Joint Policy Advisory Committee on Transportation

7-12-2001

Meeting Notes 2001-07-12 [Part B]

Joint Policy Advisory Committee on Transportation

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Priorities 2002

Metropolitan Transportation Improvement Program
2002-2005

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

The report is divided into the following sections:

1. **Summary of Comments** – This section provides a general summary of all comments, written and oral, received during the public comment period, June 12 – July 11, 2001.

2. **Oral Comments** – This section contains a brief synopsis of oral comments received at a public comment meeting on June 18 at Metro. All comments have been summarized to best reflect each person’s sentiments. Attachments to the oral comments are included at the end of this section.

3. **Written Comments** – This section includes written comments received during the public comment period from June 12 to July 11, 2001. Each written response has been summarized, similar to the oral comments, and all letters/cards are included in this report.

4. **Post Cards** – More than 100 pre-printed post cards were received regarding support of funding of the Springwater Trail. Since the post cards all supported funding for the same project, this section lists the names and addresses only.

5. **Appendix** – This section includes sample copies of public notices, advertisements, press releases and other associated materials.

Please note that the comments received after this document was prepared will be compiled as a separate supplement to the Public Comment Report.
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Section One

Summary of Comments
Priorities 2002
Summary of Public Comments
June 12, 2001

Introduction

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

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

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

1. Of the transportation projects under consideration for funding, which do you think are most important?

2. Do you think that regional funds should begin to fund freeway improvements (work formerly paid for by the Oregon Department of Transportation)?

3. Does the recommended technical ranking seem reasonable? If not, why not?

4. Are there other project considerations that would interest decision makers?

5. Do you have recommendations for the modal mix (freeways, roads, buses, bike lanes, sidewalks, etc.) of projects that should be included in the final package?

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

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

Many comments were received in favor of a balance of transportation investments, especially those that will reduce the number of cars on the road. Many of these comments requested that public transit be the top consideration, followed by bicycle and pedestrian paths.

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

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

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

Summary of Comments

Summary of all comments received
A total of 460 comments, oral and written, were received on specific MTIP projects in the project ranking public process.

The most support was shown for the bike projects (49 percent), road modernization (18 percent), boulevards (7.4 percent), and transit projects (6.7 percent). This represents a balance of project modes around the region, with bicycle trails (especially the Springwater Corridor) being the focus of this comment period.

Fewer comments were received on pedestrian projects (5 percent), freight projects (4 percent), TDM projects (3 percent), TOD projects (2 percent), planning projects (1.5 percent) and road reconstruction (.04 percent).

Project Comments by Mode

Bike projects
A total of 227 comments were received on all the bicycle projects, with the most received on the East Bank Trail/Springwater Trail.

East Bank Trail/Springwater Trail
A majority of bike comments (150) were in favor of the East Bank Trail/Springwater Trail Connector project. Of these comments, 112 were pre-printed post cards with...
personalized notes. It was a unified response, urging the linking of trails for bicyclists and pedestrians. Many people noted the potential to increase bicycle commuting and reduce the number of cars on the road by creating a trail to downtown Portland. The project is seen as a critical link to other regional trails, to OMSI and to the Eastbank Esplanade.

**Morrison Bridge Bicycle/Pedestrian Facility**
Many comments (38) were in favor of the multi-use pathway across the Morrison Bridge. It is considered a vital link to downtown Portland for bicyclists and pedestrians traveling to work and school, as well as for recreation.

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

**Fanno Creek Trail, Phase 2**
Fourteen comments on the Fanno Creek Trail emphasized this trail as a critical link in the only bike path system in Washington County.

**Washington Street Boulevard Project PE: 12th/16th**
This project received four comments in favor of mixed-use bike, transit and pedestrian amenities as improving livability in Oregon City.

**Pedestrian Projects**
Twenty-seven comments were received on four pedestrian projects in the MTIP ranking process.

**The Jennings Avenue: 99E/Portland Ave. Ped Access Project**
This project received the most comments and support (11) of all pedestrian projects.

**Regional Pedestrian Access to Transit Program**
Eight comments stressed the need for more access to bus lines through more sidewalks and pedestrian amenities around the region.

**257th Avenue Pedestrian Improvements**
Five comments were received on the need for improvements for pedestrians along this transit corridor.

**Molalla Ave. Boulevard Project**
Three comments stressed the need for boulevard status for Molalla Avenue.

The other pedestrian projects received no comments.
Boulevard Projects

A total of 34 comments were received on the proposed boulevard projects.

Stark Street Boulevard Project
The construction of this extension of the Stark Street Boulevard project was requested by 10 comments (30%), especially in concert with other Gresham area transit, trail and railroad over crossing projects to help address safety problems and help Gresham achieve its transportation goals.

Division Street Boulevard, Phase 2, Main/Cleveland
This extension was supported by 6 comments, to link the Gresham Civic Neighborhood district to downtown Gresham.

102nd Avenue Boulevard Project: Hancock/Main
Five comments were in favor of this project to support the Gateway Regional Center district.

Other projects received fewer comments.

Road Modernization Projects

A total of 84 comments were received on road modernization, stressing safety and traffic congestion problems.

Sunrise Corridor Phase 1 PE: 205/Rock Creek Junction
Twenty comments were received supporting the Sunrise Corridor improvement in Clackamas County and Happy Valley. One person said it was critical to enlarge Happy Valley. Most of comments came in with a group of other road improvements in Clackamas County.

Sunnyside Road PE—122nd/132nd
Widening of this project was supported by 16 comments, also presented in a group of road improvements for the benefit of Clackamas County residents.

Harmony/Linwood Railroad/ Intersection
Twelve comments supported intersection improvements, including future HCT route through Milwaukie. This also came with a group of requested improvements in Clackamas County.

SE Foster Road at SE 162nd Ave.
Ten comments supported this project, with the stress on the need for safety. It is said to be an extremely dangerous intersection for cars, bikes and pedestrians to cross.
Eight comments supported the Gresham/Multnomah County ITS Program for adaptive signal timing in the 181st and Burnside corridors.

**Road Reconstruction Projects**

One comment was received on the Johnson Creek Boulevard project, in favor of multiple travel modes and stormwater treatment facilities.

One comment was received on the Naito Parkway Project, noting a multi-year struggle for a funding package.

**Freight Projects**

Twenty-one comments were provided on freight projects.

**223rd Avenue Railroad Overcrossing**

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

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

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

**Columbia/Killingsworth East End Connector**

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

**Transit Projects**

Thirty-one comments were received on all of the proposed transit projects, indicating an interest in improving various transit projects around the region.

**South Corridor Draft EIS**

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

**Gresham TCL Service Increases**

Nine comments supported more efficient bus service in Gresham, citing the need for more access into downtown Gresham and surrounding development.
Three comments each were in favor of the Gresham TCL Service Increases and the Beaverton/Tigard TCL Service Increases. All letters urged more transit service for these congested corridors.

**Transportation Demand Management Projects**

Sixteen comments were received on most of the proposed TDM projects in the region, citing the need to reduce single-driver auto commuting.

**TMA Assistance – TDM Program**

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

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

**Transit Oriented Development Projects**

Ten comments were received in support of TOD projects in the MTIP ranking process.

**Transit-Oriented Development Implementation Program**

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

**Planning Projects**

Seven comments were received on two proposed planning projects in the region.

**Willamette Shoreline Rail and Trail Study**

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

**Regional Freight Program**

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

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

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

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

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

The MTIP panel opened the public meeting.

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

Larry Blaufus, Opportunity Gateway PAC member, said he worked at Pacific Power and was a member of the Gateway PAC and the Gateway Business Association. He reviewed the letter of testimony distributed, especially referring to paragraph no. 3. He said the infusion of dollars into the projects mentioned in their letter for mixed-use development on 102nd and 99th is crucial to
the success of those projects. He noted Gateway is a designated urban renewal area pending approval from the City of Portland.

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

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

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

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

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

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

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

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

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

**Tim Knapp**, City of Wilsonville, 30000 Town Center Loop E, Wilsonville, 97070, discussed the two projects submitted by Wilsonville for Metro’s consideration – CTR1 – Smart Transit Center Park & Ride and CM5 – Boeckman Road Extension (Dammasch Urban Village): 95th Ave./Graham’s Ferry Road. He said Wilsonville thinks that the Boeckman Road Extension is
under appreciated in Metro’s ranking and said the project is absolutely essential for Dammasch Village. He said Metro’s analysis focused on 2020; a little short of Dammasch Village’s planned timeframe. He said Wilsonville had been told to put connectivity in that location and that the transit center would fill corollary needs. He said as far as providing a tie-in, it would provide connections to Portland and Salem and the heavy job creation they have with employers at this site. He said Wilsonville has more jobs than houses. He said it has virtually no road network, is an old farm town and split by railway. He said they need to have more connectivity or there will be more problems down the line. He urged Metro to fully fund and plan the Boeckman Road Extension and the first park and ride extension Wilsonville has ever had. He said Wilsonville’s current transit situation does not encourage alternative modes of transportation.

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

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

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

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

**Rebecca Anderson**, Multnomah County Bike & Pedestrian Committee, 8508 NE Schuyler, Portland, 97220, urged Metro to fully fund the Morrison Bridge multi-use path project especially during this funding cycle. She said this project has received a huge amount of support and said all of the proposed bike/ped projects are intrinsic to the success of a multi-modal project. She said this type of project had been done successfully in Denver. She also asked Metro to think about bike access on I-205 because bike access there is horrible, scary and almost useless.
Councilor Monroe agreed with Ms. Anderson that the I-205 bike path was bad. He asked Ms. Anderson what she thought of connecting the Springwater Corridor to OMSI (Oregon Museum of Science & Industry). Ms. Anderson said it would be wonderful if Metro could make a bike path circle up the Banfield to 205. She said that would be even better than what Denver currently has.

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

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

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

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

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

| Total Clackamas County Request | $7,725,000 |

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

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

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

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

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

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

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

Martha Waldemar, Sunnyside United Neighbors, PO Box 306, Clackamas, 97015, submitted and read written testimony for the record. She said Sunnyside United Neighbors CPO endorsed the two projects that directly affect their area: Sunnyside Road – 122nd to 132nd Avenues (final design) and Sunrise Corridor Unit 1 (30% preliminary design and engineering phase). She said they believe those projects were ranked lower than they should have been – especially in terms of congestion, safety and the growing volume of vehicles using the roads. She said there is an immediate need for Sunnyside Road to be extended east from 122nd, especially when seven lanes merge into three after Phase I is completed. She said studies show that 60 percent of Clackamas County residents travel outside the County for employment purposes and some of them include all of Sunnyside Road in their route. She discussed the geography and various road constraints of different areas and cited large businesses present in the area such as the Fred Meyer.
Distribution Center, USF Reddaway Trucking and others with a large amount of employees. She said those business used trucks to move their goods and products and some of them use rail. She said it was not unusual to have long back-ups of vehicles along the shoulders of I-205 on the east bound off-ramps. She said the intersection of 82nd Drive and Hwy. 212/224 has long been recognized as one of the most dangerous intersections in the State. She said Sunrise Corridor improvements would alleviate traffic congestion and safety concerns and help keep these large employers in the area.

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

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

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

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

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

Joseph Christman, 5262 NE 29th Ave., Portland, 97217, urban designer and former Americorps employee, advocated full funding for the bike/ped projects as listed including the Morrison Bridge and the Springwater Extension.
Jeme Brelin, 2188 NE 7th Ave., Portland, 97212, citizen, said MTIP funding should not be used for road improvements but should be dedicated to alternative transportation projects and urged full funding of the Morrison Bridge bike path for increased connectivity between the east/west sides of Portland.

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

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

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

Meeting record prepared by Paulette Allen Copperstone, Program Assistant 2
Attachments to the Minutes

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

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

Dear Members of the Council and JPACT:

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

1) The Gateway Regional Center has been the subject of a three-year planning process to refine the Regional Center vision, involving hundreds of hours by citizen volunteers. This hard work resulted in the Opportunity Gateway Concept Plan and Redevelopment Strategy, adopted by the Portland City Council in February 2000.

2) These projects will spur private development in the Gateway Regional Center, particularly in and around the Gateway Transit Center, as envisioned in the Concept Plan. Both the redevelopment of the Transit Center and the transformation of 102nd Avenue into a boulevard are high-priority projects identified by the PAC and the greater Gateway community.

3) The acquisition of a one-acre parcel from Tri-Met is the first step toward creating a Transit-Oriented Development node in the heart of the Regional Center. Once the parcel is acquired, PDC will facilitate a transit-oriented commercial/ground floor retail building with underground or structured parking, plus an esplanade from the development to the transit station. Additionally, PDC has an agreement with a private developer to construct a mixed-use project, including 107 dwelling units, just across the street from the one-acre parcel. These two actions are just the first in a long-term strategy to partner with Tri-Met and private interests to replace the surface park and ride lot at Gateway with additional, higher density transit-oriented development.

4) Both the 102nd and the TOD investments will leverage private investment now and in the future. In addition to the mixed-use project mentioned above, the Portland Development Commission and Tri-Met have envisioned the phased, full redevelopment of the park and ride lot into a mixed use, transit oriented development. This redevelopment is also expected to spur changes on adjacent, privately owned property as well. Likewise, the redevelopment of 102nd Avenue into a beautiful, pedestrian and transit-friendly boulevard will stimulate redevelopment on adjacent privately owned property.
5) The Gateway Urban Renewal Area has just been designated by the Portland City Council. The new district can provide funds to support the TOD development around the LRT station and execute the redevelopment of 102nd Avenue. Moreover, the new development in the Four Corners area generated by the one-acre acquisition will capitalizes the early stages of the urban renewal district by generating tax increment for the continued redevelopment of Gateway.

