP funds should be targeted to road improvements throughout the region.</strong> She said that there has been a lot of growth in Washington County and it is important for the infrastructure of the system to put money into the highway system.</td>
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Ruth Barber  
1474 SW  
Oregon City, OR 97045  
Ms. Barber supports improvements to Cascade Highway 213. This two-lane facility needs to be funded because they are suffering property damage and fatalities. The road needs a vertical alignment for safety and protection. Said there would be a reduction of 70% in fatalities if the road were improved. She said Quail Crest Lane is a blind intersection and is dangerous. She said that this section of road has a blind grade and it has been dubbed “blood alley” by the Oregonian. This road is located in Urban Reserve # 25.

Lenny Anderson  
Swan Island Business Association  
2934 NE 27th Avenue  
Portland, OR 97232  
Mr. Anderson feels that the gas tax should only be spend on maintenance of roads. He suggested that $150 million revenue for freeway congestion; this will increase capacity and bring more congestion on the system. He said that theses dollars are also degrading our water and air. He is concerned about $33 million that is left and this should be used to reduce VMT. He suggested that the transit be the option to solve the issue of congestion. He said that on Swan Island they have a transportation committee that is dealing with these issues. He said TMA’s helped reduce problems and they should be financed.

Steve Apotheker  
1905 NE Going Street  
Portland, OR  
Mr. Apotheker is a bicycle advocate and urged the Metro Council to increase dollars to more bike projects. He said closer to 8-9% should go towards these projects. He said it is critical that there be a good bike connection for the region.

Rick Williams  
Lloyd Center TMA  
TDM Projects are a priority for the Lloyd Center TMA. He said the Lloyd Center TMA was started in 1994 from grant money that came from Metro. He noted that transit ridership has increased 72% in one year from work by this TMA. Additionally, there has been a 26% reduction in SOV for this area all for $50,000 investment. He said that there are no road projects that can produce comparable results for the same amount of money. He emphasized the business community has been supportive of this TMA and asked for support from the Metro Council.

Martha Waldemar  
12173 SE 104th Court  
Portland, OR  
Ms. Waldemar is a member of the Clackamas Chamber of Commerce. She supports funding for the Sunnywide Rd: Mt. Scott Creek Bridge (CM5). She said that there is heavy traffic in this area and these are important issues and this project should be financed.
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<td>Scott Leeding</td>
<td>Sunnside</td>
<td>Mr. Leeding is a member of MPAC. He has worked with the local CPO for years and Clackamas County on Sunnyside Rd improvements. He said additional funds are needed for a bridge in this area. He said Sunnyside Rd should be improved all the way to Damascus. <strong>CM5, CM3 and CM4 are projects that need to be funded.</strong></td>
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<td>1117 SE Territory Drive</td>
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<td>Clackamas 9715</td>
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<td>Stephanie Hopker</td>
<td>Melissa Williams</td>
<td>Ms. Hopker had numerous concerns about the Murray Blvd extension in Beaverton. She said that there are possible mitigation costs of approximately $6-7 million around this area because of habitat and environmental issues. She noted that Murray Blvd. is currently 5 lanes and this would dead end into two lanes on Walnut in Tigard, OR. This would not be a good connection. She said money could be spent in a lot better ways and noted information on the new town center for this location. Mr. Hoglund said he would follow up with the City of Beaverton on her concerns about this project.</td>
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<td>Beaverton, OR 97007</td>
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<td>Scott Bricker</td>
<td>2817 NE 14th</td>
<td>Mr. Bricker said he is the Chair of Irvington NAC. He supports bike and pedestrian, and multi-modal projects. He would personally like to see more money for these projects rather than roads. As a bike professional for BTA, he noted that bike trails should be completed such as the 40 mile loop. This would create a healthier society in completing this recreational facility.</td>
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<td>Cassandra Griffin</td>
<td>Ms. Griffin is an OEC employee and a member of the Bicycle Transportation Alliance Board of Directors. She is very supportive of alternative transportation specifically bicycle and pedestrian facilities. She said that funding should be increased for these transportation modes. She said a reasonable amount would be 10% of the funds for these projects.</td>
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<td>Phil Goth</td>
<td>Phil Goff - urban designer and member of BTA and is also supportive of bike and pedestrian projects. He said transit is equally as important. He said there should be a land-use connection to new projects. He noted that the South Portland Circulation study is a project that should be funded because it will have a positive benefit to the community. He said that the Kenton Historic Plan would be a good use of federal revenue. He said Hawthorne and Burnside street are also projects that need to be addressed.</td>
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<td>Leonard Gard</td>
<td>Mr. Gard is very supportive of funding for Barber Blvd improvements (PBL4). Barber is heavily used and is an important commercial corridor. He said there would be more mixed-use development in the future. It lacks in sidewalks, safety to transit, access to neighborhoods. They are working on sidewalks and improvements for this area.</td>
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<td>Jim Howell</td>
<td>He recommended that the Willamette Shore Line should be funded (CTR2 in Lake Oswego). He said it could be used for commuter rail. This runs from Lake Oswego to downtown Portland. He said that the right-of-way is not owned and if it is stopped used as a rail line that the city will loose the use of this trestle line.</td>
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<td>Steve Manning</td>
<td>He works for a non-profit Law office. He emphasized that alternative transportation is important to him. He said that Lewis and Clark College has just adopted a policy to get students to use alternative modes of transportation. He urged the Metro Council to fund bike and pedestrian facilities outside of the central city and the Morrison Bridge project.</td>
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Gary Madson
Lower Albina Council
1050 N. River St.
Portland OR 97227

Gary Madson spoke as a representative of the Lower Albina Council and is here as a part of a group testimony requesting MTIP funds for the Lower Albina Overcrossing. Current at grade crossings impede traffic. The council is a facilitator looking for a solution for the conflict that exists between businesses and railroad. There are significant safety issues. Seven to eight hours a day the businesses are isolated due to train traffic. A LID is being developed with the businesses to provide some funding for the project. They have been working with ODOT and the project is 90-95% engineered. They feel the project is under rated. The project would close five crossings with one staying open for emergencies. An added benefit would be that it could be the beginning of a secondary access to Swan Island. We think it will be the highest scoring project in the matrix. It would support growth in that area. The price tag is 7.3 million and a LID will provide approximately half of the funds. Right-of-way costs will be 1.5 million. His own company supports urban planning and more intense use of the land and better utilization of the infrastructure.

Cliff Shoemaker
Union Pacific Railroad
Director, Industry & Public Projects
1416 Dodge St., Rm 1000
Omaha, NE 68179
(402) 271-4357

Mr. Shoemaker read testimony supporting funding for the Lower Albina Overcrossing. (attached) Long slow moving trains cut the flow of traffic to the businesses on the west side of the tracks for several hours each day. Businesses in the Lower Albina area have expanded bringing more traffic to and from the area. The problem will get worse over the next five years. Train traffic has increased by 30% in the past four years. Union Pacific expects to bear about one-half of the LID expense. Without MTIP funds this project the will not succeed. Safety is a big concern for the railroad. Union Pacific urges support for the City’s funding application for the Lower Albina overcrossing.

Don Donovan
K. F. Jacobsen Co. Inc
1208 N. River Rd.
Portland, OR 97227
239-5532

Mr. Donovan owns K. F. Jacobsen, Asphalt Co. Inc. and is also representing Ross Island Sand & Gravel. He supports the Lower Albina Overcrossing. His business would be able to be more competitive with more in and out access. His company runs 40 trucks out per day plus customers. The truck drivers add 35 minutes to their haul time to take into account there may be a train blockage. He has enlarged his business in anticipation of the overcrossing. Getting traffic in and out is a problem. With the over crossing, better service could be provided.
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<th>Remarks</th>
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<td>Gene Loffler</td>
<td>Cargill Inc. 800 N. River St. Portland, OR 97227 281-9177</td>
<td>Mr. Loffler is a business owner in Lower Albina area and supports the <strong>Lower Albina Overcrossing</strong>. His company anticipates spending several million dollars to improve their business. They receive grain by truck, train and barge. About 11,000 train cars and 3,000 trucks service his business each year. The safety issue is a concern.</td>
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<tr>
<td>Craig Reiley</td>
<td>ODOT Rail Mgr. for Crossing Safety 555 13th St. NE Suite 3 Salem, OR 97301 (503) 986-4273</td>
<td>Written testimony supporting the <strong>Lower Albina Overcrossing</strong> is attached. Mr. Reiley’s department receives over 80 calls a year due to blockages. It is a classical problem and can result in criminal action due to long blockages. All agencies are working together to solve the problem. ODOT has put up as much money as they can. The Randolph crossing is the most frequently and longest blocked crossing in the LAIA and in the state.</td>
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<td>Chris Smith</td>
<td>NWDA 2363 NW Pettygrove Portland, OR 97210 223-3688</td>
<td>Mr. Smith is the Secretary of the NW District Associated. He is expressing his personal opinions today. He spoke in support of three projects. 1) <strong>NW Lovejoy to Burnside paving</strong>. The deterioration of the street justifies the project. Don’t look at it as a car problem. It is also a pedestrian problem. 2) <strong>W. Burnside from I-405 to NW 23rd</strong>. W. Burnside is a separation street and difficult to cross for pedestrians especially near the Civic Stadium and MAX. 3) <strong>The TMA Assistance Program</strong> provides creative programs design options that would be a beneficial force in the neighborhood.</td>
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<td>Keith Liden</td>
<td>Chairman, Portland Bike Advisory Council 4021 SW 36th Pl. Portland, OR 97221 228-7352</td>
<td><strong>Bicycle and pedestrian funding</strong> should be increased over past levels. It is in Metro’s plan. It is a good investment. Portland has seen a significant rise in bike use to go along with the bike lanes. The bike lanes are not consistent. They are disconnected. The bike rankings look fine to his group. The <strong>Morrison Bridge</strong> is very important. Among all of the projects, <strong>road modernization projects</strong> are a poor investment. We will never build our way out of congestion.</td>
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<td>Laurell Mankins</td>
<td>13643 SE Sunnyside Rd. Clackamas, OR 97015 658-6366</td>
<td><strong>Widening of Sunnyside Road.</strong> Mrs. Mankins is involved in the area from 132nd to 177th and she lives on Sunnyside Road. The ratings say there is no congestion. Traffic is non-stop all day long. She is almost rear-ended pulling into her driveway once a week. It is not safe for children to play. The proposal is not being realistic. They have decided she will get a 12 foot wide driveway that she would have to share with three other neighbors. She will have no parking in here own driveway or in front of her house. She can never have company because there is no parking. A 12-foot driveway is not big enough to get their motor home and boat in and out. A fire truck would not be able to get in. Widening needs to happen but it needs to be more practical. Traffic backs up from I-205 in the morning to 127th. The arterial streets in the surrounding area are not sufficient to get around the congestion. A car hit her son two years ago on his bike. The area is growing very fast.</td>
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| **Len Edwards**  
| City Councilor  
| PO Box 337  
| Fairview, OR 97024  
| 665-7929  
|  
| The Mayor of Fairview asked him to comment on **railroad overcrossing on 223rd between NE Sandy Boulevard and NE Halsey Street.** The street going under the overpass is very narrow and unsafe. He moved to Fairview in 1963 and has been fighting this for the ten years that he has been on the council. A truck and car cannot go through it at the same time. Fairview is a fast growing community. We need industry and those industries will bring trucks that need access. It is also a major through street to Blue Lake Park for vehicles pulling boats. It isn’t wide enough.  
|  
| **David Eatwell**  
| Kenton Action Plan  
| 2601 N. Willis  
| Portland, OR 97217  
| 289-6693  
|  
| By and large supports list. He would like to propose an added project that enhances the modal mix in the Kenton area. He presented a drawing of a **modification of North Denver & North Interstate.** There are no crosswalks from Lombard to Argyle and the crosswalk at Argyle is on a blind corner. Pedestrians take their life in their hands trying to cross the street. PDOT has sponsored the action plan and applied $2.4 million to implement this and he is asking for support from Metro & JPACT if it comes before them. It was submitted as part of the T21 on January 29th but not on this list. He would like to see attention to truck traffic on Denver to Argyle and will support anything to bring light rail to North Portland. Light Rail is vital to the success of growth of North Portland. Kenton’s problems will not be solved without light rail. Kenton Action Plan is attached.  
|  
| **Sue Bullington**  
| Nordstrom Distribution Ctr.  
| Columbia Corridor Assoc.  
| Citizens Planning Committee  
| 5703 N. Marine Dr.  
| Portland, OR 97203  
| 978-3055  
|  
| Ms. Bullington testified in support of **Widening of North Marine Drive, to T-6** and in particular under Freight Projects, PF2, PF7 and PF8 which all relate to widening Marine Drive and improving the area. It is an unsafe area for people entering and exiting businesses. It is more than just a freight project since it will include bike paths and new sidewalks. She lives in North Portland. Not safe to ride bikes or walk. Please support this project.  
|  
| **Don Baack**  
| Chair, Barbur Blvd. CAC  
| SW Trails  
| 6495 SW Burlingame Pl.  
| Portland, OR 97201  
| 246-2088  
|  
| He gave an update of street projects on Barbur Boulevard. A TGM grant has been issued and they are now working on a streetscape design to be done by June 30th. For next year’s budget they will be asking for money for a **Barbur Boulevard corridor study.** Barbur is a major arterial when the freeway is congested. They also want a closer way to get on the freeway before Capital Hwy. Asking for support of $800,000 and $550,000 for this project for next year. His group also supports adding a **trail and maintaining the trolley line from Lake Oswego to the Ross Island Bridge.** There is a need to re-acquire right-of-way along Fanno Creek.  
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<td>Catherine Ciarlo</td>
<td>Portland, OR 97207</td>
<td>The BTA supports the <em>Morrison Bridge (1st priority)</em>, <em>Portland Traction Company Trail</em> and <em>Willamette Shoreline Trail</em>. They provide critical links in the transportation system. They move people from home to work to school in a safe way in a way that is appealing and helps complete some links. <strong>The Greeley/Interstate/Russell/Killingsworth project, the Gresham/Fairview Trail, the Peninsula Trail and the Red Electric Line are all important.</strong> These are projects the BTA is excited about. She talked briefly about the allocation of funding for bicycle projects. We can’t build our way out of congestion. The BTA wants resources focused on the kinds of projects that provide transportation option to people who don’t use nor have cars. It is very important to BTA to see an increase in the percentage of money spent on these modes from 3% to 10%.</td>
</tr>
<tr>
<td>Thomas Nyled</td>
<td>Portland, OR 97202</td>
<td>The 3% allotment for bicycles is not enough for the needs of the cyclists. In Copenhagen it works. There is a place in Regional Transportation for bicycles. Because of the health and safety benefits, the percentage of funding should be increased to 10% for bicycles. He supports the <em>Morrison Bridge</em> and the rail line along <em>Lake Oswego and Sellwood Bridge</em>. He would also support connecting bike routes.</td>
</tr>
<tr>
<td>Ann Witsil</td>
<td>Portland, OR 97210</td>
<td>Ms. Witsil represents a large coalition of residents and businesses throughout Northwest Portland and Westside Portland to landscape <em>I-405 ODOT owned lands</em>. They are working very closely with the City of Portland streetcar project as well as the Bridge the Gap project. They have the endorsement of all the commissioners. It is a timely project and enhances pedestrian as well as bicycle appeal. It goes from NW Vaughn and to SW Clay also includes the new streetcar route. 10,000 motorists go through there each day. The committee would be happy to scale the project back if it would assure some funding. She encouraged staff to stay involved with the JPACT and TPACT evaluation process. A copy of their proposal is attached.</td>
</tr>
<tr>
<td>Julian Awdry</td>
<td>Beaverton, OR 97007</td>
<td><strong>Murray Boulevard: Scholls Ferry/Barrows</strong> - Mr. Awdry is requesting at the least, a delay of funding for this project. The proposed extension will run through a sensitive wetland area, which would be impacted. Mr. Wittgow testified that the project is premature and unnecessary at this time. It would be disruptive to traffic at this point without the town center proposal approved. The extension would widen a two-lane road inside of a residential area to a four-lane road. It would promote outside traffic to use this residential road as a commuter route. Since it is only a quarter mile extension, it only saves one minute in a commute. There are deer in the area. The wetland has been preserved up to now and has been an example to other cities. This</td>
</tr>
</tbody>
</table>
The project has been on the books for a number of years, but that does not make it a good one. Should not be thought of a priority at this time.