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

Beth Baltz, Chair
Transportation Subcommittee
Opportunity Gateway Program Advisory Committee

Dick Cooley, Chair
Opportunity Gateway Program Advisory Committee
June 5, 2001

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

Dear Mr. Bragdon,

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

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

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

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

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

Total Clackamas County Request $7,725,000

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

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

Sincerely,

John Wyatt, President
Barry Broomham, Vice President
Board of Directors
Economic Development and Government Affairs Council

Cc Clackamas County Board of Supervisors
Clackamas County Department of Transportation and Development
Oregon Department of Transportation
Regional Business Alliance for Transportation
Monday, June 18, 2001

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

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

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

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

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

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

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

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

Randy Cartmill
Vice-president and general manager
Columbia Grain - Terminal 5
15660 N. Lombard Street
Portland, OR 97203
The Sunnyside United Neighbors CPO endorse the two projects that directly affect their area: Sunnyside Road - 122nd to 132nd Avenues (final design) and Sunrise Corridor Unit 1 (30% preliminary design and engineering phase). We further believe that these projects have been ranked lower than they should have been -- especially in terms of congestion, safety, and the growing volume of vehicles using the roads.

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

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

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

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

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

* FRED MEYER Distribution Center buildings have a total of 1,600,000 square feet and employ approximately 1,250 people at that site. All products used and sold in the stores are delivered to this warehouse operation and are then delivered by truck to each of the 408 stores located in the Western states.

* USF REDDAWAY TRUCKING has 500-600 employees at their site with approximately 250 trucks using the facility. Approximately 100-130 trucks with single or double trailers make deliveries in the local (Metro) area, and 120-140 are used for the road schedule, with 60 percent of the latter pulling triple trailers.

* SAFEWAY STORES has a Division Office, Distribution Center, and Warehouse operation that serve 114 stores throughout Oregon and southwest Washington.

* OREGON NATIONAL GUARD is based at Camp Withycombe and is very near the proposed route of the Sunrise Corridor.

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

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

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

Sincerely,

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

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

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

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

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

Sincerely,

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

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

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

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

We faced a number of challenges –

- We wanted to put in 4-story apartment buildings above a level of parking, but the rents in that part of town weren’t high enough to support the costs of that type of construction.

- We wanted to put retail on Sandy, but didn’t think there would be enough demand. Even if we could rent it, rents didn’t seem to be high enough to offset the cost of the commercial construction.

- We wanted a streetscape that would be walkable and inviting, but the sidewalks were narrow and the street was 60’ wide – good for industrial uses, but not conducive to residential. The cost of adding curb extensions to make the street feel narrower, enlarging the parking strip, and replacing sidewalks and curbs was beyond our budget.

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

- We added 274 units of housing within walking distance of the Lloyd District, just a few blocks from the 3 bus lines that operate on that section of Sandy Boulevard, and 9 blocks from the light rail station. We built at over 150 units/acre and have parking ratios of less than 0.5 to 1.0 for the apartment buildings.

- We added a new retail space on Sandy. We used high quality exterior finishes. We put up awnings and widened the sidewalk to create an outdoor eating area.

- We added curb extensions on both sides of 16th from Sandy up as far as Glisan. These allow for head-in parking that narrows the street, slows traffic, and makes it easier to cross at intersections.
We have done our best on this project to show that density can be designed well and can be an asset to a neighborhood. But there are limits to what we can do alone. We invested as much equity as possible while still maintaining even a modest return. We couldn’t have done as much as we did without Metro’s investment.

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

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

In my experience, this is a well-conceived and well-managed program. I hope you will continue to support this worthy and innovative initiative.
Transportation Projects That Matter
To East Multnomah County

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

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

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

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

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

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

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

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

**257th Avenue Pedestrian Improvements for $1.3 million:** Wide sidewalks, pedestrian-scale lighting, raised, landscaped medians, and crosswalks with pedestrian refuges will all be designed and constructed along 257th Avenue from the Historic Columbia River Highway to Stark Street and will significantly improve the safety of Reynolds High School students.
Panel members receiving citizen comments: Susan McLain, Metro Councilor (Acting Chair)
Rex Burkholder, Metro Councilor
Andy Cotugno, Metro Planning Director
Larry Haverkamp, Lake Oswego Councilor
Karl Kohde, Lake Oswego Councilor

Speakers:

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

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

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

**In response to a question, Mr. Bernard and Mr. Newton prioritized the projects as (1) McLoughlin Boulevard; (2) Springwater Trail; and (3) Johnson Creek Boulevard.**
Rose Rummel-Eury, 5010-D Foothills Rd., TAB for City of Lake Oswego  
Supports the Boones Ferry Road Improvement Project. Lake Grove is considered a village center per the 2040 plan. She wants to see vehicular traffic slowed, accessibility improved to local businesses; cut-through traffic discouraged in the adjacent neighborhoods, and multi-modal opportunities enhanced. She also supports the Willamette Shoreline Rail/Trail study, for bike improvements adjacent to the Willamette Shoreline Rail. She thinks that whole corridor between Lake Oswego and the Sellwood is in trouble and would like to see this project re-categorized.

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

Jamie Porter, City of Wilsonville employee, 780 NE 14th Avenue, Canby  
Supports three City of Wilsonville projects: TDM road modernization—the Boeckman Road Extension and the Transit Improvement Project. Both support Regional 2040 goals. Metro Council recently has been involved in the purchase of a DSL tract on the southern end of the Wilsonville/Beaverton Commuter Rail. The Boeckman Road project includes a park-and-ride that will serve both buses and the commuter rail line that are links to jobs in the vicinity.

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

5. 223rd Avenue Railroad Overcrossing, which has received MTP funds in the past, is seeking $150,000 for right-of-way.

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

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

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

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

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

Karen Stone, representing Clackamas County Development Commission (see letter)

Supports five Clackamas County Transportation Projects that are critical to the economic development of the county, in priority order:

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

Jeff Myhre, Myhre Group Architects, 105 SE Taylor

Supports continued MRIP funding of the Transit Oriented Development (TOD) program. His firm specializes in the design of high-density transit-oriented housing, resort and hospitality-type projects; the firm has designed housing all around Portland, specifically on the streetcar lines in the Pearl District and Portland's west side. Currently, they are in the process of designing (with Peak Development) Civic Neighborhood, an $11 million, 130,000 square foot mixed-use project directly adjacent to light rail in the new Gresham station. Without the involvement of the TOD program, this project would not be possible. In high rent and high sales areas, such as downtown Portland, no
public partner is necessary because of the demand for high-density units. In Gresham, the success of projects such as Central Point and the new Civic Neighborhood, which are built in developing transit-oriented markets, public assistance critical. The transit-oriented design program is highly innovative and obtaining very successful results.

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

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

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

Len Edwards, Councilor, City of Fairview
Supports the 223rd Avenue Railroad Overcrossing. Agrees with the previous statements about the need for industrial development to augment employment and the tax base; the area is getting big-box stores, but there is a need to develop a big employer such as a factory. He doesn't understand how the project's ranking can fluctuate so much from one year to the next.
** Mr. Vonderharr added that the area rates highly as a potential bike path site but a path could not be built because of the overpass. Also, there are no fire stations north of the freeway. Safety is still a big issue.

** Councilor McLain briefly explained how ranking numbers change from year to year. Mr. Vonderharr said, on one side of the coin, we're chasing industrial development trying to keep up with it with transportation dollars, and on the other side, we're ignoring it where there is no industrial development by allowing restrictions in the roads and system to prevent it. In response to questions from the panelists, he described 223rd Avenue as a county road that goes from Marine Drive through Fairview to Gresham. Fairview does not have a city system development charge.

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

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

Ben Salzberg, 3445 SE Cora.
Supports the Morrison Bridge Bicycle/Pedestrian Facility. Without a bike lane, this bridge is very dangerous for cyclists but it provides excellent access between the east side and downtown Portland. He believes the limited regional funds should go toward multi-modal projects and not toward highway projects.

Phil Goff, 1955 NW Hoyt, #24.
Supports projects that advance multi-modal use of the Morrison Bridge. He is concerned that many of the big projects will be funded by MTIP funds; any project that increases auto traffic should not be funded by MTIP funds. Any non-freeway bridge should be available for multi-modal use, i.e., bikes, pedestrian and wheelchair. The Morrison provides really good access between the east side and the heart of downtown for bike users and pedestrians. For those coming from southeast neighborhoods, having to use the Hawthorne Bridge adds significant extra minutes of travel time. The Morrison Bridge supports good connectivity to other bikeways in the region including the Springwater Trail project, which Mr. Goff also supports. Previously, $200,000 was awarded to the
awarded to the Morrison Bridge Project for design and engineering that will start this fall. There is a lot of excitement about it in the biking community. It is important to maintain a seamless connection between design, engineering and construction.

Michael Wolfe, 2387 NW Northrup, #5.
Supports the Springwater link. Although it is designated as a bike project, it will have a positive effect on pedestrians and their ability to enjoy walking. While the project that is currently underway to provide a link between OMSI and Sellwood is wonderful, it does not have many access points. The link between the Sellwood Bridge and the Springwater Corridor would go a long way toward providing access to large portion of population in Sellwood and southeast Portland and could give intra multi-modal access among many communities. It comes back to the number of access points that allow folks to pick and choose what kind of trips they want to make. It is expensive but the effect is much greater because it serves as a connector between other larger pieces of west side greenway (such as Waterfront Park) and the east side Esplanade, and it ties those to a larger network of trails that have been under construction for 15 years.

Gerald Fox, 01607 SW Greenwood Road
A Dunthorpe resident, he supports immediate funding for both a study and improvements in the Willamette Shoreline corridor. (The proposed study would not begin until 2004-5.) This corridor has been in public ownership for 20+ years, and there is a considerable need for a resolution about what the long term use of it is going to be. He believes there is a viable technical solution for developing both a bike facility and a rail line in the corridor. More than half of Highway 43 includes a bike path but it is extremely bike-unfriendly. Even so, quite a few ride it. The need is obvious, he said. Sometimes smaller corridors need smaller scale improvements. It is frustrating for people who live along the line. They are aware of the uncertainty, so there is continuing friction with the community. A number of the property owners who lived along the trolley line when it was acquired have moved, he noted.

Steve Gutmann, 2083 NW Johnson, #35
A daily bike commuter, he supports funding all of the bike projects. They are all worthy with multi-faceted benefits and represent a small portion of the overall budget. While visiting Europe, he was "stunned" at the number of people who travel there to ride bikes. He suggests Oregon could be developed as a bike tourism Mecca in the US. He sees the Springwater Trail as a first and important step and agrees with the ranking of the two top projects, the Springwater Trail and the Morrison Bridge. In 20 years, these projects will differentiate Portland, he said.

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

Steven Klein, 01211 SW Mary Failing Drive
Supports freight projects. The success of the Rivergate area is vital to Portland and the growth of the marine cargo business as well. It is one Portland's last large parcels of industrial land. As northwest Portland and Swan Island have become fully developed, Rivergate has become increasingly more appealing in recent years, due in part to the infrastructure and its accessibility to transportation facilities. The south end of the Rivergate area needs to be improved, and problems
there need to be solved in order to continue growth. The railroad crossing needs to be improved for moving freight and for employees who must pass through the area. Councilor Rohde asked if there are transportation system development charges, and Mr. Klein responded affirmatively.

**Don Vallaster, 711 SW Alder, architect**
Supports the TOD program. His firm recently has completed a number of successful high-density urban renewal projects including an award-winning multi-family development (Center Commons) in NE Portland. The financing was "pretty complex," involving the private sector, the state, Portland Development Commission (PDC), the Federal Housing Administration (FHA), and also Metro. It could not have been done without public monies. In response to a compliment on the project, he commented that they squeezed a lot out of $55 a square foot and that sales had been strong.

**Greg Mcpherson, 7430 SE 27th Avenue**
Supports the Springwater Trail-OMSI connector. This is a heavily used facility that stretches all the way from Gresham to just east of SE McLoughlin Boulevard. The right-of-way is still intact all the way to Estacada (without hard surface) and was originally funded from savings realized from not having to reconstruct a railroad bridge across McLoughlin Boulevard when it was widened in the 1980s. The savings were more than the cost of acquiring the entire right-of-way. A project of regional significance, the cities of Portland, Milwaukie, Happy Valley and Gresham all benefit. Numerous neighborhood associations support this project. There are significant obstacles to surmount. Three bridges, all within three-quarters of a mile, must to be constructed to take this trail across the Union Pacific Mainline, McLoughlin Boulevard and Johnson Creek and on to the east bank Esplanade. These encompass the most difficult part of the project but when completed, it will be the crown jewel of the bike/pedestrian projects in the metropolitan area. The Morrison Bridge project is a wonderful project, he said, but it is more closely duplicated by other projects. For that reason, he likes it he least of the bicycle project proposals.

**Gregg Everhart, 4014 SE Taylor, (a Portland Parks trail planner)**
Speaking as a citizen, she supports bike projects: Springwater, Gresham/Fairview, Fanno Creek and Oregon City. She feels strongly the proportions that are spent on transportation projects should be changed to support options in transportation, and agrees with the previous speaker's opinion on the Morrison Bridge project. While the Willamette Shoreline project deserves support, it falls into a different category (transit). Any cutbacks to the Springwater Trail gap will literally put pedestrians and cyclists on SE Ochoco, one of the streets that fall in the unfortunate division between Portland and Milwaukie. It has pavement down the middle, no sidewalks and seven or eight businesses on the north side, all with driveways and parking in front. There is a safety issue - -you can make-do east of 17th Avenue and north of Tacoma, but cycling from the current end of the trail through East Moreland Racket Club and over the new Johnson Creek bridge is "sort of unfriendly," and beyond that, one must cross the really busy Umatilla and Spokane streets. This construction should not be delayed beyond 2005-6. A future Portland Parks measure might be able to pick up the cost for one bridge, but not the cost for all three. In response to a question, she added that in order to get people out of cars there must be safe alternative facilities for them to use.
Leben Basel, 1812 NW Flanders
Portland is labeled a bike-friendly city, but he has not found it to be very safe from the standpoint of a daily commuter or bike messenger. This is because it takes a long time to integrate bike infrastructure into the transportation system. He favors continued development of the Springwater Trail corridor on the east side. He reflected on the poor condition of trails in the Powell Butte area.

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

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

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

Meeting record prepared by Jan Faraca, recording secretary.
Written comments submitted at June 18 public meeting at Metro:

June 18, 2001
Bob Fisch
2116 SE Sherman St.
Portland, OR 97214
I want to ask you to prioritize bicycle, pedestrian and transit projects over those encouraging more automobile traffic. I am highly supportive of the Morrison Bridge bikeway and the Springwater Corridor extension projects. I also encourage you to fund Tri-Met's Pedestrian Access to Transit Program.

June 18, 2001
Art Lewellan
3205 SE 8th Avenue, #9
Portland, OR 97202
I am very happy with all the new light rail programs. They are all much better than the South/North line. Any new or widened road and highway proposals much do more than just accommodate more traffic. Walking, bicycling and taking transit are harmed by every expected increase in traffic. Let the era of uncontrolled motorized travel die.

June 18, 2001
David Guettler
706 SE Martin Luther King Jr., Blvd.
Portland, OR 97214
As a business owner at the east side of the Morrison Bridge, I think a stronger connection linking the east side to the west side would improve business between both sides. A bicycle lane on the south side of the bridge would be an important and much used connector. It would also be a connector to the Eastside Esplanade, which would increase its use.

June 18, 2001
Gerald Fox
01657 SW Greenwood Road
Portland, OR 97219
We need to extend the Springwater Trail from Boring to Barton Park on the Clackamas River. The right-of-way is there, but a bridge is needed over Deep Creek. A suspension bridge like that at Eagle Creek (Bonneville) would be attractive.

June 18, 2001
Greg Macpherson
7430 SE 27th Ave
Portland, OR 97202
Bike projects should be funded in a larger proportion than auto projects because we need to lead the public to change their transportation choices. The E. Bank Trail/Springwater Trail Connector should be the top choice. It is a critical link that will reinforce the value of the Eastbank Esplanade and the existing Springwater Corridor.
June 18, 2001
Jeff Cropp
3716 SE Grant Ct.
Portland, OR 97214
As a bicyclist, I would like to support funding for bike improvement projects, especially the Morrison Bridge Multi-Use Path. It is a vital link to downtown Portland, is the only project with a full 100 points and it would benefit from the continuity of its recent design phase with the implementation phase. Transit improvement projects would also be beneficial, namely the Gresham TCL Service Increase and the McLouglin/Barber Transit Service Continuation.

June 18, 2001
Patrick Bardel
6450 SW Richey Lane
Portland, OR 97223
Supports East Bank Trail/Springwater Trail Connector as an important link of the Portland downtown area to the far Southeast. The long-term benefit will be great. Paths that move bicycles off the road and allow them to proceed at their own pace are very valuable and cheap to maintain. Also supports the Morrison Bridge Bicycle/Pedestrian Facility. All modes of transportation should have easy access to this bridge. Both fast traffic and poor biking surfaces make this route currently inaccessible by bike.

Comment cards submitted by mail after the meeting date:

June 9, 2001
Mark Lakeman
8512 SE 8th Avenue
Portland, OR 97202
The Morrison Street Bridge project will be an excellent synthesis of many concerns and forms of transport at once. All of it is about a better sense of place and identity for our city and the region. Bravo!

June 9, 2001
Jennifer Rawling
8512 SE 8th Avenue
Portland, OR 97202
Please provide additional funding for completion of the Morrison Bridge pedestrian and bike project. What a great idea! Joining the city together, west to east, will be such a boon for our city and a very important statement of civic vision and initiative.
July 6, 2001
Pedro J. Ferbel
8512 SE 8th Avenue
Portland, OR 97202
Please complete the bicycle trail from OMSI to Sellwood as soon as possible. What's the hold-up for this incredibly beneficial project? Also, fund the bridge over 99E to complete access to the Springwater Corridor Trail.

July 6, 2001
Jordan Fink
1214 SE 15th Avenue
Portland, OR 97214
I am a cyclist and pedestrian in Portland. I would like to see the Morrison Bridge become more usable for people who are walking or biking across the river. Please consider this project for funding; it will really help our livability.

July 9, 2001
Kristin Belz
1221 SE 35th Avenue
Portland, OR
Supports funding the Morrison Bridge project to improve bicycle and pedestrian access to and crossing on the bridge. Construction funds should be allocated as soon as possible to improve this bridge. I am also in favor of using flexible federal funds for pedestrian and bike transportation rather than auto-oriented projects.

July 10, 2001
Jim Edelson
415 NE Mirimar
Portland, OR 97232
I believe the transit and TDM projects are most deserving of funding. Only by providing a portfolio of transportation options, will this region avoid the failures of the vast majority of systems in the US. Please advance, in particular, the South Corridor Draft EIS and the Regional Transportation Demand Management Program.
MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME BOB FISCH
ADDRESS 2116 SE SHERMAN ST
CITY/STATE/ZIP PORTLAND OR 97214

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

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

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

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

MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME ART LEWELLAN
ADDRESS 3205 NE 84TH AVE
CITY/STATE/ZIP PLEO OR 97212

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

I am very happy with all the new light rail proposals. They are all much better than the South/North. I would build every one. Don’t forget the need for land-use planning. The 2040 Regional Plan’s creation of regional centers is right on the money. The key word with infill development is “mixed use.” Any new or existing road/highway proposals must do more than just accommodate more traffic. Walking, bicycling, and taking transit are harmed by every expected increase in traffic. Let the era of uncontrolled motorized travel die.
MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME: David Guettler
ADDRESS: 706 SE Martin Luther King blvd
CITY/STATE/ZIP: Portland OR 97214 PHONE: 503 233-5973
e-mail address: R.C. Bicycles @ Aol.com

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

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

MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME: Cenda Fox
ADDRESS: 07687 SW Greenwood Rd
CITY/STATE/ZIP: Portland 97219 PHONE:
e-mail address:

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

Need to extend the Springwater Trail from Bohm to Barton park on the Clackamas River. The row is there, but a bridge is needed over Deep Creek. A suspension bridge like that at Eagle Creek (Brayneville) would be attractive.
**MTIP Public Comments**

Open House at Metro on Monday, June 18, 2001

**NAME**
Greg MacPherson

**ADDRESS**
7470 SE 27th Ave

**CITY/STATE/ZIP**
Portland, OR 97202
**PHONE**
503-294-9205

**e-mail address**
george.macpherson@steel.com

**COMENTS (please print in ink)**

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

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

Among the projects, the Gil Bivin (24th Ave) Connection should be the top choice. It is a critical link that will reinforce the idea of the East Bank Greenway and the existing Gateway Corridor.

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**MTIP Public Comments**

Open House at Metro on Monday, June 18, 2001

**NAME**
Jeff Cropp

**ADDRESS**
3716 SE Grant CT

**CITY/STATE/ZIP**
Portland OR 97214
**PHONE**
503-235-3099

**e-mail address**
jcropp99@hotmail.com

**COMENTS (please print in ink)**

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

As a bicyclist, I would like to encourage you to support funding for bike improvement projects, particularly the Morrison Bridge Multi-Use Path. It is a vital link to downtown Portland, is the only project with a full 100 points allocated to it, and would benefit from the continuity of its recent design phase with the implementation phase.

Transit improvement projects would also be beneficial, particularly the Gresham TCL service increase and the McLoughlin/Kearny transit service continuation.
MTIP Public Comments

Open House at Metro on Monday, June 18, 2001

NAME  Patrick Bardel
ADDRESS  6450 SW Richly Ln  Portland
CITY/STATE/ZIP  Portland OR 97219  PHONE  2326590
e-mail address  bardelp @teleport.com

COMMENTS (please print in ink)

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

CB1/Metro is an important link of the Portland Downtown to the far SE. The price tag for it is high but after the 3 bridges are built the long-term benefit will be great. Paths that move bicycles off the road and allow them to proceed at their own pace are very valuable and cheap to maintain.

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

Metro Planning Department
Regional Transportation
Planning Section

In general, I would like to see the transit corridors improved for bikes. 
#9 McLoughlin #43, Hwy 224, and Macadm

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

July 11, 2001  MTIP Priorities 2002 Project Ranking Public Comments  Page 45
MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME  Mark Lateman
ADDRESS  8912 SE 80th
CITY/STATE/ZIP  Portland, OR 97202  PHONE  503-230-1293
e-mail address  Moorhead & City Repair, OR

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

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

Sawo!

MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

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

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

Please provide additional funding for completion of the Morrison Bridge Redevelopment & Bike project. What a great idea! The temporary closing has already established that the idea is valuable and well worth it, don't you agree? Joining the city together, west to east, will be such a boon for our city, a very important statement of civic vision and initiative.
MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME: Pedro J. Ferrer
ADDRESS: 852 SE 87th Av.
CITY/STATE/ZIP: Portland, OR 97202
PHONE: (503) 230-0458
e-mail address: pferron@yahoo.com

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

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

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

THANK YOU

MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

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

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

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

Please consider this project for funding; it will really help our livability.
MTIP Public Comments
Open House at Metro on Monday, June 18, 2001

NAME: KRISTIN BELZ
ADDRESS: 1211 SE 35th Ave.
CITY/STATE/ZIP: Portland, OR
PHONE: 503-731-8714
e-mail address: kristinbelz@hotmail.com

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

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

I am also in favor of using flexible federal transportation funds for pedestrian and bike transportation rather than auto-oriented projects.
I BELIEVE THE "TRANSIT PROJECTS" AND THE "TOM" PROJECTS ARE MOST DESERVING OF THIS FUND ALLOCATION. ONLY BY PROVIDING A PORTFOLIO OF TRANSPORTATION OPTIONS WILL THIS REGION AVOID THE FAILURES OF THE VAST MAJORITY OF SYSTEMS IN THE U.S. PLEASE ADVANCE, IN PARTICULAR, RPLNG. 5 AND 7 TOM 2.
Oral comments from the Transportation Hotline phone line:

June 14, 2001
Mike Hryekewicz
Portland resident
(503) 703-5601
It is important to get support for the Springwater Corridor and the Morrison Bridge projects for bicycling. Both are in need of help to encourage bicycling. The corridor could be extended to Boring and beyond.

June 21, 2001
Rita Ribenick
(direct call to Metro)
The Gresham/Fairview Trail project is my concern. The bike path route has not been decided. There was a new preferred route at the parks committee meeting. Almost $1 million is requested but nothing has been decided at all. Was there citizen input or a survey?

June 27, 2001
Francis C. Gardner
2611 SW Laura Court
Troutdale, OR
There are only two ways to get to 257th which is a very busy street, now. The traffic signal at 26th street is needed. This is a dangerous and difficult area to cross. We need a signal light before there is a horrible traffic accident.

June 27, 2001
Terry Archoletta
1209 SW 26th Street
Troutdale, OR
The pedestrian improvements on 257th Avenue in Troutdale, including a traffic signal at 26th, is desperately needed. From my house, I can see the corner of 257th and 26th. Every school day, elementary children get out of school at 3:15 pm and herds of them run across the street. A signal here is the most important thing; it is expensive but needed for safety.
Section Three

Written Comments
Summary of MTIP 2002-2005 written comments

Written comment letters received in the mail or by fax:

April 12, 2001
Rob Drake, Mayor
City of Beaverton
Supports funding for the Phase II Fanno Creek Multi-Use Path, a critical missing link in the regional bike path system in Washington County and Beaverton. It is recognized in the City of Beaverton’s Comprehensive plan, Metro’s 2040 Plan, THPRD’s Trails Master Plan and the Trails and Greenways Regional Trail Plan.

May 24, 2001
Michael Wolfe
2387 NW Northrup #5
Portland, OR 97210
Supports full funding for the Springwater Trail. The link between the existing Springwater Corridor and the under-construction OMSI-Springwater trail is a crucial one. It would provide off-street alternative to some congested streets in the Sellwood area for bicyclists, joggers and others. The addition of a second trail to connect the two existing stretches of the Springwater Trail would reduce car use for several reasons. It is also likely that many potential bicycle commuters could be convinced to ride to work on a trail that stretches from Boring to the foot of the Hawthorne Bridge and into downtown Portland. The Sellwood link of the Springwater Trail would add tremendous value to the region’s network of multi-use paths. With the trail complete, the paths would connect both sides of the Willamette River. Many destinations would become available from the heart of urban Portland without having to use city streets, where bike paths often disappear. With congestion and rising energy costs, bike paths buy us more space for less money than more roads.

June 5, 2001
John Wyatt, President, Board of Directors
Barry Broomham, Vice President
Economic Development and Governmental Affairs Council
North Clackamas County Chamber of Commerce
7740 SE Harmony Road
Milwaukie, OR 97222
The chamber endorses the following projects, keeping in mind a variety of needs of our residents, business associates and recreational travelers. These projects will improve transportation options for area businesses and their employees as well as build critical transportation corridors in the county for residents, freight and travelers. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd, Harmony/Linwood Intersection, Clackamas ITS/ATMS program; Jennings Avenue at McLoughlin (99E) Pedestrian Access to Transit and the completion of the South Corridor Transportation Alternatives Study.
June 11, 2001
Ed DeSantis, Chair
Gresham Transportation System Citizen Advisory Committee
Supports MTIP transportation improvements in East Multnomah County. The improvements help their goal of increasing travel choices and promoting a “feet first” approach to personal travel. Specific projects include the Gresham Transit Choices for livability Service Increase; the Stark Street Boulevard project; the Division Street Boulevard Phase 2 project, the Gresham/Fairview Trail project; the Phase 3 Gresham/Multnomah County ITS project and the 223rd Railroad Overcrossing widening. Each of the projects addresses important transportation system and/or safety deficiencies and will help Gresham achieve its goals.