<table>
<thead>
<tr>
<th>Stephanie Hopkirk</th>
<th>Murray Boulevard this project (attached). Ms. Hopkirk supports not funding the extension. The wetland is a very big concern. You can’t mitigate without disrupting the wetland. The project would create a traffic bottleneck. Outside traffic will travel down Barrows into the neighborhood not realizing that it dead ends. We need to look at the long-term fix. She would prefer her tax dollars to go to more important transportation issues. Mr. Awdry added that there is ignorance in the local community as to what the intent really is and it has been poorly presented to the community and now there is concern mounting. Ms. Williams said that she had few people willing to sign her petition. People are concerned, not so much that Portland is growing, but that there is no where to go. The neighborhood will not be able to with stand an extension of Murray as an alternative to Hwy. 217. It will destroy the neighborhood look.</th>
</tr>
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<tbody>
<tr>
<td>14317 SW Barrows Rd.</td>
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<tr>
<td>Beaverton, OR 97007</td>
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<tr>
<td>590-8162</td>
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<tr>
<td>Melissa Williams</td>
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<tr>
<td>14341 SW Barrows Rd.</td>
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<td>Beaverton, OR 97007</td>
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<td>Art Lewellan</td>
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<td>LOTI</td>
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<td>3205 SE 8th #9</td>
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<td>Portland, OR 97202</td>
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<td>Mr. Lewellan has been at this for 4 years and he does not feel he has received a fair hearing. He does not support the I-405 caps. He thinks the Ross Island Bridge should be the number one priority. What is there is not safe. It is a very dangerous bridge and could be damaged in an earthquake. He presented a map showing his solution. He supports removing a traffic light at Ochoco Street to keep traffic moving. Mr. Lewellan is beginning to think we will have to build the south/north light rail.</td>
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<td>Name</td>
<td>Comment</td>
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<tr>
<td>John W. Haide</td>
<td>Bike paths should be built to the same standard throughout the region. Also, there is no continuous system of bike paths and lanes in Hillsboro. A <strong>connected regional bicycle system is needed</strong>.</td>
</tr>
<tr>
<td></td>
<td>Testifying in <strong>support of Main St: 10th/20th Boulevard project in Cornelius (WBL2)</strong>. This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor's Livability Team and other studies have recognized the importance of this project. Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</td>
</tr>
<tr>
<td>N. Kay Walker</td>
<td>Testifying in <strong>support of Main St: 10th/20th Boulevard project in Cornelius (WBL2)</strong>. This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor's Livability Team and other studies have recognized the importance of this project. Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</td>
</tr>
<tr>
<td>Ralph Brown</td>
<td>Testifying in <strong>support of Main St: 10th/20th Boulevard project in Cornelius (WBL2)</strong>. After the fourth grade all children in Cornelius go to schools in Forest Grove or Hillsboro. This project improves the only route for those trips. The City of Cornelius is working hard to become a city and to comply with Metro planning requirements and to meet regional goals. This project will provide a needed boost toward making that happen. The project would provide better and safer access to many services that low income people depend on including Head Start, the Virginia Garcia Medical Center, and the Cultural Center. There is currently no north to south transportation system within the city this project is critical to that. There is a lot of truck traffic on this road.</td>
</tr>
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Priorities 2000
Hillsboro testimony

2/27/99
| John Greiner  
| City Manager Cornelius  
| 2633 S Cherry  
| Cornelius, OR 97213  
| Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). The City of Cornelius has been a very active partner with Metro in implementing the Regional Framework Plan. We have done this with no planning staff. Metro assisted us in developing our Main St plan. This funding is key to making that happen. We are also working to secure some private dollars to include additional amenities such as benches and flower baskets. We have used LIDs to fund public infrastructure and have done our part. There should be additional criteria to reflect the 40,000 people impacted by this project and the need to provide access to light rail in Hillsboro. |
Clackamas County STIP Citizen Testimony

Card #7
Doug Neely
712 12th St.
Oregon City, OR 97045

Project: Beavercreek Road/Highway 213 Intersection (CM14)

Mr. Neely submitted written testimony in favor of this project. He also stated that according to the criterion that gives a higher ranking to projects with overmatch, this project should be rated higher.

Card #5
Kathy Lowe
PO Box 69246
Milwaukie, OR 97267
986-1426

Project: Beavercreek Road: Beavercreek Road/Highway 213 Intersection (CM14)

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

Card #2
Linda Hatlelid
8617 SE 36th
Milwaukie, OR 97222
659-2111 or 659-4205

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

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

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

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

Card # 4
Richard Cayo
4203 SE Johnson Creek Blvd.
Milwaukie, OR 97222
659-1951

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

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

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

Card #6
Austin Prichard
1636 SE Marion
Portland, OR 97202
231-6048

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

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

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

Card #1
Diane Kean Campbell
North Clackamas Parks and Recreation District (NCPRD)
11022 SE 37th Ave.
Milwaukie, OR 97222
794-8002

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

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

Andy Cotugno asked if NCPRD had any priorities. Ms. Campbell responded that a decision was made not to prioritize. Mr. Cotugno asked that she take the request to prioritize back because there are many more proposed projects than available funds.
Card #8
Nancy Kraushaur and Bryan Cosgrove
320 Warner Milne Rd.
Oregon City, OR 97405
657-0891

Project: Beavercreek Road/Highway 213 Intersection (CM14)

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

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

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

Card #9
Dick Jones
3205 SE Vineyard Rd.
Oak Grove, OR
652-2998
BULLDOGJONES@prodigy.net

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

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

- The meeting was confusing because testimony was given at the same time as the presentation. He had asked for information prior to the meeting that was handed out at the meeting. It should have been given to him before.
- Southbound on McLoughlin, north of the Ross Island Bridge the goes into a Y in the Ross Island Bridge. It is currently two lanes and it should be replaced with three travel lanes in each direction. (This is ODOT project cb13.)
- Congestion pricing: Strongly opposes, particularly if all lanes are priced. AAA did a survey in December and 80% opposed it.
- ITS: It’s a “black hole” and most of the projects are busy work and a waste of time. Signs near Wilsonville that say “have a nice day, buckle up” are not useful. Messages do not allow you to change your plans. Radios can be relied on instead. It will be better to wait for ITS information to be provided via private companies to individual cars.
- Access management has a place on expressways and highways, not at the district level. It undermines businesses, ruins neighborhoods. It has zero local support on the McLoughlin corridor through the village of Oak Grove according to testimony at a public meeting held by Oak Lodge Community Council.
• $28,000,000 to help out MAX is too much: $10,000,000 for TODs (RTOD1) and $18,000,000 for LRT to the airport (RT1). Also, $16,000,000 for buses part off which supports MAX (RT2. We voted LRT down. This builds distrust of government. We were told if this were voted down there would never be another LRT project. (Note: Telephone conversation with Mr. Jones on March 24 provided clarification on some points)

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

Project: Automobile traffic on McLoughlin Blvd.

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

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)

Ms. Paulo submitted written testimony and spoke in favor of this project. She made the following points:
• People are using back roads to avoid this intersection
• Left turn lanes backs up into through lanes, creating a safety hazard
• Access to a proposed three story office building will be through this intersection
• During rush hour, motorist wait through 3 light cycles. During the holiday season it can be up to 9 cycles.

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)

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

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)
Mr. LeCavalier speaking in favor of this project, made the following points:

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

Card #15
Deborah Watkins
13290 Clairmont Way
Oregon City, OR 97045

Project: Beavercreek Road/Highway 213 Intersection (CM14)

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

Card #17
Martha Taylor
7516 SE 21st St.
Portland, OR 97202
234-3267

Project: Eastbank Trail (Pbi6b)

Ms. Taylor speaking, in favor of this project, made the following points:
- This acquisition is required in order to connect trails; otherwise the project will be delayed. The whole project is needed and she would like to see the entire project funded. (Pbi6 a and b)
- Questioned the low ranking of the project and said she may need to talk with Bill Barber. Mr. Cotugno agreed. He also said that if the project were viewed as getting bikes off Tacoma, it would rank higher in the safety category.
Has been active in the neighborhood plan for 3 years and with Friends of Oaks Bottom and wants to see the RTP goal of safe bike travel met.

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

Project: River Road and McLoughlin (Ch11)

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

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

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

Project: Eastbank Trail (Pbi6a)

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

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

Card #26
Daisa Lawson
North Clackamas Parks and Recreation District
13380 SE Kuehn Rd.
Milwaukie, OR 97222
659-1983
Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)

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

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

Card #27
Linda Bauer
No address or phone given

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

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

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

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

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

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

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

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

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

Mr. Slapikas is the Transportation Chairman of the Corbett-Terwilliger-Lair Hill (CTLH) Neighborhood Assoc. He submitted written testimony and made the following points concerning this project:
• A major development is planned for the North Macadam area that will increase traffic through these neighborhoods. A traffic study by David Evans showed a 26% increase on Corbett, 22% increase on Macadam and several choke points. There is a need to mitigate the problems that impact the neighborhood.

• A comprehensive study is needed to address this—all the Priority 2000 projects affecting this area should be looked at together. Mr. Cotugno agreed that attention should to be paid to spillover effects.

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

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

No Card:
Dan Kaempff
No address or phone

Project: TMA Assistance Program (TDM5)

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

• Support funding for the Tualatin Chamber of Commerce TMA; they have provided a large private commitment of funds for the TMA, and feel that continued matching support is important to continuing efforts.

• It is important that the three TMAs that exist continue and others spin off. Mr. Cotugno said that JPACT adopted a policy direction to set a framework for how TMAs are considered in the future. A typical budget to keep a TMA going is $75,000. The general framework adopted would provide start up money with a three-year sliding scale, but not continuing operation funds.

• Mr. Bendit said that not many TMAs operate around the country with out continuing operating support.

• Tualatan chamber of commerce started TMA with private funds, already bucking the average. It is difficult to go beyond that. Where else will funds come from?

• The transit choices for livability study indicates that 5 out of 10 programs were in Tualatin. So it appears that Tualatin will be an important transportation hub. No other transit service out there for an industrial area. Need an answer to that.

• Tualatin has performed a vital role in providing affordable housing.

• Tualatin plays a key role in transportation issues and projects, including high-speed rail.

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)
Sha Spady, representing Friends of Newell Creek Canyon submitted written testimony, and speaking in favor of this project, made the following points:

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

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)

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

Dan Kaufman
Portland, OR 97202
233-9513

Project: Eastbank Trail (Pbi6)

Mr. Kaufman, representing the Brooklyn Neighborhood Association submitted written testimony, a petition and a map, and spoke concerning this project. He made the following points:
- He wants access to the Springwater Trail from the Brooklyn neighborhood. There is currently no access along the trail from Holgate to the Ross Island Bridge.
- Would promote livability, and recreation.

Carolyn Tomei
11907 SE 19th
Milwaukie, OR 97222
659-9116
Projects: McLoughlin Blvd.: Harrison/SPR X’ing (CBL3), Linwood Ave: Monroe/Cedarcrest (CM16)

Ms. Tomei is the Mayor of Milwaukie. She spoke in favor of these projects and made the following points:
- McLoughlin Boulevard Project: Milwaukie is a transit center. This project will link Traction Co. trail from Park Place to Glen Echo. It also links to Johnson Creek Blvd. Safe pedestrian access is needed from I-205
- Linwood Ave project: Is close to school and on a Tri-Met bus route.
- Supports Lake Road construction project

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

Project: Beavercreek Road/Highway 213 Intersection (CM14)

Mr. Poulton is Deputy Fire Chief with the City of Oregon City. He submitted written testimony and spoke in support of this project. He made the following points:
- Too many accidents at this intersection and congestion is the cause. Accidents at the Maple Lane intersection are also the result of problems with this intersection.
- High-speed traffic on 213 and Beavercreek. The posted 40-mph limit is seldom maintained.
- Wants an intersection where smooth flow of traffic can be maintained.

Card #22
Don Vedder
656-1160

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

Mr. Vedder represents Scott Parker, Gayle Molader and the estate of Patricia S. Parker. He supports the intersection project. He spoke about the effect of ODOT access management and submitted supporting documents. He made the following points:
- The heirs now own Tax lots 500, 700, 800, 2000, of 3 So 2 East 9 B
- 1991 at request of ODOT work sessions and public hearing were held to adopt Phase 1 and 2 into the comprehensive plan
- 11.688 aces now still owning, of which ODOT needs 6 acres
- Access control line caused loss of access to property
- City approved an amendment of comprehensive plan (7/1992) eliminating access control lines from map and to change maps and documents to reference Trails End Hwy.
- Ordinance 92-1002, February 5, 1992 (see attached) The words access control were not removed; this didn’t follow the comp plan amendment.
- Users/Buyers don’t want to build and be condemned, therefore marketing of property is limited
- July, 1996 City, State and County wanted to do improvements around Mollalla Ave and Beavercreek Rd. The affected property owners had a right to dispute, and did because the City did not live up to its previous deal.
- 1996 Clackamas County, ODOT, the City and the Patricia Parker entered into agreements that she had not lost any of her constitutional rights and she could ask for protective buys. So far no purchase. Part on Fir Street has utilities and could market 2 acres, some of which has ODOT access control line. Buyers objected. Other 2 acres offers and seller had to pay additional fees. Original 2 acres now sold with access control line in parking lot on plans.
• Heirs cannot afford to put in road, utilities to reach the 5.688 acres of industrial land that exist. It remains financially unserviceable.

Card # 23
Don and Ladonne Mueller
Oregon City Secure Storage
14295 Marjorie Ln.
Oregon City, OR 97045
557-8858

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

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

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

Card # 24 (Also gave testimony at another table; see Card # None (2)
Diane Sparks
Oregon City Chamber of Commerce
PO Box 226
Oregon City, OR 97045
503-656-1619

Project: Beavercreek Road/Highway 213 Intersection (CM14)

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

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

Card #None (3)
Ruth Barber
14754 S Quail Crest Ln.
Oregon City, OR 97045
655-3481

Project: No project identified.

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

• Unhappy with the Clackamas County Planning—they are manipulating land use laws. She has spoken with Robin Brooks
• Concern is the unsafe intersection of Quail Crest and Beavercreek. Would like vertical alignment and center medians and turn lanes.
• Metro file No. 10068gm-06
Mr. Brinks is the Public Works Director for the City of Milwaukie. He submitted written testimony and spoke in favor of these projects. He made the following points:

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

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

- Wants to make sure the State makes the City and the County stick to the previous commitments and wants ODOT to make sure the public knows of the commitment
- Supports Sunnybrook Interchange—does not support the split diamond project scenario, supports a project, just not the split diamond concept.
Ms. Branson, chair of the Garthwick Association submitted written testimony in favor of this project.
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<tr>
<th>Date</th>
<th>Name &amp; Address</th>
<th>Comment</th>
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<tbody>
<tr>
<td>3/22/99</td>
<td>Brandon Vemell</td>
<td>Supports <strong>Fanno Creek Multi-Use Path</strong>: East to Allen/Scholls Ferry. Wbi!0 Would like to see more bike and pedestrian paths.</td>
</tr>
<tr>
<td>3/22/99</td>
<td>Wes Higgins</td>
<td>Feels <strong>Sunnyside Road</strong> should be at the top of the list for Priorities 2000.</td>
</tr>
<tr>
<td>3/22/99</td>
<td>Emily Venata</td>
<td>Supports <strong>Fanno Creek Multi-Use Path</strong>.</td>
</tr>
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</table>
FY 2000-2003
Metro/State Transportation Improvement Program

Priorities 2000

Summary Report
Public Comments
February 8 – March 22, 1999

METRO
Regional Services
PRIORITIES 2000
2000 – 2003 MTIP/STIP

SUMMARY REPORT
PUBLIC COMMENTS

DRAFT
4/6/99

Metro Transportation Department
600 NE Grand Ave., Portland, OR 97232 2736
Transportation hotline: (503) 797-1900
Introduction

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

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

Key questions for public comment

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

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

General Comments

General comments supported funding a balanced multi-modal transportation system. Respondents expressed strong support for an emphasis on transit, bicycle, pedestrian, transit oriented development (TOD), transportation demand management (TDM) and transportation management association (TMA) projects.
Many respondents felt that 8-10% of regional funds should support bicycle and pedestrian projects. Those supporting bicycle projects want to see a general funding emphasis on bicycle projects, funding of projects that would complete the 40 mile loop and were supportive of projects to connect bikeways throughout the region, such as the Eastbank Trail and other connections to the Springwater Trail.

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

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

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

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

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

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

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

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

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

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

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

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

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

Bicycle Projects
- Morrison Bridge Bike/Ped Access
- Eastbank Trail: Ph 1 and Ph 2
- Willamette Shoreline Rail
- Red Electric Line
- Phillip Creek Greenway
- Greeley/Interstate
Pedestrian Improvement Projects
Capital Highway: SW Taylors Ferry/36th
Capital Highway: Bertha/BH Hwy
Springwater Trailheads
Milikan Way
SW 170th Merlo
Cedar Hills Blvd.