June 11, 2001
James S. Osterman
President Outdoor Products Group
Blount International, Inc.
4909 SE International Way
Portland, OR 97222
Endorses the Clackamas County projects submitted for funding. They will improve transportation options for businesses and their employees as well as improve the build some critical transportation corridors for residents and commerce. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd/ Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

June 12, 2001
Robert N. Bothman
Chair, Trails Advisory Committee
Tualatin Hills Park and Recreation District
(No address listed on fax)
Strongly supports funding the Fanno Creek Greenway Trail Phase 2 project to construct the missing link on the only regional trail on the Westside of the region that has two significant sections completed. A public survey by the park district this spring found 42 percent of respondents using the sections of trail in the district. The completed trail will attract more pedestrians and bicyclists.

June 12, 2001
Matt S. Finnigan, Chair
Boones Ferry Road Project Advisory Committee
(No address provided on letter)
Supports funding for the Boones Ferry Road Boulevard Project, Madrona Street to Kruse Way. A broad spectrum of citizens are involved in the planning of this project, charged with expanding the Boones Ferry Road corridor into a multi-modal facility and revitalize existing businesses along the corridor. The project will meet both long and short-term goals for the corridor.
June 12, 2001
Brion E. Barnett, P.E., Associate Engineer
City of Milwaukie
Supports reducing the MITP funding for the Harmony / Railroad Avenue project and increasing the funding request for the McLoughlin Boulevard Scott/Adam project. This will help the master concept for improvements to McLoughlin Boulevard. Rehabilitation of McLoughlin as a boulevard will support mixed-use development in downtown Milwaukie and will still permit McLoughlin to function as a major North/South route.

June 12, 2001
Jared J. McArthur
President and CEO
USF Reddaway
PO Box 1035
Clackamas, OR 97015
Supports projects submitted by Clackamas County, including Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

June 12, 2001
William R. Maris, Chief Financial Officer and Treasurer
Market Transport, Ltd.
110 North Marine Drive
Portland, OR 97217
Strongly urges funding for two essential freight projects that are vital for the sustained economic health of the region: Northeast Lombard Overcrossing and the Columbia/Killingsworth East End Connector. The Columbia/Killingsworth projects shows up repeatedly as an absolute regional transportation fiasco that must be resolved. In addition, requests funding for MTIP freight planning for the region’s future economic health.

June 13, 2001
Joe A. Luchak
CFO/GM
Miles Fiberglass & Composites, Inc.
8855 SE Otty Road
Portland, OR 97266
Endorses the list of projects submitted through a partnership of Clackamas cities, county, Tri-Met, Metro, ODOT, and other agencies. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd, Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.
June 13, 2001
Frederick D. Jubitz, Co-President
Jubitz Corporation
5440 SW Westgate Drive, Suite 150
Portland, OR 97221
Strongly supports two projects currently competing for MTIP funds: North Lombard Overcrossing in the Rivergate Industrial District and the Columbia Boulevard/Killingsworth bottleneck at Northeast 96th. The growth of Jubitz Corporation was greatly assisted by prior commitment of funds to infrastructure development in the area. Our future, and those of other employers in the Columbia Corridor, depends on continued support for projects that will aid the movement of freight in our collective neighborhood.

June 13, 2001
Jan Lee, State Representative
House of Representatives
900 Court St, NE
Salem, OR 97301
Supports the Clackamas County projects submitted for MTIP funding through a partnership of Clackamas County cities, county, Tri-Met, Metro, ODOT and other agencies. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit and funding for the South Corridor Transportation Alternatives Study.

June 13, 2001
David Marks
Clackamas County Business Alliance
PO Box 95
Clackamas, OR 97015
The Clackamas County Business Alliance endorses the five Clackamas County projects submitted. We feel these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors in this county for residents and commerce. The projects supported include: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd, Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E Avenue Pedestrian Access to Transit. In addition, we support funding for the South Corridor Transportation Alternatives Study.

June 13, 2001
David Stokey, Assistant Administrator
Kaiser Sunnyside Medical Center
10180 SE Sunnyside Road
Clackamas, OR 97015
Endorses the projects submitted by Clackamas County to improve transportation options. The projects are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd; Harmony/Linwood Intersection; Clackamas ITS/ATMS program; Jennings Avenue/99E
June 15, 2001
Theresa Kuminski, Chair
Rockwood Action Plan Implementation Committee
I am writing to eagerly support the city of Gresham’s MTIP submissions. We are especially excited to see Start Street Boulevard proposal for additional funding and improved bus service on 181st/182nd included in Tri-Met’s funding request. We would like to see continued improvements in Rockwood such as Start Street Boulevard. This project could potentially be the keystone to bigger and better public and private improvements. Lastly, the Gresham Fairview Trail is also of importance to the Rockwood Neighborhood. We need a safe north/south bicycle connection that will allow everyone to use it, whether for work or play.

June 15, 2001
Doug Farrell, Member
Rockwood Action Plan Implementation Committee
Supports City of Gresham’s MTIP submissions as an investment in the neighborhood. The Stark Street Boulevard is a key project in shaping the direction of Rockwood development, supporting transit-oriented uses and attract needed businesses. Improved transit service is also important in Rockwood. Tri-Met’s proposed service increase on 181st/182nd will provide a direct connection to the many jobs available to the north along Sandy Boulevard and the airport. The Gresham Fairview Trail is a great project for Rockwood, providing access to the Springwater Trail and Marine Drive.

June 15, 2001
Bob Currey-Wilson, Group Vice President
Real Estate and Store Development
Fred Meyer
PO Box 42121
Portland, OR 97202
Supports funding for the Stark Street Boulevard project. Stark Street is the primary arterial used for access to the Rockwood Fred Meyer store. Many of our customers also walk from the neighborhoods to the south, but crossing Stark Street in its current configuration is not safe. Basic improvements are needed to help walkers reach the heart of Rockwood. The aesthetic improvements and traffic control devices will improve the look of Rockwood and improve the operational safety of the street, as well.

June 15, 2001
Gretchen Schuette, Superintendent
Gresham-Barlow School District No. 10Jt
1331 NW Eastman Parkway
Gresham, OR 97030
Supports the Division Street Boulevard project. The project is vital to improve the safety of Gresham High School students. Phase II of the project will extend it to Gresham High
School. The current lack of infrastructure and fast travel speeds create a dangerous environment for students, many of whom cross Division to walk to downtown, the Central Transit Center or other destinations.

June 15, 2001
Mayor Charles J. Becker
City of Gresham
Requests support for funding transportation improvements in East Multnomah County. The projects represent a modest but essential investment in our continuing progress toward implementing the Region 2040 Plan. The projects are: Gresham Transit Choices for Livability Service Increase; Stark Street Boulevard improvements; Division Street Boulevard, Phase 2; Gresham/Fairview Trail; Phase 3 of the Gresham/Multnomah County ITS project and the 223rd Railroad Overcrossing widening. Each of the projects addresses important transportation system and/or safety deficiencies.

June 15, 2001
Patti McCoy, Executive Director
Columbia Corridor Association
PO Box 55651
Portland, OR 97238
Strong support for funding of five important transportation projects in the Columbia Corridor for freight mobility and congestion reduction in, and improved connections to, our fast-growing employment centers. The projects are: Northeast Lombard Overcrossing; Columbia/Killingsworth East End Connector; Tri-Met’s 181st/182nd Bus Service Improvements; Gresham’s Phase 3B Intelligent Transportation System and more funding than proposed for freight planning to improve the understanding of the freight dynamics in this region.

June 15, 2001
Kathy Everett, Executive Director
Gresham Downtown Development Association
PO Box 2043
Gresham, OR 97030
Supports City of Gresham’s MTIP submissions, including the Division Boulevard project, the ITS Phase II project, Stark Street Boulevard; Gresham Fairview Trail and the TMA formation in Gresham. Gresham’s downtown is an isolated pocket of great development. The major arteries that frame our downtown make accessing it difficult. The arteries offer no sense of place. They want to change that and create a gateway into Gresham.
June 15, 2001
Terry W. Emmert, President
Emmert International
11811 SE Hwy 212
Clackamas, OR 97015
Supports the following list of Clackamas County projects, representing a broad range of important improvements countywide. As a citizen and owner of several businesses, I believe these projects will improve transportation options for businesses and their employees as well as improve and build some critical transportation corridors for residents and commerce. The project are: Sunrise Corridor Unit 1; Sunnyside Road 122nd to 132nd, Clackamas ITS/ATMS program; Jennings Avenue/99E Pedestrian Access to Transit; and completion of the South Corridor Transportation Alternative Study.

June 18, 2001
Gary Bisbee, Chair
Gresham Parks and Recreation Citizen Advisory Committee
Supports funding for the Gresham Fairview Trail project, which is a critical element of Gresham’s Bicycle and pedestrian system and a key component of the Parks, Recreation and Open Space Master Plan and the Gresham Trails Master Plan. It will provide a real choice for residents and employees within Gresham to opt out of their vehicles for their personal travel and provide improved regional access to the community.

June 18, 2001
Jerry Coddington
Columbia Sportswear Company
7000 N. Leadbetter
Portland, OR 97203
Supports allocating $2 million in MITP funds to the North Lombard overcrossing project in the Rivergate Industrial District. Improved safety at the rail crossing will be a major benefit. Only two roads, North Marine Drive and North Lombard (both with rail crossings at grade level) serve the Rivergate Industrial District. They have had employees late to work because both crossings can be closed for trains at the same time.

June 18, 2001
Carol Nielsen-Hood, Executive Director
Gresham Area Chamber of Commerce
PO Box 1768
Gresham, OR 97030
Supports the City of Gresham’s MITP submissions. All the projects submitted by Gresham for funding are mutual goals of smart and appealing growth. We appreciate the variety of transportation projects the city is working to provide and the efforts to control both transportation supply and demand, such as the ITS and TMA projects. We are also encouraged by Tri-Met’s efforts to increase transit service in East County. We support the city’s two boulevard projects and would like to see it extended to other streets where development supports it. We await the construction of the Gresham Fairview Trail.
June 18, 2001
James Pettinari
Professor of Architecture
University of Oregon Portland Programs
722 SW 2nd Avenue
Portland, OR 97204
Supports pedestrian improvements on the Morrison Bridge. Most of our architecture students live on the eastside, while working and going to school in downtown Portland. They depend on public transit, bicycling and walking to these activities. Pedestrian improvements on non-freeway bridges are tax dollars well spent. It would also help connect people to west side parks and future urban building sites at the bridgehead.

June 18, 2001
Paul Demarco, General Manager
Clackamas Town Center
12000 SE 82nd Avenue
Portland, OR 97266
Supports projects submitted by Clackamas County for MTIP funding, including the Sunnyside Road 122nd to 132nd improvement project, the Harmony/Linwood Intersection; Clackamas ITS/ATMS program; the Jennings Ave/99E Pedestrian Access to Transit and funding for the South Corridor Transportation Alternative Study. All of the projects listed will have a direct impact on the Clackamas Town Center and the transportation issues that affect this area.

June 22, 2001
Greg Brown, Chair
Gresham Bicycle Pedestrian Task Force
Supports funding improvements in East Multnomah County: Stark Street Boulevard improvements are essential for safe pedestrian, bicycle and transit access in the Rockwood Town Center. The Division Street Boulevard Phase 2 project will provide safe and attractive pedestrian, bicycle and transit access between the Gresham Central Transit Center, downtown Gresham, Gresham High School and Gresham Civic Neighborhood. The Gresham Fairview Trail project is a critical element of Gresham’s bicycle and pedestrian system. The 223rd Railroad Overcrossing widening will eliminate serious safety hazards and improved access in the area. The 257th Avenue Pedestrian Improvements will provide safe pedestrian facilities within the transit corridor, improving access to transit and eliminating hazards. The task force believes these projects will help Gresham achieve its transportation goals and implement regional priorities.

June 26, 2001
Jim Griffith, Mayor
City of Tigard
Expresses City of Tigard support for five projects. McLoughlin/Barber Transit Service Continuation will encourage commuters and shoppers to use transit rather than driving on one of the most congested roads with one of the slowest travel times in the region. Beaverton/Tigard TCL Service Increases would expand and maximize the Access-to-
Work program. It provides more service to citizens, allowing the driver to pick up persons with disabilities, elderly and general public. The TMA Assistance program supports investment in public/private partnerships that have successfully increased the number of commuters who use alternative modes of travel. Region 2040 Initiatives program includes important elements of a balanced regional transportation system. The Southwest Greenburg Road Improvements would facilitate local trips between the Washington Square Mall area and residential areas. It would facilitate the development of the Regional Center Plan and enhance safe pedestrian and bicycle travel to and from that area and provide for smoother bus service. Overall, it would help the transition of that area from a typical suburban shopping mall to a true regional center.

June 27, 2001
Mary Lou Ritter, Director
Department of Aging and Veterans Services
Washington County
Hillsboro, OR
Supports allocation of funding to Tri-Met for the Pedestrian Access to Transit Grant Program. As a pedestrian and transit rider, this program makes good use of federal flexible funds. Transit affords many elders and people with disabilities a level of independence and mobility. Without a safe and easy means of accessing transit, their options are drastically limited. It is also a wise investment because it encourages people to walk and leave their cars at home.