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

Transit Oriented Development
TOD Implementation Program
N. Macadam District Street Improvements

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

Transportation Demand Management
Tri-Met TDM program
TMA funding
Planning Projects
   OPB Pilot: Building Community Through Media

Enhancement Projects
   Tryon Creek Bike Trail
   NE 47th Ave. Environmental Mitigation
   Pioneer Courthouse Sq.
   Wilsonville I-5 Corridor Enhancement
Public meeting testimony
<table>
<thead>
<tr>
<th>Name</th>
<th>Comment</th>
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<tr>
<td>Ann Nickel</td>
<td>Ms. Nickel is concerned with traffic in the Columbia Corridor area. She stated that the current system leads to this corridor because of business. She said <strong>Columbia Blvd and NE Marine drive are their two main concerns.</strong> She wants them to be a priority for funding as well as the <strong>TMA program.</strong> She said that there are 2900 businesses in this corridor and they do not have good bus service. She said a TMA is critical to this area.</td>
</tr>
<tr>
<td>Columbia Corridor Association</td>
<td></td>
</tr>
<tr>
<td>PO Box 55651</td>
<td></td>
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<tr>
<td>Portland, OR 97238</td>
<td></td>
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<tr>
<td>Terry Parker</td>
<td>Mr. Parker said that there has been not enough revenue in this region for bicycle projects and there has not been enough money spent on downtown services. He is <strong>supportive of the Delta Park at I-5 and Sandy Blvd improvements.</strong> He said <strong>Hawthorne Blvd is in need of money as well and ramp meters by Portland State University.</strong> He said that Metro should fund projects where local match comes from the local user.</td>
</tr>
<tr>
<td>1527 NE 65\textsuperscript{th} Avenue</td>
<td></td>
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<tr>
<td>Portland, OR 97213</td>
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<tr>
<td>Linda Bauer/Nancy Chase</td>
<td>Ms. Chase reviewed the Powell Butte area and said there is need for transportation improvements here. She said connected Powell Butte with Kelly Creek is critical to Title 3 adoption. She said <strong>Foster Road and Kelly Creek is a problem for the fish habitat.</strong> She said that new development in this area would be a problem for habitat. She said funds are needed for the new improvement for wildlife in this area.</td>
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<tr>
<td>Metro Greenspaces</td>
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<tr>
<td>Linda Bauer submitted a letter from City Councilor Eric Sten regarding Johnson Creek and Kelly Creek. His letter will be included in the record.</td>
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</table>
| Judy Edwards  
Westside Transportation 
Alliance | Ms. Edwards advocated for westside employers to reduce congestion. They are interested in **funding for TDM programs and 2040 initiatives**. The one issue is getting employees to work because of congestion problems and new capacity will not be a solution to the problem and that is why **TMA’s need to be funded**. She said their board needs funding to help make a difference in their community. |
| --- | --- |
| Tom Fuller  
Pioneer Courthouse Square | He is **supportive of the remodel of Pioneer Courthouse Square** project that is not on the current list. A copy of the lobby renovation project is included in the public record. This project will help manage congestion, especially in downtown. They want $500,000 for the Priorities 2000 funding. |
| Randy Dickenson  
2220 SE 72nd Ave.  
Portland, OR 97215 | **Advocate of bicycle projects for the region.** Mr. Dickenson said the bicycle network needs work compared to Europe’s bicycle system. He said the eastbank corridor is essential to creating a connected system of bikeways. He said bike and pedestrian projects are needed and we don’t need more roads. Supports the following projects: **Pbi1 Morrison Bridge Pedestrian Bike Accessibility, Pbi6 Eastbank Trail: OMSI/Springwater, Pbi5 Springwater Corridor: Rugg Road to Boring, PB5 Red Electric Line: Willamette Park/Oleson Road, MBi1 Gresham fairview Trail: Springwater Trail/Marine Drive, WBi2 Hall Boulevard Bikeway: 12th/Allen, WBi4 Cedar Mill Multi-Use Path, PBi4 SE 11th/112th Avenue: Market/Holgate, PBi9 Greeley/Interstate: Killingsworth/Russell, WBi7 Rock Creek Trail: Evergreen Prkwy/Amberwood Dr., WBi8 Beaverton Powerline Multi-Use path, WBi9 Rock Creek Powerline Multi-Use Path, CBi7 Clackamas Regional Center District Park Multipurpose Trail**, and other Pedestrian/Bicycle Friendly Projects with hopefully the bulk of the monies available. |
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<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Testimony</th>
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</thead>
<tbody>
<tr>
<td>Tom Chamberlain</td>
<td>4110 SW Hawthorne</td>
<td>Mr. Chamberlain testified in support of funding for the OPB Pilot: Building Community Through Media (RP1ng5).</td>
</tr>
<tr>
<td>Barbara Walker</td>
<td>1891 SW Hawthorne Terrace</td>
<td>Ms. Walker is an advocate for the 40 Mile loop project and said it should be a high priority. She said connection is the most important part of the system. She said OMSI to Springwater corridor completion should be financed. She urged that the Gresham Fairview Trail also be funded and the Peninsula Crossing Trail as well. She is also supportive of the Pioneer Courthouse renovation project that is not currently on the list for funding.</td>
</tr>
<tr>
<td>Diane King Campbell</td>
<td>North Clackamas Parks &amp; Recreation District</td>
<td>The North Clackamas Parks district supports funding for the Clackamas Regional Center Trail (Cbi5), Phillips Creek Greenway Trail (Cbi3) and the Portland Traction Company Trail (Cbi4). They also support funding connections to the Springwater Corridor Trail, the North Bank Project, the I-205 bike path and the end of the Oregon Trail in Oregon City.</td>
</tr>
<tr>
<td>Frank Angelo Betty Atteberry</td>
<td>Westside Economic Alliance</td>
<td>Mr. Angelo said they would follow up with a formal letter on projects that they felt should be funded. He said that money should be for highway and freight and transit improvements. He said highway improvements would provide capacity and make regional centers be successful. They are working with the legislature on the gas tax issue to help fund new road projects in this region. He said that STIP funds should be targeted to road improvements throughout the region. She said that there has been a lot of growth in Washington County and it is important for the infrastructure of the system to put money into the highway system.</td>
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<td>Address/Contact Details</td>
<td>Message</td>
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<tr>
<td>Ruth Barber</td>
<td>1474 SW Oregon City, OR 97045</td>
<td>Ms. Barber supports improvements to Cascade Highway 213. This two-lane facility needs to be funded because they are suffering property damage and fatalities. The road needs a vertical alignment for safety and protection. Said there would be a reduction of 70% in fatalities if the road were improved. She said Quail Crest Lane is a blind intersection and is dangerous. She said that this section of road has a blind grade and it has been dubbed “blood alley” by the Oregonian. This road is located in Urban Reserve #25.</td>
</tr>
<tr>
<td>Lenny Anderson</td>
<td>Swan Island Business Association, 2934 NE 27th Avenue, Portland, OR 97232</td>
<td>Mr. Anderson feels that the gas tax should only be spend on maintenance of roads. He suggested that $150 million revenue for freeway congestion; this will increase capacity and bring more congestion on the system. He said that theses dollars are also degrading our water and air. He is concerned about $33 million that is left and this should be used to reduce VMT. He suggested that the transit be the option to solve the issue of congestion. He said that on Swan Island they have a transportation committee that is dealing with these issues. He said TMA’s helped reduce problems and they should be financed.</td>
</tr>
<tr>
<td>Steve Apotheker</td>
<td>1905 NE Going Street, Portland, OR</td>
<td>Mr. Apotheker is a bicycle advocate and urged the Metro Council to increase dollars to more bike projects. He said closer to 8-9% should go towards these projects. He said it is critical that there be a good bike connection for the region.</td>
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<tr>
<td>Rick Williams</td>
<td>Lloyd Center TMA, Lloyd Center TMA</td>
<td>TDM Projects are a priority for the Lloyd Center TMA. He said the Lloyd Center TMA was started in 1994 from grant money that came from Metro. He noted that transit ridership has increased 72% in one year from work by this TMA. Additionally, there has been a 26% reduction in SOV for this area all for $50,000 investment. He said that there are no road projects that can produce comparable results for the same amount of money. He emphasized the business community has been supportive of this TMA and asked for support from the Metro Council.</td>
</tr>
<tr>
<td>Martha Waldemar</td>
<td>12173 SE 104th Court, Portland, OR</td>
<td>Ms. Waldemar is a member of the Clackamas Chamber of Commerce. She supports funding for the Sunnywide Rd: Mt. Scott Creek Bridge (CM5). She said that there is heavy traffic in this area and these are important issues and this project should be financed.</td>
</tr>
</tbody>
</table>
| Scott Leeding  
| Sunnside  
| 1117 SE Territory Drive  
| Clackamas 9715  
|  
| Mr. Leeding is a member of MPAC. He has worked with the local CPO for years and Clackamas County on Sunnyside Rd improvements. He said additional funds are needed for a bridge in this area. He said Sunnyside Rd should be improved all the way to Damascus. **CM5, CM3 and CM4 are projects that need to be funded.**  
|  
| Stephanie Hopker  
| Melissa Williams  
| Beaverton, OR 97007  
|  
| Ms. Hopker had numerous concerns about the Murray Blvd extension in Beaverton. She said that there are possible mitigation costs of approximately $6-7 million around this area because of habitat and environmental issues. She noted that Murray Blvd. is currently 5 lanes and this would dead end into two lanes on Walnut in Tigard, OR. This would not be a good connection. She said money could be spent in a lot better ways and noted information on the new town center for this location. Mr. Hoglund said he would follow up with the City of Beaverton on her concerns about this project.  
|  
| Scott Bricker  
| 2817 NE 14th  
| Portland, 97212  
|  
| Mr. Bricker said he is the Chair of Irvington NAC. He **supports bike and pedestrian, and multi-modal projects.** He would personally like to see more money for these projects rather than roads. As a bike professional for BTA, he noted that bike trails should be completed such as the 40 mile loop. This would create a healthier society in completing this recreational facility.  
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<th>Name</th>
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<tr>
<td>Cassandra Griffin</td>
<td>Ms. Griffin is an OEC employee and a member of the Bicycle Transportation Alliance Board of Directors. She is very supportive of alternative transportation specifically bicycle and pedestrian facilities. She said that funding should be increased for these transportation modes. She said a reasonable amount would be 10% of the funds for these projects.</td>
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<tr>
<td>Phil Goth</td>
<td>Phil Goff - urban designer and member of BTA and is also supportive of bike and pedestrian projects. He said transit is equally as important. He said there should be a land-use connection to new projects. He noted that the South Portland Circulation study is a project that should be funded because it will have a positive benefit to the community. He said that the Kenton Historic Plan would be a good use of federal revenue. He said Hawthorne and Burnside street are also projects that need to be addressed.</td>
</tr>
<tr>
<td>Leonard Gard</td>
<td>Mr. Gard is very supportive of funding for Barber Blvd improvements (PBL4). Barber is heavily used and is an important commercial corridor. He said there would be more mixed-use development in the future. It lacks in sidewalks, safety to transit, access to neighborhoods. They are working on sidewalks and improvements for this area.</td>
</tr>
<tr>
<td>Jim Howell</td>
<td>He recommended that the Willamette Shore Line should be funded (CTR2 in Lake Oswego). He said it could be used for commuter rail. This runs from Lake Oswego to downtown Portland. He said that the right-of-way is not owned and if it is stopped used as a rail line that the city will loose the use of this trestle line.</td>
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<tr>
<td>Steve Manning</td>
<td>He works for a non-profit Law office. He emphasized that alternative transportation is important to him. He said that Lewis and Clark College has just adopted a policy to get students to use alternative modes of transportation. He urged the Metro Council to fund bike and pedestrian facilities outside of the central city and the Morrison Bridge project.</td>
</tr>
</tbody>
</table>
Gary Madson spoke as a representative of the Lower Albina Council and is here as a part of a group testimony requesting MTIP funds for the **Lower Albina Overcrossing**. Current at grade crossings impede traffic. The council is a facilitator looking for a solution for the conflict that exists between businesses and railroad. There are significant safety issues. Seven to eight hours a day the businesses are isolated due to train traffic. A LID is being developed with the businesses to provide some funding for the project. They have been working with ODOT and the project is 90-95% engineered. They feel the project is under rated. The project would close five crossings with one staying open for emergencies. An added benefit would be that it could be the beginning of a secondary access to Swan Island. We think it will be the highest scoring project in the matrix. It would support growth in that area. The price tag is 7.3 million and a LID will provide approximately half of the funds. Right-of-way costs will be 1.5 million. His own company supports urban planning and more intense use of the land and better utilization of the infrastructure.

Mr. Shoemaker read testimony supporting funding for the **Lower Albina Overcrossing**. (attached) Long slow moving trains cut the flow of traffic to the businesses on the west side of the tracks for several hours each day. Businesses in the Lower Albina area have expanded bringing more traffic to and from the area. The problem will get worse over the next five years. Train traffic has increased by 30% in the past four years. Union Pacific expects to bear about one-half of the LID expense. Without MTIP funds this project the will not succeed. Safety is a big concern for the railroad. Union Pacific urges support for the City’s funding application for the Lower Albina overcrossing.

Mr. Donovan owns K. F. Jacobsen, Asphalt Co. Inc and is also representing Ross Island Sand & Gravel. He supports the **Lower Albina Overcrossing**. His business would be able to be more competitive with more in and out access. His company runs 40 trucks out per day plus customers. The truck drivers add 35 minutes to their haul time to take into account there may be a train blockage. He has enlarged his business in anticipation of the overcrossing. Getting traffic in and out is a problem. With the over crossing, better service could be provided.
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<tbody>
<tr>
<td>Gene Loffler</td>
<td>Cargill Inc. 800 N. River St. Portland, OR 97227 281-9177</td>
<td>Mr. Loffler is a business owner in Lower Albina area and supports the <strong>Lower Albina Overcrossing</strong>. His company anticipates spending several million dollars to improve their business. They receive grain by truck, train and barge. About 11,000 train cars and 3,000 trucks service his business each year. The safety issue is a concern.</td>
</tr>
<tr>
<td>Craig Reiley</td>
<td>ODOT Rail Mgr. for Crossing Safety 555 13th St. NE Suite 3 Salem, OR 97301 (503) 986-4273</td>
<td>Written testimony supporting the <strong>Lower Albina Overcrossing</strong> is attached. Mr. Reiley’s department receives over 80 calls a year due to blockages. It is a classical problem and can result in criminal action due to long blockages. All agencies are working together to solve the problem. ODOT has put up as much money as they can. The Randolph crossing is the most frequently and longest blocked crossing in the LAIA and in the state.</td>
</tr>
<tr>
<td>Chris Smith</td>
<td>NWDA 2363 NW Pettygrove Portland, OR 97210 223-3688</td>
<td>Mr. Smith is the Secretary of the NW District Associated. He is expressing his personal opinions today. He spoke in support of three projects. 1) <strong>NW Lovejoy to Burnside paving</strong>. The deterioration of the street justifies the project. Don’t look at it as a car problem. It is also a pedestrian problem. 2) <strong>W. Burnside from I-405 to NW 23rd</strong>. W. Burnside is a separation street and difficult to cross for pedestrians especially near the Civic Stadium and MAX. 3) <strong>The TMA Assistance Program</strong> provides creative programs design options that would be a beneficial force in the neighborhood.</td>
</tr>
<tr>
<td>Keith Liden</td>
<td>Chairman, Portland Bike Advisory Council 4021 SW 36th Pl. Portland, OR 97221 228-7352</td>
<td><strong>Bicycle and pedestrian funding</strong> should be increased over past levels. It is in Metro’s plan. It is a good investment. Portland has seen a significant rise in bike use to go along with the bike lanes. The bike lanes are not consistent. They are disconnected. The bike rankings look fine to his group. The <strong>Morrison Bridge</strong> is very important. Among all of the projects, <strong>road modernization projects</strong> are a poor investment. We will never build our way out of congestion.</td>
</tr>
<tr>
<td>Laurell Mankins</td>
<td>13643 SE Sunnyside Rd. Clackamas, OR 97015 658-6366</td>
<td><strong>Widening of Sunnyside Road</strong>. Mrs. Mankins is involved in the area from 132nd to 177th and she lives on Sunnyside Road. The ratings say there is no congestion. Traffic is non-stop all day long. She is almost rear-ended pulling into her driveway once a week. It is not safe for children to play. The proposal is not being realistic. They have decided she will get a 12 foot wide driveway that she would have to share with three other neighbors. She will have no parking in here own driveway or in front of her house. She can never have company because there is no parking. A 12-foot driveway is not big enough to get their motor home and boat in and out. A fire truck would not be able to get in. Widening needs to happen but it needs to be more practical. Traffic backs up from I-205 in the morning to 127th. The arterial streets in the surrounding area are not sufficient to get around the congestion. A car hit her son two years ago on his bike. The area is growing very fast.</td>
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<td>Name</td>
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<td>Comments</td>
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<tr>
<td>Len Edwards</td>
<td>City Councilor</td>
<td>The Mayor of Fairview asked him to comment on <strong>railroad overcrossing on 223rd between NE Sandy Boulevard and NE Halsey Street.</strong> The street going under the overpass is very narrow and unsafe. He moved to Fairview in 1963 and has been fighting this for the ten years that he has been on the council. A truck and car can not go through it at the same time. Fairview is a fast growing community. We need industry and those industries will bring trucks that need access. It is also a major through street to Blue Lake Park for vehicles pulling boats. It isn’t wide enough.</td>
</tr>
<tr>
<td>David Eatwell</td>
<td>Kenton Action Plan 2601 N. Willis</td>
<td>By and large supports list. He would like to propose an added project that enhances the modal mix in the Kenton area. He presented a drawing of a <strong>modification of North Denver &amp; North Interstate.</strong> There are no crosswalks from Lombard to Argyle and the crosswalk at Argyle is on a blind corner. Pedestrians take their life in their hands trying to cross the street. PDOT has sponsored the action plan and applied $2.4 million to implement this and he is asking for support from Metro &amp; JPACT if it comes before them. It was submitted as part of the T21 on January 29th but not on this list. He would like to see attention to truck traffic on Denver to Argyle and will support anything to bring light rail to North Portland. Light Rail is vital to the success of growth of North Portland. Kenton's problems will not be solved without light rail. Kenton Action Plan is attached.</td>
</tr>
<tr>
<td>Sue Bullington</td>
<td>Nordstrom Distribution Ctr.</td>
<td>Ms. Bullington testified in support of <strong>Widening of North Marine Drive.</strong> to T-6 and in particular under Freight Projects, PF2, PF7 and PF8 which all relate to widening Marine Drive and improving the area. It is an unsafe area for people entering and exiting businesses. It is more than just a freight project since it will include bike paths and new sidewalks. She lives in North Portland. Not safe to ride bikes or walk. Please support this project.</td>
</tr>
<tr>
<td>Don Baack</td>
<td>Chair, Barbur Blvd. CAC SW Trails</td>
<td>He gave an update of street projects on Barbur Boulevard. A TGM grant has been issued and they are now working on a streetscape design to be done by June 30th. For next year's budget they will be asking for money for a <strong>Barbur Boulevard corridor study.</strong> Barbur is a major arterial when the freeway is congested. They also want a closer way to get on the freeway before Capital Hwy. Asking for support of $800,000 and $550,000 for this project for next year. His group also supports adding a <strong>trail and maintaining the trolley line from Lake Oswego to the Ross Island Bridge.</strong> There is a need to re-acquire right-of-way along Fanno Creek.</td>
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<tr>
<td>Name</td>
<td>Title/Position</td>
<td>Comment</td>
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<tr>
<td>Catherine Ciarlo</td>
<td>Exec. Dir.</td>
<td>The BTA supports the <strong>Morrison Bridge (1st priority)</strong>, <strong>Portland Traction Company Trail and Willamette Shoreline Trail</strong>. They provide critical links in the transportation system. They move people from home to work to school in a safe way in a way that is appealing and helps complete some links.</td>
</tr>
<tr>
<td></td>
<td>Bicycle Transportation Alliance</td>
<td><strong>The Greeley/Interstate/Russell/Killingsworth project, the Gresham/Fairview Trail, the Peninsula Trail and the Red Electric Line are all important.</strong> These are projects the BTA is excited about. She talked briefly about the allocation of funding for bicycle projects. We can’t build our way out of congestion. The BTA wants resources focused on the kinds of projects that provide transportation option to people who don’t use nor have cars. It is very important to BTA to see an increase in the percentage of money spent on these modes from 3% to 10%.</td>
</tr>
<tr>
<td>Thomas Nyley</td>
<td>Bicycle Transportation Alliance</td>
<td>The 3% allotment for bicycles is not enough for the needs of the cyclists. In Copenhagen it works. There is a place in Regional Transportation for bicycles. Because of the health and safety benefits, the percentage of <strong>funding should be increased to 10% for bicycles</strong>. He supports the <strong>Morrison Bridge</strong> and the <strong>rail line along Lake Oswego and Sellwood Bridge</strong>. He would also support connecting bike routes.</td>
</tr>
<tr>
<td>Ann Witsil</td>
<td>Chair I-405 Gateway Committee</td>
<td>Ms. Witsil represents a large coalition of residents and businesses throughout Northwest Portland and Westside Portland to <strong>landscape I-405 ODOT owned lands</strong>. They are working very closely with the City of Portland streetcar project as well as the Bridge the Gap project. They have the endorsement of all the commissioners. It is a timely project and enhances pedestrian as well as bicycle appeal. It goes from NW Vaughn and to SW Clay also includes the new streetcar route. 10,000 motorists go through there each day. The committee would be happy to scale the project back if it would assure some funding. She encouraged staff to stay involved with the JPACT and TPACT evaluation process. A copy of their proposal is attached.</td>
</tr>
<tr>
<td>Julian Awdry</td>
<td></td>
<td><strong>Murray Boulevard: Scholls Ferry/Barrows</strong> - Mr. Awdry is requesting at the least, a delay of funding for this project. The proposed extension will run through a sensitive wetland area, which would be impacted. Mr. Wittgow testified that the project is premature and unnecessary at this time. It would be disruptive to traffic at this point without the town center proposal approved. The extension would widen a two-lane road inside of a residential area to a four-lane road. It would promote outside traffic to use this residential road as a commuter route. Since it is only a quarter mile extension, it only saves one minute in a commute. There are deer in the area. The wetland has been preserved up to now and has been an example to other cities. This</td>
</tr>
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</table>
The project has been on the books for a number of years, but that does not make it a good one. Should not be thought of a priority at this time.

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<th>Name</th>
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<tr>
<td>Stephanie Hopkirk</td>
<td>14317 SW Barrows Rd., Beaverton, OR 97007</td>
<td>Murray Boulevard this project (attached). Ms. Hopkirk supports not funding the extension. The wetland is a very big concern. You can’t mitigate without disrupting the wetland. The project would create a traffic bottleneck. Outside traffic will travel down Barrows into the neighborhood not realizing that it dead ends. We need to look at the long-term fix. She would prefer her tax dollars to go to more important transportation issues. Mr. Awdry added that there is ignorance in the local community as to what the intent really is and it has been poorly presented to the community and now there is concern mounting. Ms. Williams said that she had few people willing to sign her petition. People are concerned, not so much that Portland is growing, but that there is no where to go. The neighborhood will not be able to withstand an extension of Murray as an alternative to Hwy. 217. It will destroy the neighborhood look.</td>
</tr>
<tr>
<td>Melissa Williams</td>
<td>14341 SW Barrows Rd., Beaverton, OR 97007</td>
<td></td>
</tr>
<tr>
<td>Art Lewellan</td>
<td>LOTI, 3205 SE 8th #9, Portland, OR 97202</td>
<td>Mr. Lewellan has been at this for 4 years and he does not feel he has received a fair hearing. He does not support the 1-405 caps. He thinks the Ross Island Bridge should be the number one priority. What is there is not safe. It is a very dangerous bridge and could be damaged in an earthquake. He presented a map showing his solution. He supports removing a traffic light at Ochoco Street to keep traffic moving. Mr. Lewellan is beginning to think we will have to build the south/north light rail.</td>
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Priorities 2000
Public Testimony Portland
February 23, 1999
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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>John W. Haide</td>
<td>Bike paths should be built to the same standard throughout the region. Also, there is no continuous system of bike paths and lanes in Hillsboro. <strong>A connected regional bicycle system is needed.</strong></td>
</tr>
<tr>
<td>N. Kay Walker</td>
<td>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor’s Livability Team and other studies have recognized the importance of this project. Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</td>
</tr>
<tr>
<td>Ralph Brown</td>
<td>Testifying in support of Main St: 10th/20th Boulevard project in Cornelius (WBL2). After the fourth grade all children in Cornelius go to schools in Forest Grove or Hillsboro. This project improves the only route for those trips. The City of Cornelius is working hard to become a city and to comply with Metro planning requirements and to meet regional goals. This project will provide a needed boost toward making that happen. The project would provide better and safer access to many services that low income people depend on including Head Start, the Virginia Garcia Medical Center, and the Cultural Center. There is currently no north to south transportation system within the city this project is critical to that. There is a lot of</td>
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<td>Name</td>
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<tr>
<td>John Greiner</td>
<td>City Manager Cornelius, 2633 S Cherry, Cornelius, OR 97213</td>
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### Name

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<thead>
<tr>
<th>Doug Neeley</th>
<th>Project: Beavercreek Road/Highway 213 Intersection (CM14)</th>
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<tbody>
<tr>
<td>712 12th St.</td>
<td>Mr. Neely submitted written testimony in favor of this project. He also stated that according to the criterion that gives a higher ranking to projects with overmatch, this project should be rated higher.</td>
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<tr>
<td>Oregon City, OR 97045</td>
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<tr>
<th>Kathy Lowe</th>
<th>Project: Beavercreek Road/Highway 213 Intersection (CM14)</th>
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<tbody>
<tr>
<td>PO Box 69246</td>
<td>Rep. Lowe submitted written testimony in favor of this project.</td>
</tr>
<tr>
<td>Milwaukie, OR 97267</td>
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<tr>
<td>986-1426</td>
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<tr>
<th>Linda Hatlelid</th>
<th>Project: Johnson Creek Blvd.: 36th/45th (CR2)</th>
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<tbody>
<tr>
<td>8617 SE 36th</td>
<td>Ms. Hatlelid submitted written testimony and a petition with signatures. She also spoke in opposition to this project and made the following points:</td>
</tr>
<tr>
<td>Milwaukie, OR 97222</td>
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<tr>
<td>659-2111 or 659-4205</td>
<td>- Pictures (attached as appendix A) depict things they were told would not happen. People use bike lanes as travel lanes. [Worn paint indicates that cars drive in bike lanes.]</td>
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<td>- Opposes Phase III construction and said the right-of-way should remain 40'.</td>
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<td>- At a meeting to explain a waterline replacement project, citizens and the neighborhood association president were asked to sign letters in support Phase III. The neighborhood association president did not sign.</td>
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<td>- The new principal of Ardenwald School signed another letter of endorsement without understanding the situation, but has indicated she will modify her endorsement. The previous principal has indicated she will sign a letter in opposition to the project.</td>
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<tr>
<td></td>
<td>- The neighborhood and the neighborhood association both oppose the project; this is supported in memo from Mulvey Johnson [Portland Office of Transportation] and the project proceeded without support.</td>
</tr>
</tbody>
</table>
Richard Cayo  
4203 SE Johnson Creek Blvd.  
Milwaukie, OR 97222  
659-1951

- Speed-calming devices are needed in Phase 1 and Phase 3. She was told photo radar would be used, and it hasn’t been; tickets are not issued for speeds of 26-36 mph.
- Parking on the street is desirable, but believes it will be removed.
- Average daily traffic count on Johnson Creek Blvd. East of 43rd on 2/20/91 was 12,819.
- Phase 1 and Phase 3 will remove shoulders and this will be dangerous.
- The 32nd St overpass to Tacoma needs bike lanes.
- Historic street trees will be removed. The City grants itself variances.
- Milwaukie should be assertive when dealing with Metro and the City of Portland.

Andy Cotugno asked what the City of Milwaukie’s position was.
- Ms. Hatlelid said Jim Brinks [Dept. of Public Works] will recommend staying within the 40 ft. right-of-way.

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

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

Mr. Prichard is on the board of the Sellwood Moreland Association. He sent a letter to Pamela Peck in support of this project. He spoke in favor of this project and mentioned the following amenities within the extension:
- Historical buildings: the old power company, car barn,
- Original rail line, Golf Junction
- Provides access to the park

Diane Kean Campbell  
North Clackamas Parks and Recreation District (NCPRD)  
11022 SE 37th Ave.

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

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

Andy Cotugno asked if NCPRD had any priorities. Ms. Campbell responded that a decision was made not to prioritize. Mr. Cotugno asked that she take the request to prioritize back because there are many more proposed projects than available funds.
<table>
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<tr>
<th>Nancy Kraushaur and Bryan Cosgrove</th>
<th>Project: Beavercreek Road/Highway 213 Intersection (CM14)</th>
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<tbody>
<tr>
<td>320 Warner Milne Rd.</td>
<td>Ms. Kraushaur is the Senior Engineer with the City of Oregon City, Bryan Cosgrove is the Acting Community Development Director. They submitted written testimony in favor of this project. Mr. Cosgrove requested that Ms. Kraushaur be allowed to use his testimony time, as he had to leave.</td>
</tr>
<tr>
<td>Oregon City, OR 97405 657-0891</td>
<td>Ms. Kraushaur spoke in favor of this project and made the following points:</td>
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<tr>
<td></td>
<td>• The area serves a high intensity mixed-use development, including the 140 acre Clackamas Community College.</td>
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<td>• Traffic in left turn lanes is backing up into through traffic lanes.</td>
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<td>• Metro’s models cannot accommodate the impacts of nearby Clackamas Community College and Newell Creek Canyon. The Metro model shows that only 68% of trips through the intersection are from or to high and medium priority land uses, resulting in a low rating. The project should not be penalized on 2040 goals because these areas must be preserved for their present uses.</td>
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<tr>
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<td>• This intersection serves future urban reserve areas.</td>
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<td>• It is the only regional freight route for a lot of industrial properties.</td>
</tr>
<tr>
<td>Dick Jones</td>
<td>Projects: Regional Contribution for Airport LRT (RTOD1), TOD Program (RTOD1), ITS projects (CM7, MM7, PM2-7, 11, WM4 [there may be others]) congestion management, access management, and others.</td>
</tr>
<tr>
<td>3205 SE Vineyard Rd.</td>
<td>Mr. Jones spoke on a variety of subjects and commented on several projects:</td>
</tr>
<tr>
<td>Oak Grove, OR 652-2998</td>
<td>• The meeting was confusing because testimony was given at the same time as the presentation. He had asked for information prior to the meeting that was handed out at the meeting. It should have been given to him before.</td>
</tr>
<tr>
<td><a href="mailto:BULLDOGJONES@prodigy.net">BULLDOGJONES@prodigy.net</a></td>
<td>• Southbound on McLoughlin, north of the Ross Island Bridge the roadway goes into a Y. It is currently two lanes and it should be replaced with three travel lanes in each direction. (This is ODOT project cb13.)</td>
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<tr>
<td></td>
<td>• Congestion pricing: Strongly opposes, particularly if all lanes are priced. AAA did a survey in December and 80% opposes it.</td>
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</table>
|                                   | • ITS: It’s a “black hole” and most of the projects are busy work and a waste of time. Signs near Wilsonville that say “have a nice day, buckle up” are not useful. Messages do not allow you to change your plans. Radios can be relied on instead. It will be better to wait
for ITS information to be provided via private companies to individual cars.

- Access management has a place on expressways and highways, not at the district level. It undermines businesses, ruins neighborhoods. It has zero local support on the McLoughlin corridor through the village of Oak Grove according to testimony at a public meeting held by Oak Lodge Community Council.
- $28,000,000 to help out MAX is too much: $10,000,000 for TODs (RTOD1) and $18,000,000 for LRT to the airport (RTr1). Also, $16,000,000) to buses part off which supports MAX (RTr2). We voted LRT down. This builds distrust of government. We were told if this were voted down there would never be another LRT project. (Note: Telephone conversation with Mr. Jones on March 24 provided clarification on some points)

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<th>Name</th>
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<td></td>
<td>Milwaukie, OR 97222 659-5734</td>
<td>Mr. Potts submitted written testimony. He also stated that nothing should be done to interfere with the free flow of traffic on McLoughlin Blvd.</td>
</tr>
<tr>
<td>Melanie Paulo</td>
<td>199330 Rollins St.</td>
<td>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</td>
</tr>
<tr>
<td></td>
<td>Oregon City, OR 97045 656-6436</td>
<td>Ms. Paulo submitted written testimony and spoke in favor of this project. She made the following points:</td>
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<tr>
<td></td>
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<td>• People are using back roads to avoid this intersection</td>
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<td>• Left turn lanes back up into through lanes, creating a safety hazard</td>
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<td>• Access to a proposed three story office building will be through this intersection</td>
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<tr>
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<td>• During rush hour, motorist wait through 3 light cycles. During the holiday season it can be up to 9 cycles.</td>
</tr>
<tr>
<td>George L. Kosboth</td>
<td>1114 Washington St.</td>
<td>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</td>
</tr>
<tr>
<td></td>
<td>Oregon City, OR 97045 557-3108</td>
<td>Mr. Kosboth submitted written testimony and spoke in favor of this project. He used a board showing intersection (copy attached) and stated that Metro had data relevant to and plans that support this project. This is documented in the letter from Oregon City. (See Card #8 above)</td>
</tr>
</tbody>
</table>
| John LeCavalier  
| Johns Inskeep  
| Environmental Learning Center  
| 19600 S. Molalla Ave.  
| Oregon City, OR 97045  
| 657-6958 x2357 |
| Project: Beavercreek Road/Highway 213 Intersection (CM14) |
| Mr. LeCavalier speaking in favor of this project, made the following points: |
| • Supports the letter from the City of Oregon City. (See Card #8 above) |
| • Plans have been initiated to link the End of the Oregon Trail Interpretive Center to the Clackamas Community College Environmental Learning Center through Newell Creek Canyon. This is part of Greenspaces trail master plan per Mr. Cotugno, but not on Priorities 2000 list. (Mr. Cotugno said this seemed a reach for a transportation use because Highway 213 is more direct; it is more a recreational opportunity. Mr. LeCavalier stated he would prefer the trail; Highway 213 doesn’t have much bike travel because it is too dangerous. |
| • A culvert for fish is needed where there is a 100’ change in elevation at the intersection of 213 and Beavercreek Rd on Newell Creek. |
| • Also, would like improvements to the bus system. It takes 2 hours to get home by bus. |