June 27, 2001
Dick Jones, Chair
Oak Lodge Community Council
3205 SE Vineyard Road
Oak Grove, OR 97267
The Oak Lodge Community Council, the recognized CPO in the Oak Grove area, voted to express support for the Sunrise Corridor project. We strongly believe this corridor should receive additional points as a freight corridor. The intersection of Hwy. 225 and 82nd Drive has approximately the same level of truck traffic as the I-5 Bridge to Vancouver. This program will give another access route to the Clackamas Industrial Area. Additional credit should be given because the proposed dollars will allow the project to be ready when construction funds might be found. The points given in the ranking on June 13 show no points for either effectiveness or safety. Several intersections rank high on ODOT list of least-safe intersections. The calculations for effectiveness should be reviewed to address the cost of Phase 1 of $80 million instead of the cost for the total corridor of $180 million.
Clackamas County is a "jobs poor" area with about 2/3 leaving for employment. Any effort to improve industrial areas and create family wage jobs will pay big dividends in reduced traffic congestion and vehicle miles driven.
June 28, 2001
John Geffel, Sr. Vice President Marketing
Timberline Software Corporation
15195 NW Greenbrier Parkway
Beaverton, OR 97006
Supports TMAs and the 2040 Initiatives programs. As Westside Transportation Alliance Board Chair, I see how effective public/private partnerships are in addressing our region's transportation system issues. TMAs are able to leverage public and private dollars and participation, and they have successfully increased the number of commuters who use alternative modes of travel. The 2040 Initiatives includes funding for the upcoming regional carpool/vanpool internet matching program and public/private shuttle services, both of which are important elements in a balanced regional system.

June 28, 2001
Michael Freudenthal
Business Development Specialist
Pacific Foods of Oregon
19480 SW 97th Avenue
Tualatin, OR 97062
Requests support for the Tri-Met Transportation Demand Management/TMA Assistance program and the City of Tualatin express bus proposal (Transit Choices for Livability). Both programs support transportation alternatives for town centers and industrial centers like Tualatin. The City of Tualatin has requested express bus service from Beaverton to Tualatin. The Tualatin TMA has also requested shuttle bus service along Tualatin Sherwood Road, our most congested road in Tualatin. Both programs will help reduce traffic congestion and improve job access.

June 29, 2001
Elaine Wells, Executive Director
Ride Connection
2145 NW Overton
Portland, OR 97008
Supports Tri-Met's Pedestrian Access to Transit Grant Program because it makes good use of federal flexible funds. Pedestrian access to transit around our region needs to be improved. Without a safe and easy means of accessing transit, our options (regardless of mobility impairment) are drastically limited. It is a wise investment also because it encourages people to walk and leave their cars at home.

June 29, 2001
Victoria A. Brown, TMA Manager
Tualatin Chamber of Commerce
PO Box 701
Tualatin, OR 97062
Supports Tri-Met Transportation Demand Management/TMA Assistance proposal and the City of Tualatin express bus proposal for MTIP funding. The Tualatin Transportation Management Association has promoted alternative transportation options since 1997,
when population, jobs and congestion increased. Both the TDM package and the Transit Choices for Livability support options and alternatives for town centers and industrial centers like Tualatin. We need to reduce traffic congestion and reliance on the automobile, improve job access to cities such as Tualatin, and make room for freight needs on our overburdened roads.

July 2, 2001
Robert Alexander, Manager
Business Development
Portland Development Commission
Writing to express support for increasing job opportunities in the Airport Way Urban Renewal Area. The Gresham Transit Choices for Livability Service Increase is an essential step toward making transit a viable option for industrial development by improving transit service on 181st/182nd from south of Powell Boulevard to Airport Way. It addresses important local transportation needs and will improve employment opportunities and support regional priorities.

July 3, 2001
Charlotte Lehan, Mayor
City of Wilsonville
I was disappointed to learn that in the MTIP technical ranking the Boeckman Road Extension Project, which is vital to the success of the Dammasch Urban Village, came in dead last with zero points. As I understand it, because there is no road existing and the Dammasch Urban Village has not been built, according to the criteria there is no need for the project. Given Metro’s position on the importance of the Dammasch Urban Village to the preservation of the urban growth boundary, I do not understand this logic. The City of Wilsonville recognizes that the transportation funding needs of the region are overwhelming and that there are many worthy projects that will go unfunded. But I am deeply concerned about the message this sends to the potential Dammasch developers as to the seriousness of the region’s commitment to the public/private partnership that we all agree is critical to making the Dammasch Urban Village a reality.

July 3, 2001
James G. Barrett
Barrett Erosion And Sediment Control Services
7610 SE Holgate Blvd.
Portland, OR 97206
(letter forwarded by e-mail)
This is to support funding to make improvements at the intersection of SE Foster Road and 162nd Avenue. There are traffic and associated safety problems caused by the growth of the area. It is also needed to address the fish passage problems caused by the existing box culvert. The project is a very important piece of the Johnson Creek Watershed Council Plan for rehabilitating the watershed. I urge support of the project.
July 5, 2001
Daniela Brod
Johnson Creek Watershed Manager
Bureau of Environmental Services
City of Portland
(letter forwarded by e-mail)
Supports improvements at SE Foster Road at SE 162nd Avenue. It is urgently needed to solve safety issues at the intersection. It is also needed to help fish recovery. The 162nd and Foster project is a perfect example of the city facing the challenge of salmonid recovery in an urban area.

July 6, 2001
Sandra Gerline
17808 Cardinal Pl.
Lake Oswego, OR 97034
I support allocating money to Tri-Met for the Pedestrian Access to Transit program. As a transit user, I have to stand waiting for the bus in the rain along with fellow transit users. We share complaints about lack of bus shelters, fear of crossing busy streets to catch the bus, bus stop areas that are muddy or on uneven ground, and unreasonable bus schedules. It would be a wise investment to encourage people to use transit and leave their cars at home. It would be an investment in the livability and accessibility of our region.

July 8, 2001
Suzanne and Jerry Kalapu
15928 SE Flavel Drive
Portland, OR 97236
A letter of support for improvements at Southeast Foster Road at 162nd Avenue. This project is urgently needed to solve safety issues at the intersection. We enjoy bicycling and are delighted to be near the Springwater Corridor. However, we find it frightening and intimidating to try to ride our bicycles from our home to the trail because we have no safe route. Walking is equally dangerous. We are also concerned about a culvert replacement to remove a fish blockage on Kelley Creek, thus assuring the perpetuation of the fish population.

July 10, 2001
Multnomah County
Board of County Commissioners
(signed by all five commissioners)
The board wanted to inform you of our priorities for MTIP. We believe all projects submitted by Multnomah County are worthy of funding. However, because resource are limited, the top four priorities listed here will implement the region's 2040 land use goals and the RTP: Morrison Bridge Bike/Ped Facility; 223rd Avenue Railroad Overcrossing; Multnomah County/Gresham ITS; and Stark Street Boulevard.
July 9, 2001
Multnomah County
Transportation Division
The Multnomah County Bicycle and Pedestrian Advisory Committee would like to emphasize the importance of funding the construction phase of the Morrison Bridge Multi-use Path for these reasons: the project ranks number 1 in the 2002 bicycle project technical rankings; bicycle access on the bridge has generated strong public support; and the region has demonstrated a past commitment to the project through the partial funding of the PE phase during the 2000 MTIP cycle. Other important projects include the Stark Street Boulevard improvements and the 257th Pedestrian improvements.

July 10, 2001
Robert N. Bothman
7365 SW 87th Avenue
Beaverton, OR 97223
I strongly support funding the following projects for MTIP. The Eastbank Trail/Springwater Trail Connector, the Fanno Creek Greenway Trail Phase 2 and the Gresham Fairview Trail. I urge consideration of funding all three of these regional multi-use transportation corridor projects.

July 10, 2001
Robert N. Bothman, Chair
THPRD Trails Advisory Committee
Tualatin Hills Park and Recreation District Trails Advisory Committee strongly supports funding the Fanno Creek Greenway Trail Phase 2 project. When completed this section of the 15-mile Fanno Creek Greenway Trail will traverse Washington County, THPRD, Beaverton and Tigard, four local jurisdictions. This longer section will attract additional users and support pedestrian and bicyclists on the west side.
April 12, 2001

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

Dear David:

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

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

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

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

Sincerely,

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

Dear Councilor Monroe,

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

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

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

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

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

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

Sincerely,

Michael Wolfe
Bicyclist
June 5, 2001

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

Dear Mr. Bragdon,

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

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

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

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

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

Total Clackamas County Request $7,725,000

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

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

Sincerely,

John Wyatt, President
Board of Directors

Barry Broome, Vice President
Economic Development and Government Affairs Council

Cc Clackamas County Board of Supervisors
Clackamas County Department of Transportation and Development
Oregon Department of Transportation
Regional Business Alliance for Transportation
June 11, 2001

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

Dear Councilor Monroe:

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

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

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

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

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

Phase 3 of the Gresham/Multnomah County ITS project continues implementation of a connected signal system and communications enhancements for all of east Multnomah County. This program allows us to increase the efficiency of the transportation system.
and delay or avoid expensive physical capacity increases that can conflict with our broader transportation and land use goals.

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

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

Sincerely,

Ed DeSantis
Chair, Gresham Transportation System Citizen Advisory Committee

c: JPACT
Metro Council
TSCAC
June 11, 2001

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

Dear Mr. Bragdon,

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

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

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Total Clackamas County Request $7,725,000
In addition the Blount International, Inc. supports MTIP regional funding for the South Corridor Transportation Alternatives Study. We feel the Clackamas County submission for MTIP projects has jurisdictional and public support. We thank you for your consideration.

Sincerely,

[Signature]

James S. Osterman
President Outdoor Products Group
Blount International, Inc.
June 12, 2001

Metropolitan Transportation Improvement Program
Public Meeting Comment June 18, 2001

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

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

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

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

We urge your support of this project.

[Signature]
Robert N. Bothman
Chair THPRD Trails Advisory Committee
Mr. Terry Whisler  
Metro Headquarters  
600 NE Grand Avenue  
Portland, Oregon 97232

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

Dear Mr. Whisler:

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

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

The PAC feels that the proposed improvements will meet both long and short-term goals for the corridor. They provide a multi-modal corridor for pedestrians, bicyclists, transit and vehicular traffic; address the short-term impacts to businesses, and provide for a logical progression towards the regional goals of this regionally significant boulevard project. The improvements also address an existing and increasing number of accidents where a large percentage sustains personal injuries. The proposed project will provide an essential link in the bike system. The PAC is satisfied that balance has been achieved between impacts to the community with regional demands placed upon the corridor.
Understandably, implementing the recommendations will cost money. We feel these solutions are worthy and are asking you to give top priority to funding our proposal. Thank you for your consideration.

Sincerely,

Matt S. Finnigan
Chairman,
Boones Ferry Road Project Advisory Committee

Enclosure – PAC Membership List

c: Marc Butorac, Kittelson and Associates Inc.
   Tom Tushner, Project Manager
   Mark Schoening, City Engineer
   Judie Hammerstad, Mayor
   Lake Oswego City Council
   PAC Board Members
Boones Ferry Road  
Madrona Street to Kruse Way

Project Advisory Committee (PAC) Membership List

<table>
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<tr>
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<tbody>
<tr>
<td>Lake Forest Neighborhood Association</td>
<td>Britt Nelson</td>
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<tr>
<td>Lake Grove Neighborhood Association</td>
<td>Matt Finnigan, PAC Chair</td>
</tr>
<tr>
<td>Waluga Neighborhood Association</td>
<td>Jeff Novack</td>
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<tr>
<td>Chamber of Commerce</td>
<td>Jim Shires</td>
</tr>
<tr>
<td>Lake Grove Business Owners</td>
<td>Mike Buck and Stephen Corey</td>
</tr>
<tr>
<td>Clackamas County</td>
<td>Ron Weinman</td>
</tr>
<tr>
<td>Metro</td>
<td>Tim Collins</td>
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<tr>
<td>Transportation Advisory Board (TAB)</td>
<td>Jim Kronenberg</td>
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<tr>
<td>Tri-Met</td>
<td>Young Park</td>
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</tbody>
</table>
June 12, 2001

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

Re: McLoughlin Boulevard Improvements, Priorities 2002 MTIP

Dear Mr. Cotugno:

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

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

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

In summary, the project has built momentum, the project now has a defined design concept which has gained support from ODOT, and the project supports the goals of the City’s adopted Downtown and Riverfront Plan by improving pedestrian access between the riverfront and the downtown. In addition to being important to Milwaukie, this project has regional significance because it will demonstrate how a...
boulevard approach can serve both regional traffic and local land use patterns. Rehabilitation of McLoughlin as a boulevard will support mixed-use development in downtown Milwaukee and will still permit McLoughlin to function as a major North-South route in the metropolitan region. In light of the above information and considering the project's current funding short fall, the City respectfully requests that the MTIP subcommittee consider additional funding opportunities so that the project may be built in its entirety.

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

Sincerely,

Brion E. Barnett, P.E.
Associate Engineer

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

file
June 12, 2001

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

Dear Mr. Bragdon:

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

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

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

Sincerely,

USF Reddaway Inc.

Jared J. McArthur  
President and CEO
David Bragdon, Presiding Officer  
METRO  
600 NE Grand Ave.  
Portland, OR 97232-2736  

Dear Councilor Bragdon,

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

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

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

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

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

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

Sincerely,

cc: The Honorable Mr. Charlie Hales, City of Portland Commissioner  
Mr. Ed Galligan, Port of Portland Executive Director  
The Honorable Rex Burkholder, Metro Councilor  
Mr. Richard G. Reiten, CEO NW Natural Gas & RBAT Chairman
June 13, 2001

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

Dear Mr. Bragdon:

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

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

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

Sincerely,

MILES FIBERGLASS & COMPOSITES, INC.

Joe A. Luchak
CFO / GM
June 13, 2001

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

Dear Councilor Bragdon

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

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

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

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

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

Sincerely,

Fredrick D. Jubitz
Co-President

CC: City of Portland Commissioner Charlie Hales
June 13, 2001

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

Dear Presiding Officer Bragdon;

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

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

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Total Clackamas County Request $7,725,000

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

Sincerely,

Jan Lee
State Representative, District 10
June 13, 2001

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

Dear Mr. Bragdon:

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

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

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

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

Sincerely,

David Marks
Clackamas County Business Alliance
June 13, 2001

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

Dear Mr. Bragdon:

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

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

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Total Clackamas County Request $7,725,000

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

Sincerely,

David Stokey
Assistant Administrator
Kaiser Sunnyside Medical Center

Kaiser Sunnyside Medical Center
10180 S.E. Sunnyside Road
Clackamas, Oregon 97015-9303
June 15, 2001

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

Dear Mr. Monroe:

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

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

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

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

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

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

Thank your for your consideration.