| Deborah Watkins  
| 13290 Clairmont Way  
<p>| Oregon City, OR 97045 |
| Project: Beavercreek Road/Highway 213 Intersection (CM14) |
| Ms. Watkins is Chairman of the Hillendale Neighborhood Assoc. She submitted written testimony and spoke in favor of this project. She made the following points: |
| • Oregon City Urban Reserves are quite large, therefore there will be considerable growth in this area. This growth will make the situation worse. |
| • Highway 213 connects to Highways 212, 224, 221 and 99 north, south, east and west. |
| • This is a major safety issue. There are more accidents here than any other intersection in the area—people race to beat the light. Also, people drive through Clackamas Community College as an alternate route. |
| • Industrial development in the Red Soils Industrial Park may not occur because of the problems with this intersection. |
| • Thayer, Gaftylane and Hillendale neighborhoods impacted. |
| • A proposed three-story office building will impact intersection. |
| • There are intergovernmental agreements in place to develop Highway 213. |
| • Metro owns part of Newell Creek Canyon. |</p>
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<th>Name</th>
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<th>Project</th>
<th>Points</th>
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<tbody>
<tr>
<td>Martha Taylor</td>
<td>7516 SE 21st St.</td>
<td>Project: Eastbank Trail (Pbi6b)</td>
<td>Ms. Taylor speaking, in favor of this project, made the following points:</td>
</tr>
<tr>
<td></td>
<td>Portland, OR 97202</td>
<td></td>
<td>• This acquisition is required in order to connect trails; otherwise the project will be delayed. The whole project is needed and she would like to see the entire project funded. (Pbi6 a and b)</td>
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<td>234-3267</td>
<td></td>
<td>• Questioned the low ranking of the project and said she may need to talk with Bill Barber. Mr. Cotugno agreed. He also said that if the project were viewed as getting bikes off Tacoma, it would rank higher in the safety category.</td>
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<td>• Has been active in the neighborhood plan for 3 years and with Friends of Oaks Bottom and wants to see the RTP goal of safe bike travel met.</td>
</tr>
<tr>
<td>Monroe Sweetland</td>
<td>12006 SE McLoughlin</td>
<td>Project: River Road and McLoughlin (Cbi1)</td>
<td>Mr. Sweetland, a State Senator, speaking in favor of this project made the following points:</td>
</tr>
<tr>
<td></td>
<td>Millwaukie, OR 97222</td>
<td></td>
<td>• There are a lot more residents in the area since the last sidewalks were built and new apartments have been built around the end of Kellogg Lake, yet there is no way to walk to Milwaukie; no bike or pedestrian trail on the east side of McLoughlin. The area is hazardous to seniors. There is no place to walk except on the curb and that is perilous. On the west side it isn’t continuous around the tavern and the trestle.</td>
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<tr>
<td></td>
<td>786-4625</td>
<td></td>
<td>• Particular mess in wet weather.</td>
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<td>• ODOT improvements and median helped some, but also add to the confusion because traffic merges at that spot.</td>
</tr>
<tr>
<td>Steve Bricker</td>
<td>2801 SE Tacoma</td>
<td>Project: Eastbank Trail (Pbi6a)</td>
<td>Mr. Bricker, speaking, in favor of this project, made the following points:</td>
</tr>
<tr>
<td></td>
<td>Portland, OR 97202</td>
<td></td>
<td>• This is a project that should rank high, but is not: the opportunity to take a trail all the way to Estacada is an exciting opportunity.</td>
</tr>
<tr>
<td></td>
<td>653-0836</td>
<td></td>
<td>• Part b—the off-street trail with three bridges is the only sensible thing to do. Umatilla St to Springwater Trail will close the gap from downtown Portland to Boring and Estacada. This would connect Willamette River Greenway Trail and the 40-mile loop. Putting this section on the street would put _ million people on the street. With</td>
</tr>
</tbody>
</table>
| Daisa Lawson  
North Clackamas Parks and Recreation District  
13380 SE Kuehn Rd.  
Milwaukie, OR 97222  
659-1983 | Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)  
Ms. Lawson is a member of the Parks District board of directors. Speaking in favor of these three bike projects, she made the following points:  
• Area is becoming rapidly urbanized and these linkages to greenspaces are necessary. Mr. Cotugno asked how these should be prioritized. Ms. Lawson responded that the Board had voted not assign priorities, but would take his suggestion back and try to set these priorities ready by April 6.  
• NCPRD is a citizen-based district formed in 1990. It is anxious to help, committed and will follow through. Mr. Cotugno said greenspaces folks would confirm this. |
| Linda Bauer  
No address or phone given | Project: SE Foster Rd/Kelly Creek Bridge ((PM10)  
Ms. Bauer submitted maps showing the location of the project. Speaking in favor of this project, made the following points:  
• We need a bridge  
• Natural spawning beds just upstream of this culvert. The culvert is illegal because fish can't pass. The water level isn't high enough.  
• The neighborhood supports a bridge. The neighborhood would then connect to the Springwater corridor by a pathway.  
• Requests that ranking be adjusted to affiliate the road project score with the culvert score.  
• The road can't be fixed without fixing the culvert.  
• The City continues to allow development to happen. |
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| Ed Zumwalt            | 10888 SE 29th Milwaukie, OR 97222 654-2493 | McLoughlin Blvd: Harrison/SPRR X’ing (CBL3)                           | Mr. Zumwalt, speaking on behalf of the Historic Milwaukie Neighborhood Assoc., supports this project. He made the following points:  
  - This project is important to their overall plan  
  - A letter was sent to Mr. Washington |
| Martin G. Slapikas    | 5211 SW View Point Terrace Portland, OR 97201-3909 | N Macadam District Streets and Connections (PTOD2) and other Priorities 2000 projects | Mr. Slapikas is the Transportation Chairman of the Corbett-Terwilliger-Lair Hill (CTLH) Neighborhood Assoc. He submitted written testimony and made the following points concerning this project:  
  - A major development is planned for the North Macadam area that will increase traffic through these neighborhoods. A traffic study by David Evans showed a 26% increase on Corbett, 22% increase on Macadam and several choke points. There is a need to mitigate the problems that impact the neighborhood.  
  - A comprehensive study is needed to address this—all the Priority 2000 projects affecting this area should be looked at together. Mr. Cotugno agreed that attention should to be paid to spillover effects. |
| John Bendit           | 19460 SW 89th Ave. Tualatin, OR 97062 692-0846 | TMA Assistance Program (TDM5)                                          | Mr. Bendit, Mr. Boryska and Dan Kaempff testified together in support of funding for TDM and TMAs. Mr. Bendit represents the Tualatin Chamber of Commerce. They made the following points:  
  - Support funding for the Tualatin Chamber of Commerce TMA; they have provided a large private commitment of funds for the TMA, and feel that continued matching support is important to continuing efforts.  
  - It is important that the three TMAs that exist continue and others spin off. Mr. Cotugno said that JPACT adopted a policy direction to set a framework for how TMAs are considered in the future. A typical budget to keep a TMA going is $75,000. The general framework adopted would provide start up money with a three-year sliding scale, but not continuing operation funds. |
Mr. Bendit said that not many TMAs operate around the country without continuing operating support.

Tualatin chamber of commerce started TMA with private funds, already bucking the average. It is difficult to go beyond that. Where else will funds come from?

The transit choices for livability study indicates that 5 out of 10 programs were in Tualatin. So it appears that Tualatin will be an important transportation hub. No other transit service out there for an industrial area. Need an answer to that.

Tualatin has performed a vital role in providing affordable housing.

Tualatin plays a key role in transportation issues and projects, including high-speed rail.

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**Project: Beavercreek Road/Highway 213 Intersection (CM14)**

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

- Factors beyond technical scoring should be considered.
- This intersection is where Newell Creek, which is now culverted begins. The Environmental Learning Center at Clackamas Community College is the headwaters of Newell Creek, a Class 1 stream.
- There is an opportunity for Metro to create a stormwater management facility demonstration project.
- There are multiple goals incorporated into one project.
### Diane Sparks
**Oregon City Chamber of Commerce**  
PO Box 226  
Oregon City, OR 97045

**Project:** Beavercreek Road/Highway 213 Intersection (CM14)

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

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

### Dan Kaufman
**Portland, OR 97202**  
233-9513

**Project:** Eastbank Trail (Pbi6)

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

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

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

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

Ms. Tomei is the Mayor of Milwaukie. She spoke in favor of these
projects and made the following points:
- McLoughlin Boulevard Project: Milwaukie is a transit center. This project will link Traction Co. trail from Park Place to Glen Echo. It also links to Johnson Creek Blvd. Safe pedestrian access is needed from I-205
- Linwood Ave project: Is close to school and on a Tri-Met bus route.
- Supports Lake Road construction project

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

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

Mr. Poulton is Deputy Fire Chief with the City of Oregon City. He submitted written testimony and spoke in support of this project. He made the following points:
- Too many accidents at this intersection and congestion is the cause. Accidents at the Maple Lane intersection are also the result of problems with this intersection.
- High-speed traffic on 213 and Beaver Creek. The posted 40-mph limit is seldom maintained.
- Wants an intersection where smooth flow of traffic can be maintained.

### Don Vedder
656-1160

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

Mr. Vedder represents Scott Parker, Gayle Molader and the estate of Patricia S. Parker. He supports the intersection project. He spoke about the effect of ODOT access management and submitted supporting documents. He made the following points:
- The heirs now own Tax lots 500, 700, 800, 2000, of 3 So 2 East 9 B
- 1991 at request of ODOT work sessions and public hearing were held to adopt Phase 1 and 2 into the comprehensive plan
- 11.688 aces now still owning, of which ODOT needs 6 acres
- Access control line caused loss of access to property
- City approved an amendment of comprehensive plan (7/1992) eliminating access control lines from map and to change maps and documents to reference Trails End Hwy.
- Ordinance 92-1002, February 5, 1992 (see attached) The words access control were not removed; this didn’t follow the comp plan amendment.
- Users/Buyers don’t want to build and be condemned, therefore marketing of property is limited
- July, 1996 City, State and County wanted to do improvements
around Molalla Ave and Beavercreek Rd. The affected property owners had a right to dispute, and did because the City did not live up to it’s previous deal.

- 1996 Clackamas County, ODOT, the City and the Patricia Parker entered into agreements that she had not lost any of her constitutional rights and she could ask for protective buys. So far no purchase. Part on Fir Street has utilities and could market 2 acres, some of which has ODOT access control line. Buyers objected. Other 2 acres offers and seller had to pay additional fees. Original 2 acres now sold with access control line in parking lot on plans.
- Heirs cannot afford to put in road, utilities to reach the 5.688 acres of industrial land that exist. It remains financially unserviceable.

<table>
<thead>
<tr>
<th>Don and Ladonne Mueller</th>
<th>Project: Beavercreek Road/Highway 213 Intersection (CM14), Beavercreek Road: Highway 213/Mollalla (CM13), McLoughlin Blvd, McLoughlin Blvd.: Harrison/SPR X’ing (CBL3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon City Secure Storage</td>
<td>The Muellers own a business located at the Berryhill Shopping Center. They spoke in favor of these projects. They also favor a gas tax increase. They made the following points:</td>
</tr>
<tr>
<td>14295 Marjorie Ln.</td>
<td>• Concerned about safety and congestion at this intersection.</td>
</tr>
<tr>
<td>Oregon City, OR 97045</td>
<td>• Would like better lighting on Highway 213 from Beavercreek to Redland Rd. It is very dark and dangerous. Wondered how it could be maintained; would donations be allowed.</td>
</tr>
<tr>
<td>557-8858</td>
<td>• Support the McLoughlin Boulevard Project</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Diane Sparks</th>
<th>Project: Beavercreek Road/Highway 213 Intersection (CM14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon City Chamber of Commerce</td>
<td>Ms. Sparks, Executive Director of the Oregon City Chamber of Commerce, speaking in favor of this project made the following points:</td>
</tr>
<tr>
<td>PO Box 226</td>
<td>• The medium priority ranking is a concern</td>
</tr>
<tr>
<td>Oregon City, OR 97045</td>
<td>• Ties hands for future growth of homes businesses, schools</td>
</tr>
<tr>
<td>503-656-1619</td>
<td>• Concerned with safety residents, businesses and students and 55 mph traffic</td>
</tr>
<tr>
<td></td>
<td>• Fire and police are unable to make safe movements through intersection</td>
</tr>
<tr>
<td></td>
<td>• Hazards will increase so don’t wait</td>
</tr>
<tr>
<td></td>
<td>• Highway 213 is possibly the next Sunnyside Rd.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Ruth Barber</th>
<th>Project: No project identified.</th>
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</thead>
<tbody>
<tr>
<td>14754 S Quail Crest Ln.</td>
<td>Ms. Barber is concerned with intersections south of the</td>
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<tr>
<td>Oregon City, OR 97045</td>
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<tr>
<td>Phone</td>
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</tbody>
</table>
| 655-3481 | Jim Brink | City of Milwaukie  
11188 SE 27th Ave  
Milwaukie, OR 97222  
786-6043 | Beavercreek/Hwy 213 intersection. She submitted written testimony, maps, pictures and other documents. She made the follow points:  
- Unhappy with the Clackamas County Planning—they are manipulating land use laws. She has spoken with Robin Brooks  
- Concern is the unsafe intersection of Quail Crest and Beavercreek. Would like vertical alignment and center medians and turn lanes.  
- Metro file No. 10068gm-06 |
| 786-6043 | Dave McNeel | 15711 S. Henrici Rd.  
Oregon City, OR 97045  
632-3497 | Projects: Johnson Creek Blvd: 36th/45th (CR2), Linwood Ave: Monoe/Cedarcrest (CM16), McLoughlin Blvd: Harrison/SPR X’ing (CBL3), Lake Road: Oatfield/Hwy 224 (CR3)  
Mr. Brinks is the Public Works Director for the City of Milwaukie. He submitted written testimony and spoke in favor of these projects. He made the following points:  
- McLoughlin project: provides a connection from downtown to the river.  
- The Johnson Creek Blvd project: Phase 3 will complete the project started in Phase I, providing sidewalks, and curbs. Receives calls asking when it will be completed. He questions why it is ranked in the middle. The public wonders how long it will remain in this condition. Phase 3 design and funding for right-of-way is available. They are waiting for construction funds.  
- Linwood Ave. project: Linwood Ave runs in form of school. Supports this project to add sidewalks, etc. It also supported by the Linwood neighborhood. |
| | Peter Angstadt | Dean-College Services  
Clackamas Community College | Project: Beavercreek Road/Highway 213 Intersection (CM14)  
Mr. Angstadt submitted written testimony supporting this project. |
| Margaret Branson  
| Garthwick Association  
| 625 SE Manchester Place  
| Portland, OR 97202  
| 232-2483  
| mbtwin@teleport.com | Project: Eastbank Trail (Pbi6)  
| Ms. Branson, chair of the Garthwick Association submitted written testimony in favor of this project. |
Letters
## PRIORITIES 2000
### Metropolitan Transportation Improvement Program
### Letters
### Feb. 8 – Mar. 30, 1999

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>Kathleen Dana</td>
<td>N/A</td>
<td>Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and building pathways to transit stops and erecting bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.</td>
</tr>
<tr>
<td>Wayne Cozad</td>
<td>2/17/99</td>
<td>Supports full funding of transportation demand management (TDM) programs. In 1998 the SIBA Transportation Comm. worked with Tri-Met and C-Tran to put a new transit line between Swan Island and Clark County. Projects like this provide better options for employees and create more capacity for the movement of freight. Building a better transportation system must include investments in the &quot;soft infrastructure&quot; that helps people access alternatives to driving alone.</td>
</tr>
<tr>
<td>Amy Rhoades</td>
<td>2/17/99</td>
<td>Supports funding for SE Stark – 122nd/146th Reconstruction. The businesses and residents of this community support funding this project. The street is currently in poor condition. The project is vital to the quality and livability of our neighborhood.</td>
</tr>
<tr>
<td>Betty Jean Lee</td>
<td>2/17/99</td>
<td>Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside is currently a barrier into the Old Town/Chinatown. There could be a more desirable pedestrian entrance to the area. The Classical Chinese Gardens, increases in housing, and Port of Portland facility all create the need for a study now. By cleaning up the street, it will bring needed economic growth into this part of the city.</td>
</tr>
<tr>
<td>Helen L. Ying</td>
<td>2/18/99</td>
<td>Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside St. does not present an aesthetic or welcoming setting for the city. In anticipation of projects such as the Classical Chinese Gardens and other developments, improvement for Burnside St. is imperative. It will bring vitality and economic growth into this part of the city.</td>
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<tr>
<td>Richard L. Harris</td>
<td>Central City Concern</td>
<td>2/19/99</td>
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<td>2 NW Second</td>
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<td>Portland, OR 97209</td>
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<tr>
<td>Reg Wobig</td>
<td>Kaiser Permanente</td>
<td>2/22/99</td>
</tr>
<tr>
<td></td>
<td>500 NE Multnomah St Suite 100</td>
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<td>Portland, OR 97232</td>
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<tr>
<td>James Nicoli</td>
<td>Mayor</td>
<td>2/23/99</td>
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<tr>
<td></td>
<td>City of Tigard</td>
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<tr>
<td></td>
<td>13125 SW Hall Blvd.</td>
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<td>Tigard, OR 97223</td>
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<td>Portland, OR 97232</td>
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<tr>
<td>Tiffany Branum</td>
<td>1036 SE 45th</td>
<td>2/23/99</td>
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<tr>
<td></td>
<td>Portland, OR 97215</td>
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<tr>
<td>Andrew D. Hayden</td>
<td>2014 NW Glisan St #411</td>
<td>2/23/99</td>
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<td>Portland, OR 97209</td>
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<tr>
<td>Craig Gilbert</td>
<td>LSI Logic</td>
<td>2/24/99</td>
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<tr>
<td></td>
<td>23400 NE Glisan</td>
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<td>Gresham, OR 97303</td>
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<td>Name</td>
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<tr>
<td>Rene’ Pizzo</td>
<td>2/25/99</td>
<td>Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways, build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.</td>
</tr>
<tr>
<td>Patty Lee</td>
<td>2/25/99</td>
<td>Supports funding for the following projects: PP1 Capitol Hwy: SW Taylors Ferry/36th, PP2 Capitol Hwy: Bertha/BH Hwy, PBL4 Barbur Blvd., and PP5 Red Electric Line.</td>
</tr>
<tr>
<td>Bob Peterson</td>
<td>2/28/99</td>
<td>Supports full funding of Tri-Met’s TDM program. Recently met with Lenny Anderson of the Swan Island Transportation Committee and found that we shared many concerns and ideas. Our membership voted unanimously to ask Metro to look at viable transportation alternatives for increasing the volume of traffic coming in and out of Swan Island.</td>
</tr>
<tr>
<td>Jim &amp; Gwynn Sullivan</td>
<td>3/1/99</td>
<td>Support transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.</td>
</tr>
<tr>
<td>Elaine M. Wells</td>
<td>3/4/99</td>
<td>Supports funding Tri-Met transit system improvements. Tri-Met’s application is a comprehensive response to the transportation related issues for the approximately 220,000 people who live in poverty in the Portland area. Access to transportation services continues to be a major barrier for people with special transportation needs, such as the mobility impaired, seniors, persons with disabilities and those on a low income. This funding is integral to a Job Access package which will provide new mobility to work sites throughout the region.</td>
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<tr>
<td>Bob Akers</td>
<td>40 Mile Loop Land Trust</td>
<td>3/4/99</td>
</tr>
<tr>
<td>Kathy and Lee Orton</td>
<td>3363 SE 14th Ave.</td>
<td>3/7/99</td>
</tr>
<tr>
<td>Loriann Richards</td>
<td>Graphic Impressions 12250 SW Myslyon Rd Tualatin, OR 97062</td>
<td>3/9/99</td>
</tr>
<tr>
<td>Lisa Searle</td>
<td>Durametal Corp. 9560 SW Herman Rd Tualatin, OR 97062</td>
<td>3/9/99</td>
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<tr>
<td>Ray Hering</td>
<td>Hank's</td>
<td>3/9/99</td>
</tr>
<tr>
<td>Tim Leahy, Chair</td>
<td>Wilsonville Planning Commission</td>
<td>3/9/99</td>
</tr>
<tr>
<td>Thomas P. Moyer</td>
<td>TMT Development Co.</td>
<td>3/9/99</td>
</tr>
<tr>
<td>Monte D. Haynes</td>
<td>Insignia/ESG, Inc.</td>
<td>3/10/99</td>
</tr>
<tr>
<td>Karen D. Moore</td>
<td>President</td>
<td>3/10/99</td>
</tr>
<tr>
<td>Name</td>
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<tr>
<td>Bob Miller</td>
<td>Foster Farms</td>
<td>3/10/99</td>
</tr>
<tr>
<td>Charlotte Lehan</td>
<td>Mayor</td>
<td>3/11/99</td>
</tr>
<tr>
<td>Deborah A. Watkins</td>
<td>Chairman</td>
<td>3/11/99</td>
</tr>
<tr>
<td>James H. Kyung</td>
<td>1001 SW 5th Ave Suite 1200</td>
<td>3/11/99</td>
</tr>
<tr>
<td>Yong-Joo Kim</td>
<td>JAE Oregon PO Box 1106</td>
<td>3/11/99</td>
</tr>
<tr>
<td>Randall Ward</td>
<td>PacifiCorp 825 NE Multnomah</td>
<td>3/11/99</td>
</tr>
<tr>
<td>R. Bartholomew</td>
<td>Portland Community College PO Box 19000 Portland, OR 97280</td>
<td>3/12/99</td>
</tr>
<tr>
<td>Name</td>
<td>Title/Position</td>
<td>Date</td>
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</tr>
<tr>
<td>Robert J. Massar</td>
<td>Director of Finance and Support Service City of Hillsboro 123 W Main St Hillsboro, OR 97123</td>
<td>3/12/99</td>
</tr>
<tr>
<td>Michael Surface</td>
<td>Transportation and Parking Manager Lewis and Clark College 0615 SW Palatine Hill Rd Portland, OR 97219</td>
<td>3/12/99</td>
</tr>
<tr>
<td>David Brook</td>
<td>President Carsharing Portland 1905 NE Clackamas St Portland, OR 97232-1514</td>
<td>3/12/99</td>
</tr>
<tr>
<td>Tom Ranieri</td>
<td>Cinema 21, Inc</td>
<td>3/12/99</td>
</tr>
<tr>
<td>Rex Burkholder</td>
<td>Lynn Peterson Coalition For A Livable Future 534 SW Third Ave, Suite 300 Portland, OR 97204</td>
<td>3/12/99</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
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<tr>
<td>Bruce Barbarasgc</td>
<td>310 SE Alder St, Portland, OR 97214</td>
<td>3/13/99</td>
</tr>
<tr>
<td>Paul E. Bunn</td>
<td>7251 Lynnwood Ct, Wilsonville, OR</td>
<td>3/13/99</td>
</tr>
<tr>
<td>Bruce R Kindler</td>
<td>6413 Palomino Way, West Linn, OR 97068</td>
<td>3/15/99</td>
</tr>
<tr>
<td>Pam Murray</td>
<td>Regional Director, Steps To Success, Mt. Hood Community College, 14030 NE Sacramento, Portland, OR 97230</td>
<td>3/15/99</td>
</tr>
<tr>
<td>Kurt Schrader</td>
<td>State Representative, District 23, H-477 State Capitol, Salem, OR 97310</td>
<td>3/15/99</td>
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<tr>
<td>Date</td>
<td>Commenter</td>
<td>Suggestion</td>
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<tr>
<td>3/15/99</td>
<td>Stuart M. Anderson</td>
<td>Commenting on the TMA funding under the TDM element of the plan. I am a transportation consultant working with the Oregon DEQ. I have also worked with 45 TMAs nationwide and am also the national chair of the TMA Council for the Association for Commuter Transportation. Would like to make the following suggestions: consider a regional assessment to identify areas and activity centers with strong TMA potential before soliciting funding applications; conduct a feasibility study to determine private sector interest and financial sustainability; create funding opportunities for TMAs in pursuing special projects, especially after the three year start-up period; and provide ongoing funding for TMAs core marketing activities.</td>
</tr>
<tr>
<td>3/15/99</td>
<td>Linda Odekirk</td>
<td>Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has helped Nike meet ECO rule requirements since 1992. They provide valuable regional leadership in reducing employee vehicle miles traveled, concentrating trip reduction efforts on specific employment areas, resulting in higher mode split reductions than individual employer efforts. Also supports funding for the Tri-Met non-traditional transit service improvements to connect regional centers and employment areas, such as the WTA/employer/Tri-Met partnership to provide shuttle service in employment areas that lack bus service.</td>
</tr>
<tr>
<td>3/15/99</td>
<td>Sandra L. Philbrook</td>
<td>Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has provided support to our organization for successful ECO survey administration and ECO plan development ideas and strategies. WTA is working to implement a shuttle to and from the Beaverton Transit Center to Nimbus Ave. WTA is very deserving of funds and has benefited businesses in the Nimbus/Gemini business park area.</td>
</tr>
<tr>
<td>3/15/99</td>
<td>Don Shafer</td>
<td>Supports funding for the SMART Park and Ride and Transportation Demand Management. I am handicapped and unable to drive and depend on public transportation every day to get me to and from work. Wilsonville is a natural transfer point to and from Salem and to Oregon City and Gresham. The park and ride will help meet future transportation demands. The TDM program will help change travel behavior, provide information and make people aware of the travel options available to them.</td>
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<tr>
<td>Brenda Durbin</td>
<td>Clackamas Co. Dept. of Social Services 18600 SE McLoughlin Blvd Milwaukie, OR 97267</td>
<td>3/15/99</td>
</tr>
<tr>
<td>Rainer H. Poersch</td>
<td>Leupold &amp; Stevens, Inc. PO Box 688 Beaverton, OR 97075-0688</td>
<td>3/16/99</td>
</tr>
<tr>
<td>Richard Henry Tilden, D.C., P.C.</td>
<td>PO Box 507 Cornelius, OR 97113</td>
<td>3/16/99</td>
</tr>
<tr>
<td>Margaret Branson, Chair Garthwick Assoc.</td>
<td>625 SE Manchester Pl Portland, OR 97202</td>
<td>3/16/99</td>
</tr>
<tr>
<td>Peter Angstadt</td>
<td>Dean, College Services Clackamas Community College 19600 S Molalla Ave Oregon City, OR</td>
<td>3/17/99</td>
</tr>
<tr>
<td>Bernadette Brazil</td>
<td>City of Wilsonville 30000 SW Town Center Loop E Wilsonville, OR 97070</td>
<td>3/17/99</td>
</tr>
<tr>
<td>Name</td>
<td>Organization/Address</td>
<td>Date</td>
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</tr>
<tr>
<td>Steve Amen</td>
<td>Oregon Public Broadcasting</td>
<td>3/17/99</td>
</tr>
<tr>
<td>Jeff O'Neal</td>
<td>Oregon Graduate Institute of Science and Technology</td>
<td>3/17/99</td>
</tr>
<tr>
<td>Claudia Clark</td>
<td>His &amp; Her Carpet Care</td>
<td>3/17/99</td>
</tr>
<tr>
<td>John R. Bendit</td>
<td>President, Tualatin Chamber of Commerce</td>
<td>3/17/99</td>
</tr>
<tr>
<td>Louis A. Ornelas, P.E.</td>
<td>OHSU Facilities Management</td>
<td>3/17/99</td>
</tr>
<tr>
<td>R. Dan Walleri</td>
<td>Mt. Hood Community College</td>
<td>3/17/99</td>
</tr>
</tbody>
</table>
| Name: Glen Hamake  
| Bonar Plastics  
| 19705 SW Teton Ave.  
| Tualatin, OR 97062 | 3/17/99 |
| Supports the Tri-Met regional TDM program which provides valuable assistance to the Tualatin TMA. TDM should be expanded so more employers can benefit from this worthwhile program. Tri-Met helped to create the TMA's shuttle service, which links workers to public transit in Tualatin. Tualatin TMA is a pioneer in that it is one of few TMAs nationwide that founded with private funding. Public support is critical to the continuation of this program. |

| Name: Ruth C. Barber  
| 14754 S Quail Crest Ln.  
| Oregon City, OR 97045 | 3/17/99 |
| Supports improvements to unsafe blind intersection of Quail Crest Lane and Hwy 213. |

| Name: Kathy Lowe  
| State Representative  
| District 26  
| Oregon House of Representatives  
| Room H-371  
| Salem, OR 97310 | 3/17/99 |
| Supports funding of intersection improvements at Hwy 213 and Beavercreek Rd. The intersection provides a significant connection to Clackamas Community College, connections to the 9th grade campus and proposed Oregon City High School, is a regional freight connector north and south of the city and the main access to the Mollala/Silverton area, provides a link to undeveloped industrial lands within the UGB and links to home development in Oregon City. |

| Name: Katherine Diack  
| 1041 SW Westwood Ct  
| Portland, OR 97201 | 3/17/99 |
| Supports funding for Tryon Creek State Park bicycle and pedestrian paths which are currently unsafe. This path provides an alternative to biking along Terwilliger with speeding cars and untrimmed overhanging branches. |

| Name: Bree Moyer  
| United Grocers  
| 6433 SE Lake Rd  
| Portland, OR 97222 | 3/18/99 |
| Supports funding for Tri-Met's regional TDM program. It should be expanded so more employers can benefit. Tri-Met has provided assistance in the development and maintenance of our carpool program and subsidization of bus passes. We have over 800 employees who benefit and have seen a 1% decrease in our drive-alone rate over the last year. |

| Name: G. William Ososke and 21 other Barbur Blvd area business and property owners  
| IBA  
| 8200 SW 19th  
<p>| Portland, OR 97219 | 3/18/99 |
| The undersigned are businesses and property owners along Barbur Blvd. The March 1999 proposal by Tri-Met to develop Barbur as a transit corridor and updating of the MTIP is of concern to us. Barbur is a unique commercial area. Access on the southeast side of Barbur is quite limited by I-5. Most of the properties between I-55 and Barbur can only be reached by Barbur itself. It is important for the health of the neighborhood that the businesses along Barbur are healthy, and it vital that vehicle access to businesses be preserved. An improved rapid bus transit system will benefit all, but it must not impede the access of other vehicles. We depend upon automobile traffic for our customers. There is little depth between I-5 and Barbur and limited off-street parking. Street parking should be preserved. Our customers generally do not come by foot or bus. As transit along Barbur is improved, we want to make... |</p>
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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Neal D. Knight</td>
<td>3/18/99</td>
<td>Supports funding of Cornelius Enhancement project. As a resident and business owner it is exciting to see the positive relationship between Metro and Cornelius bring the much needed help to make our community more functional. It is frustrating that the community is small enough to walk or ride a bike anywhere in town, but it is too dangerous and difficult to cross the highway. Safe bike lanes, sidewalks and traffic lights are needed. The project will also help to put people in businesses by halving the necessary frontage improvement, making the cost more in line with neighboring cities. These projects are badly needed to make our community more livable.</td>
</tr>
<tr>
<td>Don Peterson</td>
<td>3/18/99</td>
<td>Supports the following improvements in Oregon City: Washington St between 7th and Abernathy Rd – this project is needed to provide multi-modal transportation possibilities and would advance the boulevard development of the 7th St Corridor; and Hwy 213/Beavercreek Rd. intersection improvements – this project is needed to reduce congestion, improve safety and support developing commercial areas in the hilltop region of Oregon City. The project is cost effective; one-half of the funds will come from a local match. The project will promote mixed-use development by keeping through traffic off the 7th St/Molalla Corridor. And as a matter of regional equity the project should be funded. The technical scoring for this project appears inadequate. The Hwy 213/Beavercreek Rd. project should be a priority.</td>
</tr>
<tr>
<td>Jeffrey C. Grant</td>
<td>3/18/99</td>
<td>Supports funding the following projects: land acquisition for a new SMART/Tri-Met park and ride in North Wilsonville; and SMART TDM program to work with Wilsonville employers to set up car pools and work on trip reduction programs and other TDM support. The Board of Directors endorsees these projects on behalf of the 354 members of the Wilsonville Chamber of Commerce to achieve more efficient use of transportation and work commuting options.</td>
</tr>
<tr>
<td>Larry Eisenberg</td>
<td>3/18/99</td>
<td>Supports funding for the Westside Transportation Alliance and their efforts to establish TDM programs for employers in Washington County.</td>
</tr>
<tr>
<td>Name</td>
<td>Title/Position</td>
<td>Support Date</td>
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<tr>
<td>George M. Crandall</td>
<td>American Institute of Architects Portland Chapter</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Rob Drake</td>
<td>Mayor City of Beaverton</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Thomas Kemper</td>
<td>President Lennar Affordable Housing Portland, OR</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Gordon Faber</td>
<td>Mayor City of Hillsboro</td>
<td>3/18/99</td>
</tr>
<tr>
<td>R. Bartholomew</td>
<td>Portland Community College</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Name</td>
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<tr>
<td>Arlene M. Kimura</td>
<td>Vice Chair and Co-Land Use Chair Hazelwood Neighborhood Assoc. Portland, OR</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Tom Gainer</td>
<td>2124 NE 54th Ave Portland, OR 97214</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Sandra L. Philbrook</td>
<td>Integrated Measurement Systems, Inc 9525 SW Gemini Dr Beaverton, OR 9708</td>
<td>3/18/99</td>
</tr>
<tr>
<td>Donald E. Hochstatter and 12 others</td>
<td>Thayer Neighborhood</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Mike Houck</td>
<td>Audubon Society of Portland</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Nanette Watson</td>
<td>Willamette Valley Development</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Selwyn Bingham</td>
<td>BCD Group Developers</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Vera Katz</td>
<td>Mayor City of Portland</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Scott Franklin</td>
<td>City Councilor City of Sherwood</td>
<td>3/19/99</td>
</tr>
<tr>
<td>John Frye</td>
<td>Vice President Sellwood Moreland Improvement League</td>
<td>3/19/99</td>
</tr>
<tr>
<td>Name</td>
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<tr>
<td>Curtis Peltz</td>
<td>3/19/99</td>
<td>Supports funding for the Westside Transportation Alliance (WTA) TMA.</td>
</tr>
<tr>
<td>Bob Randall, Jr.</td>
<td>3/19/99</td>
<td>Concerned about Barbur Blvd. transit and boulevard improvement proposals. On-street parking, left turn access and left turn lanes needs to be retained and are critical to businesses in the area.</td>
</tr>
<tr>
<td>Michael Monahan</td>
<td>3/19/99</td>
<td>Supports funding for the TOD implementation program.</td>
</tr>
<tr>
<td>Ray D. Sherwood</td>
<td>3/19/99</td>
<td>Want to suggest other filters the region should use when making funding decisions. Will the final package of projects distinguish the region? Which projects will alleviate pressure on the UGB? Which projects require future expenditures by the public or private sector? Which projects serve land that is subject to judicial review due to the LUBA urban reserve decision? Which projects will make it difficult to meet endangered species act requirements? Which expenditures reinforce population growth pressures? Which projects were selected because of geographic equity rather than good land use planning.</td>
</tr>
<tr>
<td>Steve Fosler</td>
<td>3/22/99</td>
<td>Supports full funding for TMAs. The Nob Hill Business Assoc. is interested in developing a TMA in MW Portland.</td>
</tr>
<tr>
<td>Fred Nussbaum</td>
<td>3/22/99</td>
<td>Supports funding for Tri-Met’s $16 million transit service increase. Transit service is critical to meeting regional livability goals.</td>
</tr>
<tr>
<td>Karen Williams</td>
<td>3/22/99</td>
<td>Supports funding for Tri-Met’s $16 million transit service increase and bicycle and pedestrian improvements.</td>
</tr>
<tr>
<td>Name</td>
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<td>Comment</td>
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<tr>
<td>Will Vinton</td>
<td>3/22/99</td>
<td>Supports funding for the OPB Building Community Through Media pilot.</td>
</tr>
<tr>
<td>Bob Stacey</td>
<td>3/22/99</td>
<td>Supports funding for the TOD implementation program.</td>
</tr>
<tr>
<td>Carl Flipper</td>
<td>3/22/99</td>
<td>Supports funding for the OPB Building Community Through Media pilot.</td>
</tr>
<tr>
<td>Howard Aaron</td>
<td>3/22/99</td>
<td>Supports funding for the OPB Building Community Through Media pilot.</td>
</tr>
<tr>
<td>Mike Salsgiver</td>
<td>3/22/99</td>
<td>Supports funding for the Westside Transportation Alliance (WTA) TMA.</td>
</tr>
<tr>
<td>Pat Prendergrast</td>
<td>3/22/99</td>
<td>Supports funding for the TOD implementation program.</td>
</tr>
<tr>
<td>Becky Kreag</td>
<td>3/22/99</td>
<td>Supports funding for the 47th Ave Columbia Slough Bridge enhancement and the 162nd St and Foster Rd intersection project.</td>
</tr>
<tr>
<td>Alice P. Blatt</td>
<td>3/22/99</td>
<td>Supports funding for the 47th Ave Columbia Slough Bridge enhancement improvement.</td>
</tr>
<tr>
<td>Ralph Brown</td>
<td>3/23/99</td>
<td>Supports funding for the Cornelius Boulevard project.</td>
</tr>
</tbody>
</table>
| Chris Smith  
| Co-Chair  
| Northwest District Assoc. Transportation Comm.  
| 1819 NE Everett St.  
| #205 Portland, OR 97209 | 3/30/99 | Supports funding for transit and other alternative mode projects that do not add traffic lanes, and efforts to calm traffic and improve pedestrian environments. |
### PRIORITIES 2000