Sincerely,

Theresa Kuminski, Chair
Rockwood Action Plan Implementation Committee
June 15, 2001

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

Dear Mr. Monroe:

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

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

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

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

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

Sincerely,

Doug Farrell
Rockwood Action Plan Implementation
Committee Member
June 15, 2001

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

Dear Mr. Monroe:

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

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

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

Sincerely,

Bob Currey-Wilson, Group Vice President
Real Estate and Store Development
June 15, 2001

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

Dear Mr. Monroe:

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

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

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

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

Sincerely,

Gretchen Schuette
Superintendent
June 15, 2001

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

Dear Councilor Monroe:

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

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

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

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

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

Phase 3 of the Gresham/Multnomah County ITS project continues implementation of a connected signal system and communications enhancements for all of east Multnomah County. This project allows east County to effectively manage the transportation system and reduce the need for capacity expansions to deal with growing traffic.
June 15, 2001 – Page two of two

Councilor Rod Monroe

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

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

Yours truly,

Charles J. Becker
Mayor

CB:rp

c: JPACT
Metro Council
June 15, 2001

Dear Councilors Bragdon and Monroe:

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

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

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

Trade will continue to play a significant role in the development and growth of this region and state. Portland is the 10th largest exporting region in the nation, even though it ranks 26th as a population center. Nationally, trade is growing at a
rate faster than the overall economy, and freight volumes are projected to more than double by 2040. The entire Portland region's success as an export center is largely dependent upon the Columbia Corridor facilities that support transportation access to national and international markets.

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

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

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

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

Our request for more funding than the proposed $150,000 for freight planning to expand our understanding of the freight dynamics is the third of our project support requests.
Employment growth has also played a significant role in the development and growth of the Corridor, leaping from under 58,000 jobs in 1990 to over 99,000 in 2000. Our fourth project is Tri-Met's request for $1.4 million in funding to increase bus service along 181st/182nd to Sandy Boulevard. This project would more effectively link the Gresham neighborhoods and the Rockwood Town Center with the employment centers in the Columbia Corridor near Sandy Boulevard and the airport.

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

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

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

Sincerely,

Patti McCoy
Executive Director

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

Columbia Corridor Association
PO Box 55651
Portland, Oregon 97238
(503) 287-8686
June 15, 2001

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

Dear Mr. Monroe:

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

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

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

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

Sincerely,

Kathy Everett
Executive Director
June 15, 2001

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

Dear Presiding Officer Bragdon,

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

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

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

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

Sincerely,

Terry W. Emmert  
President, Emmert International
June 18, 2001

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

Dear Councilor Monroe:

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

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

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

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

Thank you for considering these comments in your deliberations.

Sincerely,

Gary Bisbee
Chair
Gresham Parks and Recreation Citizen Advisory Committee

c: JPACT
   Metro Council
   PRCAC
June 18, 2001

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

Dear Councilor Bragdon,

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

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

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

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

We appreciate your consideration of this important project.

Sincerely,

Jerry Coddington
Facilities Manager

cc: Carl Davis – Columbia Sportswear Company
Marty Shaddix - Columbia Sportswear Company
Herb Hill - Columbia Sportswear Company
Michelle Smith – Port of Portland
June 18, 2001

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

Dear Mr. Monroe:

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

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

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

Thank you for considering these worthy transportation projects.

Sincerely,

Carol Nielsen-Hood
Executive Director
Dear Sirs:

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

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

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

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

Sincerely,

James Pettinari
Professor of Architecture
Director, University of Oregon Portland Architecture Program
June 18, 2001

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

Dear Mr. Bragdon,

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

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

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

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

Harmony / Linwood Intersection; Clackamas ITS/ATMS program;

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

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

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

Thank you for your attention to these issues.

Sincerely,

[Signature]

Paul DeMarco  
General Manager
June 11, 2001

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

Dear Councilor Monroe:

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

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

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

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

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

The **257th Avenue Pedestrian Improvements** will provide safe pedestrian facilities within this transit corridor, improving access to transit and eliminating hazards.
These projects address important bicycle and pedestrian needs in the community. The Gresham Bicycle Pedestrian Task Force believes these projects will help Gresham achieve its transportation goals and implement regional priorities. Thank you for considering these comments in your deliberations.

Sincerely,

Greg Brown, Chair
Chair, Gresham Bicycle Pedestrian Task Force

c: JPACT
   Metro Council
   BPTF
The City of Tigard would like to express its support for the following projects:

RTR1 McLoughlin/Barbur Transit Service Continuation
Improved transit service will start on Barbur Blvd/Hwy. 99 this fall. As you may know, the Tigard section of Hwy 99 is one of the most congested roadways with one of the slowest travel times in the region. The improved service includes intersection improvements, increased service, and amenities such as bus shelters, all in an effort to encourage commuters and shoppers to use transit rather than driving along that stretch of the roadway.

WTR1 Beaverton/Tigard TCL Service Increases
The Tigard transit service portion of this project would expand and maximize the Access-to-Work program, which started January 2001. The $30,000 requested for the Tigard neighborhood service is a very small amount of funding, but it carries a significant impact on serving Tigard citizens. By adding $30,000 to the current Access-to-Work program, service could be expanded to allow the vehicle and driver to pick up persons with disabilities, the elderly, and general public. It is modeled after the highly successful rural Washington County service. Presently, there is virtually no neighborhood transit service within the City of Tigard.

RTDM1 TMA Assistance
The revamped TMA assistance program supports and continues investment in public/private partnerships that have successfully increased the number of commuters who use alternative modes of travel. The City of Tigard is a member of the Westside Transportation Alliance and we see first-hand the regional benefit for continued funding of TMAs. As the Washington Square Regional Center Implementation Plan has developed, the value of extending the WTA's work to include the mall and the surrounding area is readily apparent.

RTDM3 Region 2040 Initiatives
Funding of these programs, such as the upcoming regional carpool/vanpool matching database and public/private shuttle services, are important elements of a balanced regional transportation system. Employers support public/private shuttles both
financially and by promoting the service to their employees. We support leveraging their investment with regional dollars.

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

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

Sincerely,

Jim Griffith
Mayor
June 27, 2001

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

Dear Mr. Cotugno,

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

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

Thank you for your consideration,

Mary Lou Ritter
Director

CC. Carl Hosticka
Susan McLain
Roy Rogers, Commissioner
Dear Mr. Bragdon

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

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

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

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

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

We thank you for consideration of our comments.

Sincerely,

Dick Jones, Chair

Cc: Michael Jordan Chair Clackamas County Board of Commissioners
June 28, 2001

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

Re: Priorities 2002 MTIP Projects Codes RTDM1 and RTDM3

Dear Councilor Bragdon:

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

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

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

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

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

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

Very truly yours,

John Geffel
Sr. Vice President - Marketing
June 28, 2001

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

Dear Councilor Bragdon

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

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

Sincerely,

Michael Freudenthal
Business Development Specialist
Pacific Foods of Oregon
June 29, 2001

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

Dear Mr. Cotugno,

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

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

Thank you for your consideration,

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

Also: 13565 SW Hart Road
Beaverton, OR 97008

Cc: Susan McLain
    David Bragdon
June 29, 2001

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

Dear Councilor Bragdon;

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

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

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

Yours sincerely

Victoria A. Brown  
TMA Manager

P.O. Box 701  
Tualatin, OR 97062  
19358 SW Boones Ferry Road
July 2, 2001

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

Dear Councilor Monroe:

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

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

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

Sincerely,

Robert Alexander, Manager
Business Development
Portland Development Commission
July 3, 2001

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

Subject: MTIP Priorities Impact on Dammasch Urban Village

Dear David:

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

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

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

Sincerely,

Charlotte Lehan
Mayor

Cc: Mike Burton, Executive Officer
Metro Council
Greg Wolf, Governor’s Office
Date: July 3, 2001

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

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

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

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

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

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

This project is a very important piece of the Johnson Creek Watershed Council Plan for rehabilitating the Watershed, by controlling runoff, erosion and sediment in the developing areas, and by rejuvenating the streams and the fish habitats in the Watershed. I again urge the support of the project.
July 5, 2001

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

Metro Councilors:

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

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

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

Sincerely,

Daniela Brod
Johnson Creek Watershed Manager
Bureau of Environmental Services

C: Brett Kesterson, PDOT
   Steve Dotterrer, PDOT
July 6, 2001

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

Dear Mr. Cotugno,

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

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

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

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

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

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

Thank You for your consideration,

Sandra Gerling
17808 Cardinal Pl.
Lake Oswego, OR. 97034
July 8, 2001

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

Dear Mr. Park,

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

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

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

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

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

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

Sincerely,

Suzanne and Jerry Kalapus
15928 SE Flavel Dr.
Portland, OR 97236
July 10, 2001

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

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

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

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

Sincerely,

Diane M. Linn
Multnomah County Chair

Serena Cruz
Commissioner, District 2

Lonnie Roberts
Commissioner, District 4

Maria Rojo de Steffey
Commissioner, District 1

Lisa Naito
Commissioner, District 3
After reviewing the preliminary ranking of the Priorities 2002 projects, the Multnomah County Bicycle and Pedestrian Advisory Committee would like to emphasize the importance of fully funding the construction phase of Morrison Bridge Multi use Path for several reasons:

- First, as in the 2000 MTIP, this project again ranks number one in the 2002 bicycle project technical rankings. It is clearly a critical missing link to safe non-motorized access connecting the east and west sides of Portland.

- Bicycle access on the Morrison Bridge has generated strong public support. In 1999, over 450 postcards were sent to Multnomah County Chair Bev Stein from the bicycling community regarding the need for bicycle access on the Morrison Bridge.

- The region has demonstrated a past commitment to the project through the partial funding of the preliminary engineering phase during the 2000 MTIP cycle. Partnering between the City of Portland and Multnomah County allowed the remaining funding to be dedicated to complete the preliminary engineering. The region needs to follow through on that past commitment now.

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

The Morrison Bridge Multi-use Path and indeed all of the bicycle and pedestrian projects proposed in the 2002 MTIP provide critical links in the multi-modal transportation network. If the aggressive mode-split targets in the Regional Transportation Plan are to
be achieved, priority will need to be given to funding these projects. Multi-use path projects in particular are critical to achieving this mode split as they provide access for the broadest range of bicyclists' skill levels and so are crucial to attracting new users to the bicycle system.

Sincerely,

Multnomah County Bicycle and Pedestrian Advisory Committee

c: Commissioner Lonnie Roberts
   Commissioner Serena Cruz
   Larry Haverkamp, Gresham City Council
   Jim Kight, Troutdale City Council
July 10, 2001

Metropolitan Transportation Improvement Program
Public Comment

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

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

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

The Gresham-Fairview trail completing the missing links between the Springwater in Gresham and Marine Drive in Troutdale on the 40-Mile Loop.

I urge consideration of funding all three of these Regional Multi-Use Transportation Corridor Projects.

Robert N Bothman
7365 SW 87th Ave
Beaverton, OR 97223
Written e-mail comments received:

May 15, 2001
Matthew Galaher
1023 SE Miller Street
Portland, OR 97202
As an active cyclist and parent, I urge you to give all your support to full funding of the Springwater Trail. This will complete a fun, safe and useful bike path that could lessen commuter traffic as well as provide beautiful recreational riding for the whole family.

May 29, 2001
Lisa Rowan
8031 N. Hurst
Portland, OR 97203
Strongly supports alternative transportation over car usage. She thinks priority should be placed on creating safer and more extensive biking-walking networks and efficient mass transit system. She is a voice for promoting cycling, walking and mass transit.

June 9, 2001
Mr. Pat Doty
1010 NE Horizon Loop, #1902
Hillsboro, OR 97124
I believe transit improvements should be number 1 on the priority list. Sidewalks in the suburbs should be the number 2 priority. Sidewalks encourage and allow people to move around their neighborhoods without driving the car everywhere. No new roads should be built and no roads should be widened. If you build it they will come, with their cars.

June 15, 2001
Stuart Gwin
Stuart.Gwin@pdxtrans.org
Comments and supporting information for city of Portland’s MTIP application for Preliminary Engineering for a regional boulevard on SE/NE 102nd Avenue in the Gateway Regional Center. No e-mail message attached.

June 14, 2001
Robert Bailey
310 South High Street
Oregon City, OR 97045
Strongly supports three projects proposed by Oregon City, including the McLoughlin Boulevard improvements, the Molalla Avenue Boulevard and Bikeway Improvements, and the Washington Street Improvements. Each of these projects is worthy and will meet regional as well as local transportation needs. Together, completion of these three projects will have a profound effect on improving transportation, development and livability in Oregon City.
June 17, 2001
Paige Norris Goganian and Achod Goganian
2720 NW Forest Avenue
Beaverton, OR 97006
Family with a small child in Washington County supports the Morrison Bridge Bicycle/Pedestrian facility. This project would provide safe, attractive access across the river for us. It could also be a wonderful landmark for the city and region. The livability of Portland and downtown is critical to our quality of life. Being able to enjoy the city without getting into our car is a big reason we choose to live here. The Morrison Bridge project could significantly enhance the civic heart of our region.

June 19, 2001
Eugene Grant
Happy Valley Mayor
1211 SW Fifth, Suite 1700
Portland, OR 97204
In order for a successful urbanization of the Pleasant Valley area inside the UGB, it is essential to support the Sunnyside Road Phase 2 and the Sunrise Corridor Unit 1 projects in the MITP. It would be political disaster to try to urbanize to the east of Happy Valley without these transportation projects going forward.