**Metropolitan Transportation Improvement Program**

**E-mail comments**

**Feb. 8 – Mar. 22, 1999**

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Marsha Hanchrow</td>
<td>1/27/99</td>
<td>Funds should support closely tied pairing of mass transit and pedestrian facilities.</td>
</tr>
<tr>
<td>Kyle Walden</td>
<td>2/8/99</td>
<td>Eliminate I-5 bottleneck south of Delta Park and supplement or replace I-5 drawbridge.</td>
</tr>
<tr>
<td>Jeanie Morgan</td>
<td>2/9/99</td>
<td>More bike lanes are needed. They should be adequately wide and kept clean. Developers should cover costs of streets, sidewalks and bike lanes near new development. Gas taxes should be used to maintain roads.</td>
</tr>
<tr>
<td>Melissa Williams</td>
<td>2/16/99</td>
<td>Metro should not fund the Murray Blvd extension. Our neighborhood is opposed to the project because of traffic impacts on local neighborhoods, impacts to the Summer Creek wetlands, and traffic impacts on Barrows and Walnut. An alternative route should be considered, just because this has been planned for a long time does not make it a good plan.</td>
</tr>
<tr>
<td>Tom Gainer</td>
<td>2/17/99</td>
<td>Full funding of all bike projects requesting funds is imperative to meeting our 2040 vision without excessive road congestion and air pollution.</td>
</tr>
<tr>
<td>Nicholas Johnson</td>
<td>2/18/99</td>
<td>Continue to support and fund Portland’s bicycle program. It is a cost-effective, convenient and enjoyable form of transportation that allows people an alternative to purchasing and/or using an automobile.</td>
</tr>
<tr>
<td>Carey Booth</td>
<td>2/18/99</td>
<td>Please give a high priority to bicycling in allocation of funding for transportation projects. This is the only mode of medium-distance travel that is pollution-free and uses only the energy of the rider.</td>
</tr>
<tr>
<td>Andrew Hayden</td>
<td>2/18/99</td>
<td>Funding for bicycle and pedestrian projects should be emphasized and consistent with Metro’s 2040 plan. Proper funding of these modes will have a greater impact on the mobility of all users than spending money on increasing automobile capacity.</td>
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<tr>
<td>Michael Mase</td>
<td>2/20/99</td>
<td>More public transportation is needed in the Garden Home, Multnomah Village, Maplewood and Hillsdale area. Bus service on the #1 Vermont and #45 Garden Home is inadequate. Bike paths are needed to connect these areas to John’s Landing and downtown. Sidewalks or pedestrian pathways are needed on Vermont and Capitol Hwy. People need alternatives to cars.</td>
</tr>
<tr>
<td>Ron Kernan</td>
<td>2/20/99</td>
<td>Supports funding for bicycle related projects. It’s important to create a network throughout the City of Portland. The Portland Bicycle Master Plan is well thought out. These projects have significant benefits. They reduce traffic, air pollution and wear and tear on the roads. Cyclists will use facilities if they are built.</td>
</tr>
<tr>
<td>Sharon Fekety</td>
<td>2/21/99</td>
<td>Supports funding for bicycle projects. Bicycle facilities benefit all modes by reducing traffic and air pollution and lessening congestion. More money should be spent to create transportation choices. Widening highways is expensive and will not provide long-term transportation solutions for our region. Commenting on behalf of Portland Wheelman Touring Club, an organization of 1000 cyclists.</td>
</tr>
<tr>
<td>Becky Anderson</td>
<td>2/22/99</td>
<td>Supports funding for bicycle projects above current 3% spent on bicycles. Bicycle projects are important. They keep our air clean; the roads clear, and reduce the need for parking. I only started bicycle commuting when it became easier to do so with new marked bike lanes on the roads. I am 50 years old and now commute 6.5 miles each way to work in downtown Portland.</td>
</tr>
<tr>
<td>Tim Whetten</td>
<td>2/22/99</td>
<td>Supports funding for bicycle projects, particularly the Highway 43 bicycle/pedestrian path. A safer route is needed along Highway 43. Situation will only become worse as traffic increases in the future.</td>
</tr>
<tr>
<td>Sally Kuhns</td>
<td>2/22/99</td>
<td>Supports funding of the Barber Blvd project pbl4. Those on the south side of the Terwilliger Bridge cannot walk to businesses on the South side of Barbur after crossing the Bridge. This funding is needed to make the neighborhood pedestrian friendly.</td>
</tr>
<tr>
<td>Sarena Regazzoni</td>
<td>2/23/99</td>
<td>Supports funding of pedestrian/bicycle path along Highway 43. Currently dangerous to ride on the road. The project will reduce traffic, reduce pollution and increase property values. It would also provide a great place for family recreation.</td>
</tr>
<tr>
<td>Dave Johnson</td>
<td>2/25/99</td>
<td>Supports funding of pedestrian/bicycle path along Highway 43. Our employees who live in Lake Oswego would use this path to reach our business in downtown Portland.</td>
</tr>
<tr>
<td>Name</td>
<td>Email</td>
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</table>
| Phil Hamilton                | RosiePhilH@aol.com           | 2/27/99 | Supports funding the following projects: PBL4, PBL5, PP5, PM3, Pbi6, Pbi8, and PTOD2.  

| Susan Crisfield             | Scrisfield@hotmail.com       | 2/27/99 | 10% of federal dollars should be earmarked to support bicycle and pedestrian funding. With our growing population we must make a greater effort to provide and encourage residents to use alternative non-motorized transportation. Cycling is the alternative mode we must work the hardest to develop. |

| Rick Seifert                | connect@swnews.com           | 2/28/99 | Supports funding for these projects in SW Portland: PP1 Capitol Hwy: SW Taylors Ferry/36th – this is essential for completing the Capitol Hwy improvement plan; PP2 Capitol Hwy: Bertha/BH Hwy – needed for the relocation of the Hillsdale Library branch; PBL4 Barbur Blvd: Naito Pkwy/65th – these streetscape improvements create a needed showcase entry to the Blvd; PP5 Red Electric Line – an excellent project. |

| Ken Meyer                   | kmpdx@europa.com             | 3/2/99 | Support the following projects: PP2 Capitol Hwy: Bertha/BH Hwy and PP5 Red Electric Line. Also support PP1 and PP4, but PP2 is the highest priority to allow the Hillsdale Library proposal to move forward. |

| Kathy Orton                 | ktorton@earthlink.com        | 3/3/99 | Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Provides important links to recreation areas and the City of Portland. |

| Lee Orton                   | ktorton@earthlink.com        | 3/3/99 | Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Pedestrian crossing improvements are needed along Powell Blvd at Milwaukie, 17th, 26th and 39th. |

<p>| Steve Berlinger             | Friends of Kellogg &amp; Mt. Scott Creeks Watershed <a href="mailto:forcreeks@aol.com">forcreeks@aol.com</a> | 3/3/99 | Supports funding for the SE Sunnyside widening at Mt. Scott Creek. Essential to match the needs of a growing N. Clackamas County with those of fish habitat and wildlife. Disagree with the technical scoring of the project. Mt Scott Creek is the best and last remaining wildlife corridor linking key open spaces and offering viable habitat throughout a heavily burdened watershed. Friends group represents 250 households located along the creeks of this watershed. Project is important to restoring the once thriving trout and salmon runs. The project supports 2040 objectives for the Clackamas Regional Center area. The project will allow a pedestrian trail to link neighborhoods on both sides of Sunnyside Rd. and is important for pedestrian safety. |</p>
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<tr>
<td>Patricia Kubala</td>
<td>3/3/99</td>
<td>Does not support widening roads to increase traffic speeds and volumes. These projects are ineffective and make other choices for travel more dangerous. Does not support widening of Sunnyside Road. Transportation investments need to make our communities better to live in, not easier to drive through. Supports funding for bicycle and pedestrian improvements on arterial streets, bike and pedestrians paths, and more bus shelters to increase transit use and more pathways to transit stops.</td>
</tr>
<tr>
<td>John White</td>
<td>3/4/99</td>
<td>Wants to see continued Metro support of pedestrian and bicycle projects in Forest Grove. Bicycle lanes need to be increased and should be well marked. Bike parking needs to be increased. Public transit must be supported even at the risk of lost revenues. Support extending light rail to the airport and funding for South/North light rail.</td>
</tr>
<tr>
<td>Courtney Scott</td>
<td>3/5/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. We are trying to avoid sprawl, but if we don’t keep our city livable, with easy access to natural beauty we will jeopardize that goal.</td>
</tr>
<tr>
<td>Ken Handel</td>
<td>3/7/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Many people use the trails in this park.</td>
</tr>
<tr>
<td>Dave Kruse</td>
<td>3/8/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path connects bike paths in Lake Oswego and Portland. If funding is approved, Metro should require that Bio Control type materials be used to prevent root damage in the future.</td>
</tr>
<tr>
<td>Myra Glasser</td>
<td>3/9/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path allows us to reach destinations along Terwilliger Blvd without using our car.</td>
</tr>
<tr>
<td>Faviana Priola</td>
<td>3/9/99</td>
<td>Nob Hill Business Association Board of Directors supports funding for Transportation Management Association in the Nob Hill/Northwest Portland district. Support full funding for TMA line item. The entire area will benefit from a TMA due to its high residential density, high employment density and mixed-use neighborhood character and function.</td>
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<tr>
<td>James Parker</td>
<td>3/10/99</td>
<td>Supports funding for the Westside Transportation Alliance and TMAs and Region 2040 Initiatives. WTA will use the money to partner with Tri-Met to provide shuttle service between regional centers and employment centers. The shuttle service has doubled transit ridership at the Primate Research Center.</td>
</tr>
<tr>
<td>Bill Peterson</td>
<td>3/11/99</td>
<td>Automobile Transportation Systems – I suggest that there are several “truisms” that Metro shouldn’t forget when thinking and planning for transportation. No. 1: “It’s hard to turn back the clock?,” No 2: “It's even harder to &quot;uninvent&quot; something?,” and finally No. 3: an idea whose time has come usually cannot be ignored. Trying to change a megatrend is like trying to stop a volcano or a flood: it can’t reasonably be done. What can be done rationally, logically and practicably is to work WITHIN the trend, to live with it, and hopefully, optimize it for our society. Throughout history, there are too many disastrous examples of people trying to ignore trends, and develop “utopias” based on someone’s ideal or dream. It simply does not work in the long run and usually extracts huge costs physically and emotionally from the society.</td>
</tr>
<tr>
<td>Phil Hamilton</td>
<td>3/11/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.</td>
</tr>
<tr>
<td>John Lusky</td>
<td>3/12/99</td>
<td>Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.</td>
</tr>
<tr>
<td>Miriam Banker</td>
<td>3/14/99</td>
<td>Supports funding for the Cornelius Enhancement Project. The Main Street district includes mixed uses around the central core for retail development and housing. Improvements will encourage walking and modes other than driving. Provides an important link to the local improvement district along TV Hwy from 20th to the east city boundary.</td>
</tr>
<tr>
<td>Brian Coleman</td>
<td>3/14/99</td>
<td>Supports funding of the PBL4 Barbur Blvd project to reverse decay along Barbur. It’s a small price to pay to bring the Blvd up to date and encourage pedestrian friendly businesses and make it possible for residents to use the Barbur transit center.</td>
</tr>
<tr>
<td>Eugene Grant</td>
<td>3/16/99</td>
<td>Supports widening of Sunnyside Road from the freeway to 122nd. This project is important to residents of Happy Valley. This is only a first step to dealing with traffic problems in the Sunnyside corridor. There is rapid development in the area and the current street system is not adequate. There is an urgent need to reopen 147th from Sunnyside into Happy Valley. The development of urban reserves in this area will not be feasible unless and until Sunnyside Road is improved. This is key to residents of Happy Valley supporting annexation.</td>
</tr>
<tr>
<td>Name</td>
<td>Email Address</td>
<td>Date</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>Alexander Kain</td>
<td><a href="mailto:kain@cse.ogi.edu">kain@cse.ogi.edu</a></td>
<td>3/16/99</td>
</tr>
<tr>
<td>Susan Barthel</td>
<td><a href="mailto:susanb@bes.ci.portland.or.us">susanb@bes.ci.portland.or.us</a></td>
<td>3/18/99</td>
</tr>
<tr>
<td>Annette Arnold-Boyd</td>
<td><a href="mailto:r2-d2@ptld.uswest.net">r2-d2@ptld.uswest.net</a></td>
<td>3/18/99</td>
</tr>
<tr>
<td>Phillip Jones</td>
<td><a href="mailto:PJones@dkjb.com">PJones@dkjb.com</a></td>
<td>3/18/99</td>
</tr>
<tr>
<td>Dr. William Leler</td>
<td><a href="mailto:wm@zat.com">wm@zat.com</a></td>
<td>3/18/99</td>
</tr>
<tr>
<td><a href="mailto:NNPtland@aol.com">NNPtland@aol.com</a></td>
<td></td>
<td>3/19/99</td>
</tr>
<tr>
<td>Christine Perala</td>
<td><a href="mailto:perala@teleport.com">perala@teleport.com</a></td>
<td>3/18/99</td>
</tr>
<tr>
<td>Karen Sandness</td>
<td><a href="mailto:ksand@teleport.com">ksand@teleport.com</a></td>
<td>3/20/99</td>
</tr>
<tr>
<td>Lea Bergman</td>
<td><a href="mailto:lbergman@teleport.com">lbergman@teleport.com</a></td>
<td>3/21/99</td>
</tr>
<tr>
<td>Lisa Scardina</td>
<td><a href="mailto:scardina@up.edu">scardina@up.edu</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Name</td>
<td>Email Address</td>
<td>Date</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Jennifer Devlin</td>
<td><a href="mailto:jennife@bes.ci.portland.or.us">jennife@bes.ci.portland.or.us</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Charlie Dolezal</td>
<td><a href="mailto:cdolezal@standard.com">cdolezal@standard.com</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Nathalie Darcy</td>
<td><a href="mailto:fannocat@gowebway.com">fannocat@gowebway.com</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Ramune Nagisetty</td>
<td><a href="mailto:ramune.nagisetty@intel.com">ramune.nagisetty@intel.com</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Jay Cosnett</td>
<td><a href="mailto:jayrc@teleport.com">jayrc@teleport.com</a></td>
<td>3/22/99</td>
</tr>
<tr>
<td>Rob Bennent</td>
<td><a href="mailto:Bennent@teleport.com">Bennent@teleport.com</a></td>
<td>3/22/99</td>
</tr>
</tbody>
</table>
Hotline comments
<table>
<thead>
<tr>
<th>Date</th>
<th>Name &amp; Address</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/22/99</td>
<td>Brandon Vernell 12650 SW 7th St.</td>
<td>Supports <strong>Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry</strong>.</td>
</tr>
<tr>
<td></td>
<td>Beaverton, OR 97005 644-7280</td>
<td>Wbi10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Would like to see more bike and pedestrian paths.</td>
</tr>
<tr>
<td>3/22/99</td>
<td>Wes Higgins 14944 SE Covington</td>
<td>Feels <strong>Sunnyside Road</strong> should be at the top of the list for Priorities</td>
</tr>
<tr>
<td>3/22/99</td>
<td>Emily Venata 83rd Avenue</td>
<td>Supports <strong>Fanno Creek Multi-Use Path</strong>.</td>
</tr>
</tbody>
</table>
Index
40 Mile Loop

A

Aaron, Howard 45
AIA Urban Design Committee
Akers, Bob 32
Amen, Steve 39
Anderson, Becky 48
Anderson, Lenny 4,30-32
Anderson, Stuart M. 37
Angelo, Frank 3
Apotheker, Steve
APP Access Priorities
April Hulme
Arnold-Boyd, Annette 52
Ashcreek Neighborhood Association 31
Association of Oregon Rail and Transit Advocates
Atteberry, Betty 3
Audobon Society of Portland 43
Atteberry, Betty 3
Augstadt, Peter 103,170
Awdry, Julian 10,78-87

B

Baack, Don 9
Banker, Miriam 51
Barbarasch, Bruce 36
Barber, Ruth C. 4, 26, 40
Barbur Blvd. CAC SW Trails 9
Barthel, Susan 52
Bartholomew, R 34, 42
Bauer, Linda 1, 21
BCB Group 43
Beck, Chris 44
Bendit, John R. 22, 39
Bennent, Rob 53
Bergman, Erwin
Bergman, Lea 52
Berlinger, Steve 49
Bicycle Transportation Alliance 10
Bingham, Selwyn 43
Blatt, Alice P. 45
Bonar Plastics 40
Booth, Carey 47
Boryska, Bob 22
Branson, Margaret 28, 38
Branum, Tiffany 30
Brazil, Bernadette 38
Bricker, Scott 5
Bricker, Steve 20
Brink, Jim 27
Brook, David 35
Brown, Ralph, Mayor of Cornelius 12, 45
Bullington, Sue 9
Bunn, Paul E. 36
Burkholder, Rex 35

C
Caldwell, John C. 45
Campbell, Diane Kean 3, 15
Capps, Douglas L. 45
Cargill Inc. 8
Carsharing Portland 35
Cassin, Mary Anne
Cayo, Richard 15
Centennial Community Association 44
Central City Concern 30
Chamberlain, Tom 3
Chase, Nancy 1
CHIN'S Import/Export 29
Chinese American Citizens Alliance 29
Ciarlo, Catherine 10
City of Portland Environmental Services

Clackamas Community College 38
Clackamas County Social Services 38
Clark & Associates 32
Clark, Claudia 39
Clark, Connie L.
Coalition For A Livable Future 35
Cody, Louise 44
Coleman, Brian 51
Columbia Corridor Association 1
Corbett-Terwilliger-Lair Hill Neighborhood Association
Cornelius City Council
Cornelius, City of
Cosgrove, Bryan 17
Cosnett, Jay 53
Cozad II, Wayne 29
Crandall, George 42
Crisfield, Susan 49
CSR
D
Dana, Kathleen 29
Darcy, Nathalie 53
Devlin, Jennifer 53
Diack, Katharine  40
Dickenson, Randy   2,24-26
Dingsfelder, Jacqueline
Dolezal, Charlie   53
Donovan, Don       7
Douglas L. Capps Consulting
Drake, Rob, Mayor of Beaverton  42
Duffy, Kekel, Jones & Bernard, LLP
Durametal Corporation  32
Durbin, Brenda      38
E
Eatwell, David     9
Edwards, Judy      2
Edwards, Len       9
Eisenberg, Larry   41
Ellis, Jim         27-29
F
Faber, Gordon, Mayor, City of Hillsboro  42
Fairview City Council
Fekety, Sharon     48
Firefly Foods Company
Flint, Carolyn     
Flipper, Carl F.   45
Foster Farms 34
Foster, Steve 44
Franklin, Scott 43
Friends of Kellogg & Mt. Scott Creeks Watershed
Friends of Newel Creek Canyon
Fuglister, Jill
Fuller, Tom 2, 22-23
Fyre, John 43
G
Gainer Tom 43, 47
Gard, Leonard 6
Gardner, Ann L. 44
Garthwick Association 38
Gaskill, Ralph 44
Gilbert, Craig 30
Glasser, Myra 50
Glenfair Neighborhood Association 29
Goth, Phil 6
Grant, Eugene
Grant, Jeffrey 41, 51
Graphic Expressions 32
Greiner, John 13
Gresham, City of
Griffin, Cassandra 6

H
Haide, John W. 12
Hamaki, Glen 40
Hamilton, Phil 49, 51
Hanchrow, Marsha 47
Handel, Ken 50
Hank’s 33
Harper, William A. 45
Harris, Richard L. 30
Hatlelid, Linda 14
Hayden, Andren D. 30, 47
Haynes, Monte D. 33
Hazelwood Neighborhood Association 43
Hering, Ray 33
Higgins, Wes 54
Hillendale Neighborhood Association 34
Hillsboro, City of 35, 42
His & Her Carpet Care 39
Hochstatter, Donald, E. 43
Hopkirk, Stephanie 5, 11
Houck, Mike 43
Howell, Jim       6
Humboldt Neighborhood Target Area Grant    45
Hunot, Peter E.

I
I-405 Gateway Committee     10
IBA
IMS     43
Insignia/ESG, Inc.     33

J
JAE Oregon     34
Johns Inskeep Environmental Learning Center
Johnson, Dave        48
Johnson, Nicholas    47
Jones, Dick         17
Jones, Philip       52

K
K.F. Jacobsen Co. Inc.  7
Kaempff, Dan         22
Kain, Alexander      52
Kaiser Permanente    30
Katz, Vera, Mayor of Portland  43
Kaufman, Dan        24
Kemper, Tomas       42
Kenton Action Plan 9
Keough, Richard
Kernan, Ron 48
Kim, Yong-Joo 34
Kimura, Arlene M. 34
Kindler, Bruce 36
Knight, Neal 41
Kosboth, George L 18
Kraushaar, Nancy J.T. 17
Kreag, Becky 45
Kruse, Dave 50
Kubala, Patricia 49
Kuhns, Sally 48
Kyung, James 34

L
Lawson, Dana 21
Leally, Tim 33
LeCavalier, John 19
Lee, Betty Jean 29
Lee, Patty 31
Leeding, Scott 5
Lehan, Charlotte, Mayor of Wilsonville 34
Leler, William 52
Lennar Affordable Housing 42
Leupold & Stevens, Inc. 38
Lewellan, Art 11
Lewis & Clark College 35
Liden, Keith 8
Lloyd Center TMA 4
Loffler, Gene 8
LOTI 11
Lowe, Kathy, State Rep. Dist. 26 14, 40
Lower Albina Council 7
Lusky, John 51

M
Madson, Gary 7
Mankins, Laurell 8
Manning, Steve 6
Mase, F. Michael 48
Massar, Robert J. 35
McNamara, Ed
McNeel, Dave 27
Metro Greenspaces 1
Meyer, Ken 49
Michael Monahan and Associates 44
Miller, Bob
Milwaukie Avenue Steering Committee

Milwaukie, City of

Monahan, Michael 44
Moore, Karen D. 33
Morgan, M. Jean 47
Moyer, Bree 40
Moyer, Thomas P 33
Mt. Hood Community College 39
Mueller, Don 26
Mueller, Ladonne 26
Murray, Pam 36

N
Nagisetty, Ramune 53
Neeley, Doug 14
Nickel, Anne 1
Nicoli, James, Mayor, City of Tigard 30
Nike 37
NNPortland 52
Nob Hill Business Association’s Transportation Committee 44
Nordstrom Distribution Ctr. Columbia Corridor Assoc. Citizens Planning Committee 9
North Clackamas Parks and Recreation District (NCPRD) 3
Northwest District Association

Northwest Film Center
Nussbaum, Fred 44
NWDA 8
Nyled, Thomas 10
O'Neal, Jeff 39
Ocker, Rebecca
Odekirk, Linda 37
ODOT 8
OHSU 39
Old Town Chinatown Neighborhood Association 33
Oregon City Chamber of Commerce
Oregon City Commissioner
Oregon City Community Development Department
Oregon City Fire Department
Oregon City Secure Storage
Oregon City, City of
Oregon Graduate Institute of Science and Technology 39
Oregon Public Broadcasting 39
Ornelas, Louis A. 39
Orton, Kathy T. 32, 49
Orton, Lee 32, 49
Ososke, G. William 40
Overlook Neighborhood Association 31
P

Pacific University School of Occupational Therapy

Pacificorp 34

Pang, Allison 45

Papsdorf, Ron

Parker, James

Parker, Terry 1, 51

Paulo, Melanie 18

Peltz, Curtis 44

Perala, Christine 52

Peterson, Bill 51

Peterson, Bob 31

Peterson, Don 41

Peterson, Lynn 35

Philbrook, Sandra L. 37, 43

Philip Williams & Associates

Pioneer Courthouse Square of Portland, INC. 2

Pizzo, Rene 31

Poersch, Rainer H 38

Portland Bike Advisory Council 8

Portland, City of 43

Portland Community College 42

Porter, Jonathan 30
Potts, Dale 18
Poulton, Clark 25
Prendergast & Associates 45
Prichard, Austin 15
Priola, Faviana 50
Priorities 2000 Cornelius Enhancement Project

R
Randall II Properties, LLC. 44
Randall Jr., Bob 44
Ranieri, Tom 35
Regazzoni, Sarena 48
Reiley, Craig 8
Retzer, Jere 48
Rhoads, Amy 29
Richards, Loriann 32

S
Salsgiver, Mike 45
Sandness, Karen 52
Scardina, Lisa 52
Schrader, Kurt, House Rep. Dist. 23 36
Scott, Courtney 50
Searle, Lisa 32
Seifert, Rick 49
Sellwood Moreland Improvement League (SMILE) 43
Shafer, Don A. 37
Sherwood City Council 43
Sherwood, Ray D. 44
Shoemaker, Cliff 7
Slapikas, Martin G 22
Smith, Chris 8, 45
Spady, Patricia (Sha) 23
Sparks, Diane 24, 26
Stacey, Bob 45
Sten, Erik 13-14
Steps to Success 36
Sullivan, Jim and Gwynn 31
Sunnyside 5
Surface, Michael 35
SW Neighborhoods 6
Swan Island Business Association 4, 29
Swan Island Transportation Committee
Sweetland, Monroe 20

T
Taylor, Martha 20
Thayer Neighborhood Association 43
The Trust For Public Land 44
Tigard City Council

Tilden, Richard H. 38

Timberline Software Corporation 44

TMT Development Co., Inc. 33

Tomei, Carolyn, Mayor, City of Milwaukie 24

Treasure Salvors, LTD.

Tri-Met 45

Tualatin Chamber of Commerce 39

Tualatin, City of

U

Union Pacific Railroad 7

United Grocers 40

Upscale Automotive

V

Vedder, Don 25

Venata, Emily 54

Vernell, Brandon 54

Vinton, Will 45

Volunteer Transportation Inc. 31

W

Waldemar, Martha 4

Walden, Anne-Marie

Walden, Kyle 47
Walker, Barbara 3
Walker, N. Kay 12
Walleri, R. Dan 39
Ward, Randall 34
Washington County, Dept. of Support Services
Watkins, Deborah 19, 34
Watson, Nanette 43
Wells, Elaine M. 31
Westside Economic Alliance 3
Westside Transportation Alliance 2
Whetten, Tim 48
White, John 49
Will Vinton Studios 45
Willamette Valley Development 43
Williams, Karen 44
Williams, Melissa N. 5, 11, 47
Williams, Rick 4
Wilsonville Chamber of Commerce 41
Wilsonville, City of 34, 48
Wilsonville Community Center
Wilsonville Planning Commission 33
Witsil, Ann 10
Wittgow, Bill 10

Wobig, Reg 30

Y

Ying, Helen L. 29

Z

Zumwalt, Ed 22
BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

WHEREAS, An unavoidable interval of 1.5 months is typically encountered when programming an amendment to the MTIP and STIP transit program; and
WHEREAS; Tri-Met can sign contracts using Federal Transit Administration "Pre-Award Authority" so long as a bus purchase project is shown in the MTIP; and

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

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

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

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

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

THEREFORE BE IT RESOLVED:

1. The MTIP is amended to show a $20.06 million bus purchase project.

2. The type of funds supporting the project will be Tri-Met general funds.

3. Tri-Met will not sign bus delivery contracts associated with this MTIP action until after conclusion of the Priorities 2000 process.

4. Should the region allocate the federal funds requested by Tri-Met, the MTIP will be further amended to reflect the precise sum and funding source allocated for the bus purchase project.
5. Staff are authorized to coordinate this amendment and associated administrative
details with ODOT and federal staff.

ADOPTED by the Metro Council this _____day of __________, 1999.

____________________
Rod Monroe, Presiding Officer

Approved as to Form:

____________________
Daniel B. Cooper, General Counsel
STAFF REPORT

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

Date: March 30, 1999 Presented by: Andrew C. Cotugno

PROPOSED ACTION

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

BACKGROUND AND ANALYSIS

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

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

It typically takes no less than one and a half months to program a transit amendment of the MTIP/STIP. If action is not taken at this time to show the bus purchase in the MTIP/STIP (with their general funds), Tri-Met will have to wait until mid-July to sign a contract (after a final MTIP/STIP decision is made). This will cause Tri-Met’s priority standing with its bus manufacturer to slip which will delay delivery of the buses for up to six months. Taking action now to program the project will enable Tri-Met to sign a delivery contract the day that JPACT and the Metro Council approve federal funds for the purchase. Tri-Met will not sign a contract if no regional funds are approved, or will
amend the contract if funds less than $18 million are approved. The bottom line for Tri-Met is that they will not have to wait another month or more after the regional commitment is made to gain federal approval of the MTIP/STIP allocation. They will sign the contract using pre-award authority and will simply request technical amendment of the MTIP/STIP to reflect the newly approved federal funding for the project. Drawdown of funds would not occur until delivery of the vehicles in federal fiscal year 2001. Therefore, this action does not predetermine regional commitment of funds.
Date: March 18, 1999

To: TPAC

From: Andrew C. Cotugno, Transportation Director

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

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

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

Dear Andy,

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

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

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

We are using the same approach for the $4 million of STP funds. If the region approves these funds for Tri-Met, it will be imperative for Tri-Met managers to be able to enter into contracts as early as July 1, 1999, thus freeing up funds for the FY00 service improvements. Tri-Met will abandon this approach and revise the plan to purchase capital projects with STP funds if the region does not receive $4 million of STP funds via the JPACT process.
Please approve this request. This approach is not meant to pressure the region into funding these projects, but it is to help ensure that should the funding be granted, plan production, review, and signatures will not hold up critical capital projects. If you have any questions, please call me at 238-5867 or Shawn Ferguson at 238-5850.

Sincerely,

Claire Potter  
Director Financial Planning

c: Bruce Harder  
   Shawn Ferguson  
   Terry Whistler, Metro  
   Bob Stacey  
   G.B. Arrington  
   Dick Feeney  
   511 Mar 10 Andy Cotugno
February 26, 1999

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

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

Dear Terry:

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

- Expansion Buses (approx. 54) $20.060 million
- Bus Support Equip. & Facilities $ 2.161 million
- Bus Signal & Communication Equip. $ 1.250 million
- Bus Stations/ Stops/ Terminals $ 0.685 million
- Rail Stations/ Stops/ Terminals $ 0.375 million
- Rail Support Equipment & Facilities $ 0.650 million
- Rail Electrification/ Power Dist. $ 0.100 million
Total Requested Amendment $25.281 million

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

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

Sincerely,

Shawn Ferguson
Tri-Met

CC: Michele Thom, ODOT
Nick Hockens, FTA
Ross Island Bridge Rehabilitation Information

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

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

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

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

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

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

Traffic Management
Managing traffic during construction is not going to be easy. All of the other non-freeway bridges serving Portland’s central business district are currently at or near capacity during peak travel hours, so it will be difficult for these bridges to absorb diverted traffic caused by a partial closure of the Ross Island Bridge during construction.
Overweight load restrictions on the Sellwood, Morrison and Hawthorne bridges make the Ross Island the preferred east-west regional connector for hauling freight. The bridge also serves as a continuous route for westbound traffic on U.S. Hwy. 26, and is used by 11,000 Tri-Met commuters daily.

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

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

**Project Scope**

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

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

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

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

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

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

For more information about this project, call ODOT Community Affairs at 731-8281.
March 15, 1999

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

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

Dear Lt. Gregg:

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

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

In return for our support, we would also hope that the OSP works with the metro area in our pursuit of additional transportation-related revenues. ODOT, Tri-Met, and local governments will need substantial increases in revenue over the next few years in order to both maintain our current transportation system and to accommodate anticipated population growth.
We therefore support additional revenue for the state police, but not through an earmark of the state's Highway Trust Fund. We would encourage the Legislature to find general fund or new revenue sources to fund the OSP budget request.

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

Sincerely,

[Signature]

Jon Kvistad,
JFACT Chair
Dave Lobman  
Ep, Washington  

Jim Knight  

Kay Van Sickel  

Mary Helgy  

Royce E. Field  

David Long  

Craig Pridemore  

Sharon Keeler  

Bill Konneker  

Charlie Hale  

Roy Rogers  

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OSP  

Mayor - Vancouver  

Metro Council  

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WetCo  

Clark Public Co.  

City of Portland  

Washington County  

Tri-Met  

Metro  

New Natural Gas  

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Richard L. Feeney

Westside Transportation Alliance
Corvallis City Council
Multnomah County
Central Eastside Industrial Council
ODOT
ODOT
ODOT
Washington County
TriMet
Metro Council P.O.
MultCo County District 1
Central Eastside Industrial Council
Rep. Blumer
City of Wilsonville

Oregonian
C-TRAN
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Multnomah County, Dist. 2

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Clark County
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East-West Comm.
City of Portland Staff
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