June 20, 2001
Raj Gala
rajgala@pacifier.com
Supports the Fanno Creek Trail Phase 2 project that would improve the bike system in the Washington County area. In general, favors minibus and jitney systems, shuttle systems serving specific areas and tax breaks for environmentally friendly transportation.

June 21, 2001
April Olbrich
Chair, Washington County BTA
mixonr@ohsu.edu
Supports funding for the Fanno Creek Regional Trail from Greenwood Inn to Scholls Ferry Road. This would support Metro’s goals for livable communities by providing not only park and trail spaces but also connectivity to existing trails for walking and bicycling options in the region.
June 21, 2001
Hal Ballard
bikeadvocate@earthlink.net
Strongly supports the Tualatin Hills Park and Recreation District grant request to construct a segment of the Fanno Creek Regional Trail from the Greenwood Inn to Scholls Ferry Road. As an active member of trail and bicycle committees, he believes it is important to have regional connectivity and trails as part of the solution for regional transportation. Funding is critical to continue developing this alternative mode of transportation and recreational asset.

June 21, 2001
Lenny Anderson, project manager
Swan Island TMA
sitma@teleport.com
Believes that the MTIP must have a balance of transportation investments, with bike and pedestrian facilities, boulevard projects, TDM strategies and transit and freight investments, as resources allow. The freeway system should be funded by ODOT, not by flexible funding dollars. Everything should be keyed on the reduction of vehicle miles traveled for the sake of air quality and congestion. Freight movement, as opposed to person trips, is also critical.

June 21, 2001
Heather Michet
heatherm@spiritone.com
Wants public transit ranked in top position, including light rail, bicycle paths, bus lines, trolley and incentive programs to encourage people to use them. Prefers the funds go to repair existing roadways and bridges as opposed to new construction.

June 21, 2001
Michael Eury
euryman@email.msn.com
Has lived car-free by choice in the Portland area, including his current home of Lake Oswego. Lake Oswego lacks effective multi-modal transportation. Please invest resources into expanding bicycle and pedestrian connectivity along Highway 43. This integral pathway is underserved.

June 21, 2001
Dan Reilly
Cully Association of Neighbors
5005 NE Ainsworth Ct.
Portland, OR 97218
On behalf of CAN and all of our neighbors, I want to urge you to place a high priority on the installation of sidewalks in our area. The Cully neighborhood was annexed by the city of Portland. However, any sidewalk upgrades in Cully have been done by homeowners or property developers as new housing has been constructed. No government agencies have assisted. As a result we have a growing population still using
unimproved streets, many with no sidewalks at all. It is time that sidewalk improvements in Cully be given top priority for the safety of children, especially those routes used as they walk to school on Killingsworth, Prescott, NE 52nd, NE 60th and Cully.

June 21, 2001
Steve Gutmann
ShoreBank Pacific
sgutmann@sbpac.com
Writing a second time to re-urge you to support completion of the Springwater Trail Connector, the Morrison Bridge improvements and Metro’s multi-use trail system as a whole. Every dollar spent on the trail system means clean air, clean water, less traffic congestion, healthier citizens, better places to live, a potential tourist draw and stronger local economies. I urge you to work hard to fund as many of the multi-use trail projects as possible, especially the two I have mentioned. PS: Bicyclists tend to spend their money locally in their neighborhood shops and restaurants where they can ride or walk.

June 22, 2001
Stacey Seal
amuzzing01@yahoo.com
I would like to know when we are going to have a bike lane between Hollywood and Gateway. It is very difficult to travel on Halsey Street because there are no bike lanes or very few sidewalks. Also the highway exits are hard to get around.

June 27, 2001
Arien L. Sheldrake
1718 SW Parkview Court
Portland, OR 97221
The Eastbank Trail/Springwater Trail Connector is a vital link to our two wonderful but disconnected trails in the great Southeast Portland area. This project will vastly increase the use of the Springwater Trail. The Willamette Shoreline Rail/Trail Study is an under-used property and a natural for bike/pedestrian use, as well as an extension of the new streetcar system. In no way can we allow this right-of-way to revert to private ownership. The seven partners need to step up and fund the current maintenance needs of the existing rail.

June 28, 2001
R. Cummings
1536 SE 26th Ct.
Troutdale, OR 97060
I am against spending money on pedestrian improvements to 257th in Troutdale. Why would a pedestrian need a 9-ft. sidewalk? I am against spending money on that or on a pedestrian plaza or lighting. Also, I think raised center medians only encourage pedestrians to jay walk. I think the Columbia Pedestrian crossing is a good idea. Where we really need a light is at Columbia and Buxton. Why not put a divider down 257th Way at the Outlet Mall?
June 29, 2001
Jane Davis
janegary@msn.com
First and foremost, Highway 26 needs to be widened. Not everyone can take MAX or ride the bus or bike.

June 30, 2001
Phil Goff
1955 NW Hoyt Street, #24
Portland, OR 97209
Concerns him that the most money for MTIP funding will increase capacity for autos, leading to more pollution, congestion and sprawl. Our region gets more out of funding transit, bike, pedestrian and TDM projects. Believes that all bike projects on the list, and as many pedestrian and transit projects as possible, should be funded. The most appropriate use of MTIP funds is for the Morrison Bridge Bike/Pedestrian Facility. This will provide a crucial connection to inner eastside neighborhoods and to the Eastbank Esplanade. Urges Metro to maintain the continuity of the funding process for the Morrison Bridge by granting the construction funds this year.

June 30, 2001
Ernie Bonner
erbonner@teleport.com
A high priority should be placed on federal funds for three projects: Regional Pedestrian Access to Transit Program, the Eastbank Trail/Springwater Trail Connector and the Morrison Bridge Bike/Ped Facility. He thinks it is time to spend engineering money in a study on how to reduce traffic capacity on our major freeways in an attempt to force a reduction in demand for these overloaded facilities. Federal funds should not be used for projects that expand auto capacity, increase pollution and encourage sprawl.

July 1, 2001
Bill Hagerup
2560 NW 121st Place
Portland, OR 97229
Supports the Cornell Road Boulevard project between Murray and Saltzman to help the Cedar Mill Town Center Plan, which has broad community support. Without the additional funds for boulevard improvement, the result is likely to be an interim phase which is neither pedestrian friendly nor conducive to business success. If this happened, the Cedar Mill Town Center could likely fail. As a final benefit, implementing the Cornell Road Boulevard Project simultaneously, in cooperation with the Washington County street project, would result in increased tax efficiency.
July 1, 2001
Sharon Fekety, Community Liaison
Portland Wheelmen Touring Club
fekety@hevanet.com

Federal funds used for transit, bike and pedestrian projects and transportation demand management projects are the highest and best use of flexible federal dollars. These are the projects that the Portland Wheelmen Touring Club feel should be funded: Eastbank Trail/Springwater Trail Connector. This would create a 14-mile facility that would connect Boring, Gresham, Milwaukie, Sellwood, Brooklyn and downtown Portland. It would be a great route for bicycle commuters and recreational cyclists, removing many commuting cars. The Morrison Bridge Bike/Ped facility would provide safe and convenient access for all modes of transportation. Connections to the new Eastside Esplanade should not be limited to the Hawthorne and Steel bridges. The Regional Pedestrian Access to Transit Program should receive funding for pedestrian improvements to connect with light rail stations and the busiest bus routes in the region.

July 2, 2001
Chris Utterback
yamafarm@zzz.com

The Sunrise Corridor is the one project that stands above the rest as needing funding to help with regional transportation. There are no good ways to get east/west from the Portland and Beaverton area heading east except I-84. We need this road; we have done EAs and had a lot of public input. Please put this on the top of your list.

July 2, 2001
Nicholas B. Cowell
2611 NE Knott St.
Portland, OR 97201

Would like to see pedestrian and bicycle access on the Morrison Bridge. All non-freeway bridges should be safe and convenient for all modes of transportation. Each time a bridge has been made more accessible to bikes, there has been a dramatic increase in bicyclists using the bridge. The Morrison Bridge is the best connection for pedestrians and bikes from downtown to the eastside industrial area and the Buckman and Sunnyside neighborhoods. It is important to maintain the continuity of the project by granting the construction funds this year, or momentum will be lost and construction costs will go up.

July 3, 2001
Kim M. Hatfield
Watershed Coordinator
Johnson Creek Watershed Council
PO Box 82584
Portland, OR 97282

The Johnson Creek Watershed Council would like to express our support for the funding of improvements at Southeast Foster Road at 162nd Avenue. This project is urgently needed to solve a number of persistent problems at the intersection. The council has identified the Kelley Creek sub-watershed as a priority area for salmonid habitat.
protection and restoration. As part of the project, a culvert will be replaced to remove a fish blockage on Kelley Creek. Removal of this significant fish passage barrier will improve not only fish access, but will also address major safety concerns of residents and other stakeholders in the watershed using Foster Road.

**July 4, 2001**
Linda Bauer  
6232 Se 158th Ave  
Portland, OR 97236  
She is in favor of funding the project on SE Foster Road at 162nd Avenue. Pleasant Valley development needs infrastructure. There is a safety problem; a child was hit and paralyzed in an accident there.

**July 4, 2001**
Walt Mintkeski  
6815 SE 31st Avenue  
Portland, OR 97202  
Supports request for improvements at SE Foster Road and SE 162nd Avenue. It is needed to resolve safety problems at the intersection, which has had many accidents, resulting in some fatalities. A culvert will be replaced to allow endangered fish to use riparian habitat in Kelley Creek.

**July 6, 2001**
Estee Segal  
esteesegal@yahoo.com  
Supports the Morrison Bridge bike/pedestrian project because it is a main connector to downtown Portland as is very dangerous for bikes or walkers to be on it. It is important to maintain the continuity of funding and grant construction funds this year.

**July 9, 2001**
Deborah Hofmann  
6008 SE 21st Avenue  
Portland, OR 97202  
Supports completion of the Springwater Corridor and light rail as projects to be funded. The Springwater trail will be a seamless trail loop integral to our values of parks, natural areas and community. As for light rail, I strongly believe this alternative should be revisited. We cannot build our way out of problems associated with growth, especially via highway building. Future MAX lines would provide choice for workers in the area who don’t have the means or need to drive.

**July 9, 2001**
Keith Liden, Chair  
Portland Bicycle Advisory Committee  
bainbridge8@home.com  
The BAC recommends that all bicycle projects on the MITP list be funded. There are three priority projects that would be especially effective: Morrison Bridge bike/Ped
Access, completion of the Springwater Trail and construction of the Gresham/Fairview Trail. Each provides a crucial link in the network of bicycle routes and trails throughout the Portland region. The Morrison Bridge project has been a top priority for the BAC. It clearly deserves to be allocated funding. These three projects will significantly improve the quality of life for all people throughout the region.

July 10, 2001
Paul Croxton
6917 SE 155th Avenue
Portland, OR 97236
croxton1@yahoo.com
Has concerns about the safety of the SE Foster and 162nd Avenue intersection. It has very limited view lines and as traffic increases, accidents will also increase. As a parent of two small children, improving the safety of this intersection is a high priority to me. Also, the improvements can help the fish habitat on Kelley and Johnson creeks if done properly. Use funds to improve the SE Foster and 162nd Avenue intersection.

No date
Elizabeth Halley
1955 NW Hoyt Street, #24
Portland, OR 97209
I urge you to direct federal funding for the Morrison Bridge bike/ped facility and the Eastbank Trail/Springwater Corridor. The Morrison Bridge project will allow for a smooth connection for bicyclists and pedestrians from downtown Portland to the east side. It could serve as one of the most visually pleasing monuments to the friendliness and accessibility of Portland. I also urge you to allocate funds for the Eastbank Trail/Springwater Trail. By extending the Springwater Trail and further developing the Eastbank Trail, you will help create a 14-mile world class bike/ped facility that allows individuals to safely enjoy the natural beauty in our city limits.
Section Four

Post Cards
Please support full funding of the Springwater Trail as part of the 2002-2005 MTIP. This corridor is a crucial link to the central city for bicyclists and pedestrians from southeast Portland, Milwaukie, northern Clackamas County, and Gresham.
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**MTIP Comments Received by Metro Councilors on Springwater Trail Project**  
*June/July 2001*

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<td>Wolfe</td>
<td></td>
<td>2387 NW Northrup #5</td>
<td>Portland</td>
</tr>
<tr>
<td>Mr.</td>
<td>David</td>
<td>Yudkin and Ms.</td>
<td></td>
<td>415 SE 45th</td>
<td>Portland</td>
</tr>
<tr>
<td>Mr.</td>
<td>Alan</td>
<td>Zimmerman</td>
<td></td>
<td>3328 SE Lambert St</td>
<td>Portland</td>
</tr>
<tr>
<td>Mr.</td>
<td>Brian</td>
<td>Zimmerman</td>
<td></td>
<td>5035 NE 23rd</td>
<td>Portland</td>
</tr>
</tbody>
</table>
Section Five

Appendix
## Priorities 2002 ads for MTIP meeting on June 18, 2001

**Size of ad:** 5 7/8” wide by 6 1/2” deep

<table>
<thead>
<tr>
<th>Newspaper</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Oregonian, Metro Section</strong></td>
<td>$1,269.65</td>
</tr>
<tr>
<td>Run on Monday, May 21</td>
<td></td>
</tr>
<tr>
<td>Ad due Friday, May 18 at noon</td>
<td></td>
</tr>
<tr>
<td>(Dispatch to pick up in Metro Mail Room)</td>
<td></td>
</tr>
<tr>
<td>Tom Weaver, 221-8312</td>
<td></td>
</tr>
<tr>
<td><strong>The Skanner</strong></td>
<td>$714.00</td>
</tr>
<tr>
<td>Run on Wed, May 23</td>
<td></td>
</tr>
<tr>
<td>Due Mon, May 21</td>
<td></td>
</tr>
<tr>
<td>Send to: <a href="mailto:skannadv@teleport.com">skannadv@teleport.com</a></td>
<td></td>
</tr>
<tr>
<td>Ted Banks, 285-5555, ext. 507</td>
<td></td>
</tr>
<tr>
<td><strong>Hillsboro Argus</strong></td>
<td>$136.50</td>
</tr>
<tr>
<td>Run on Thurs, May 24</td>
<td></td>
</tr>
<tr>
<td>Due Monday, May 21</td>
<td></td>
</tr>
<tr>
<td>Send to: <a href="mailto:ropads@hillsboroargus.com">ropads@hillsboroargus.com</a></td>
<td></td>
</tr>
<tr>
<td>Donna Marina, 648-1131</td>
<td></td>
</tr>
<tr>
<td><strong>Beaverton, Tigard and Tualatin Times</strong></td>
<td>$211.38</td>
</tr>
<tr>
<td>Community Newspapers</td>
<td></td>
</tr>
<tr>
<td>Run on Thurs, May 24</td>
<td></td>
</tr>
<tr>
<td>Due Mon, May 21</td>
<td></td>
</tr>
<tr>
<td>Send to: <a href="mailto:email@commnewspapers.com">email@commnewspapers.com</a></td>
<td></td>
</tr>
<tr>
<td>Patty Darney, 670-2808</td>
<td></td>
</tr>
<tr>
<td><strong>Clackamas Review/Oregon City News</strong></td>
<td>$253.50</td>
</tr>
<tr>
<td>Run on May 24 (1/2 circulation)</td>
<td></td>
</tr>
<tr>
<td>Run on May 31 (1/2 circulation)</td>
<td>$202.80</td>
</tr>
<tr>
<td>Due Mon, May 21</td>
<td></td>
</tr>
<tr>
<td>Send to: <a href="mailto:production@cr-oconews.com">production@cr-oconews.com</a></td>
<td></td>
</tr>
<tr>
<td>Dave McDowell, 786-1996</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL FOR ADS** $2,787.83

MM 5/17/01
Help make our transportation dollars count

Public comment June 12-July 11, 2001
Priorities 2002 Metropolitan Transportation Improvement Program project ranking

Public comment will be taken on the Metropolitan Transportation Improvement Program (MTIP) project ranking from June 12 through July 11, 2001. In addition, an open house on June 18 will provide an opportunity for you to review materials and make public comments on the rankings. See details to the right.

With only $38 million available to fund Portland metropolitan region transportation projects in 2002-2005, your ideas on how to prioritize projects are important.

At the June 18 meeting, you also will have an opportunity to review preliminary rankings of major regional transportation corridors. The Corridor Initiatives Study will have information about 18 corridors identified in the Regional Transportation Plan as having the greatest need for future improvements.

For questions or packets, call Metro at (503) 797-1839.

Public meeting
Monday, June 18
6 to 9 p.m.
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232.

Comments also will be taken by:
• mail at the return address
• fax (503) 797-1930
• e-mail to trans@metro.dst.or.us
• transportation hotline (503) 797-1900 option 3

Project list and packet
For a project list and information packet, leave a message on the hotline or send an e-mail.

Metro's web page:
www.metro-region.org
Help make our transportation dollars count

There are many transportation projects needed in the region and not enough money to go around.

Only $38 million of federal flexible funding for transportation projects is available in this region in the next four years. Project requests through the Metropolitan Transportation Improvement Program (MTIP) far exceed that amount of money.

The list of requested MTIP projects includes bridge repairs, sidewalks and bicycle lanes, trails and boulevards, freight access, transit and road improvements and more.

Through the Priorities 2002 process, Metro wants to hear from you about how transportation projects should be ranked.

Public comments will be taken June 12 through July 11, 2001. Comments will be taken at a June 18 public comment meeting and by mail, fax, phone and e-mail.
For immediate release – June 12, 2001  
Contact: Gina Whitehill-Baziuk, (503) 797-1746

Comments taken on ranking of transportation projects

Ranking of transportation projects for future funding will be the focus of a meeting on Monday, June 18. Metro Councilors and members of the Joint Policy Advisory Committee on Transportation will hear public comments at an open house from 6 to 9 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland.

In addition, public comments will be accepted through July 11 on the preliminary project ranking through the Metropolitan Transportation Improvement Program, a funding allocation tool used by Metro to distribute federal and state transportation funds to projects recommended in the Regional Transportation Plan. Projects selected will be constructed in 2004 and 2005.

Only $38 million is available to fund the next round of transportation projects in this region. Of that amount, about half is limited to projects that improve air quality and the other half is available to all types of projects. Projects under review include freeway and road improvements, bridge repairs, sidewalks and bicycle lanes, freight access, transit projects and more.

Information on preliminary ranking of projects is available. Request a packet of materials by calling (503) 797-1839 or by leaving a message on the transportation hotline, (503) 797-1900 option 3. Or send e-mail to trans@metro.dst.or.us. The hearing impaired can call (503) 797-1804. For ranking updates, call Metro or visit www.metro-region.org.

Comments on the project rankings are due by 5 p.m. July 11. Comments can be mailed to Metro, 600 NE Grand Ave., Portland, OR 97232; e-mailed to trans@metro.dst.or.us; or sent by fax to (503) 797-1911. Brief oral comments can be left on the transportation hotline, (503) 797-1900 option 3. Anonymous comments cannot be accepted; name, address and phone number must be provided.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of the region.
Finance Springwater's missing link

For bicyclists hardy enough to commute from Boring or Gresham into downtown Portland, the Springwater Corridor Trail is a big tease.

Look on a map, and you can see that the 17-mile former rail line comes tantalizingly close to doing the job. It peters out at the railroad tracks just east of McLoughlin Boulevard in Milwaukie.

Only a dedicated commuter bicyclist like Eugene Grant grits his teeth and keeps pedaling through the ensuing bicycle-hostile territory, including the slender sidewalk over the Sellwood Bridge. "If you fall off that sidewalk, the cars are right next to you," Grant says. "There's no room for error."

Grant, who works as a real estate attorney in downtown Portland, is mayor of Happy Valley, one of the eastside communities eager to see the Springwater Corridor Trail completed. Milwaukie residents feel so strongly that they're willing to put up a $26,000 local match, which is a lot in a town of 20,000. It amounts to $1.30 per capita.

You can see why they think the trail is so important, though: It has such potential to attract commuters. An estimated 100,000 people live within a half-mile of it; an estimated 600,000 people already use it for recreation.

This month, Metro will decide how to spend $38 million in federal transportation dollars, about half of which has to be earmarked for alternative modes of transportation. Completion of the Springwater Corridor Trail should be high on Metro's list.

It won't come cheap. The $4.2 million cost for a final McLoughlin to Sellwood section includes construction of bicycle/pedestrian bridges over Johnson Creek, McLoughlin and the Union Pacific Railroad line. But it's worth it.

This final segment of the trail will connect to another 3-mile stretch that the city of Portland has planned from the Sellwood Bridge to OMSI. From there, commuters like Grant could hop on the Hawthorne Bridge.

They'll still have to watch where they're going. But they might actually be able to enjoy the view.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept. 25</td>
<td>Postcard notice of MITP proposed public process to 1,500 addresses (early 45-day public comment period kickoff)</td>
</tr>
<tr>
<td>Dec. 5</td>
<td>Postcard notification mailed regarding start of public comment period on MTIP process and selection criteria sent to 1,500</td>
</tr>
<tr>
<td>Dec. 18</td>
<td>Release of project ranking/selection process recommendations</td>
</tr>
<tr>
<td>Dec. 18 to Jan 16</td>
<td>Public comment period on process and selection criteria</td>
</tr>
<tr>
<td>Jan 16</td>
<td>End of public comment period and MTIP hearing before Metro Community Planning Committee</td>
</tr>
<tr>
<td>Jan. 18</td>
<td>Publication of summary of public comments on MTIP process</td>
</tr>
<tr>
<td>Jan. 25</td>
<td>Metro Council approved process for selecting and ranking of MTIP projects</td>
</tr>
<tr>
<td>Feb. 6</td>
<td>First printing of MTIP fact sheet</td>
</tr>
<tr>
<td>Jan. 26 to April 2</td>
<td>Project solicitation period</td>
</tr>
<tr>
<td>April 12</td>
<td>Release of nominated MTIP projects to JPACT</td>
</tr>
<tr>
<td>April 27</td>
<td>Fact sheet on MTIP process and public involvement reprinted</td>
</tr>
<tr>
<td>May 21-24</td>
<td>Placement of ads for public comment period and meeting</td>
</tr>
<tr>
<td>May 30</td>
<td>Post card notification of public comment period and meeting sent to 1,500</td>
</tr>
<tr>
<td>June 8</td>
<td>TPAC review of technical rankings (special meeting)</td>
</tr>
<tr>
<td>June 12</td>
<td>News release on public comment period and meeting</td>
</tr>
<tr>
<td>June 12 to July 11</td>
<td>MTIP project ranking public comment period</td>
</tr>
<tr>
<td>June 18</td>
<td>Open house and public comment meeting at Metro, 6 to 9 pm</td>
</tr>
<tr>
<td>July 12</td>
<td>JPACT review of public comments</td>
</tr>
<tr>
<td>August 31</td>
<td>TPAC recommendation on final MTIP projects</td>
</tr>
<tr>
<td>September</td>
<td>Proposed public hearing and tentative action by JPACT and Metro Council</td>
</tr>
<tr>
<td>Fall</td>
<td>JPACT/Metro Council final adoption and air quality conformity</td>
</tr>
</tbody>
</table>
What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water. The plan also sets policy for funding priorities through the MTIP.

Priorities 2002

Metropolitan Transportation Improvement Program to be reviewed this spring and summer

What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is a funding allocation tool used by Metro and Oregon Department of Transportation. (Metro's program is called the MTIP; the state's is called the STIP.) The TIP tracks the allocation and expenditure of federal and state transportation funds to projects identified in the Regional Transportation Plan (RTP). The TIP also schedules phases of work needed to complete a project and identifies when funding will be available.

Why and how are funds allocated?

The need for transportation improvements greatly exceeds the available funding. Because the cost of all projects approved in the RTP exceeds available funds at any one time, Metro oversees a project nomination, ranking and selection process as new funds become available. The Joint Policy Advisory Committee on Transportation and the Metro Council, local jurisdictions and the public approved a project nomination and ranking process to select projects for funding in the MTIP.

How is the MTIP project package updated?

On Jan. 25, 2001 the Metro Council approved the process for selecting and ranking a package of MTIP projects for fiscal years 2002-2005. Given limited resources, it was determined that the starting point would be projects left from the last allocation process. This is called the "base package." Each eligible project sponsor could submit up to five new projects not to exceed $2 million. Each sponsor could also substitute a new project or projects for any on the base package list. The cost of substituted projects could not exceed the cost of the removed projects by more than 10 percent.

Projects were submitted (by the closing date of April 2) on behalf of eligible sponsors by Metro, Tri-Met, Department of Environmental Quality, ODOT, city of Portland, Port of Portland, Clackamas, Multnomah and Washington counties and their cities, and recreation districts. Any new projects would have to have been taken from the Financially Constrained System of the 2000 RTP or would have to have been the result of a recently completed planning activity, such as the Gateway Regional Center Plan. Projects added to the base package must meet Metro's requirements for public involvement.
How will projects be ranked?
Projects proposed in the Priorities 2002 MTIP update will be ranked based on technical evaluation of how well they meet regional goals for each type of travel. JPACT and the Metro Council will also consider such non-technical factors as whether there is a past regional commitment to a project or whether significant local matching funds are being offered. Information on the proposed project package is now available. You can request the material by calling (503) 797-1900 option 3 or (503) 797-1757. Or visit www.metro-region.org.

How much money is available for projects?
Approximately $38 million of "regional flexible funds" are available to fund new transportation projects in our region in 2004 and 2005. Of that amount, about half are Congestion Mitigation/Air Quality funds limited to projects that improve air quality. The other half are STP funds available to all projects. ODOT has already allocated approximately $160 million to fund specific highway, bridge and freeway projects.

Schedule for updating the MTIP
The MTIP 2002-2005 project package will be selected and reviewed through spring and summer as follows:

<table>
<thead>
<tr>
<th></th>
<th>April</th>
<th>Late May</th>
<th>June</th>
<th>July/August</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Release pre-ranked list of projects</td>
<td>Complete/release draft technical ranking of project list; TPAC reviews technical rankings</td>
<td>Open house for public review; status report to JPACT</td>
<td>Review rankings, public comments and administrative criteria; develop recommendations on modal mix</td>
<td>TPAC recommendation to JPACT and Council on final MTIP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Proposed public hearings and tentative action by JPACT and Metro Council</td>
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<td>Metro Council</td>
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<td>Fall</td>
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<td></td>
<td></td>
<td>J Pact/Metro Council final adoption and air quality conformity</td>
</tr>
</tbody>
</table>

What is the main goal of the MTIP?
Implementing the Region 2040 land-use goals and the Regional Transportation Plan is the primary goal of the MTIP.

How are projects selected?
JPACT and the Metro Council will select a "package" of projects for funding that support many forms of travel and regional land-use objectives, consistent with priorities described in the Regional Transportation Plan. Priority will be given to a package of projects that will help provide geographic funding balance, enhance stability, and meet air quality standards. The projects will also need to address new federal environmental justice policies to ensure all members of the public benefit from federally funded projects.

How can I learn more about the nominated projects and rankings?
To request information, leave a message on the transportation hotline (503) 797-1900 option 3 or send e-mail to trans@metro.dst.or.us. TDD (503) 797-1804.

A final list of project nominees will be posted on the web site at www.metro.region.org. To speak with a staff member, call (503) 797-1757. The hearing impaired can call TDD (503) 797-1804.