2035

REGIONAL TRANSPORTATION PLAN

Public comment report

May 2010

Metro | *People places. Open spaces.*

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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SUMMARY OF PUBLIC ENGAGEMENT

Summary of public engagement

The Regional Transportation Plan update

The 2035 Regional Transportation Plan updates the policies, projects and strategies to guide transportation planning and investments in the tri-county Portland metro region to year 2035. By 2035, the metro region and surrounding counties are expected to have grown by more than 1 million people and added more than 500,000 jobs, doubling trips on the transportation system. Our region needs to implement policies and take actions now to address the coming needs and challenges of population growth while supporting economic vitality, combating global warming, reducing air pollution, protecting and restoring wildlife habitat and natural areas, promoting equity in access to affordable housing and transportation choices, and promoting human health through active living.

To meet these needs and challenges, this RTP presents an ambitious and innovative set of policies and goals to better integrate land use and transportation, improve energy efficiency and promote fiscal responsibility. This RTP update focuses investments in the region's downtowns, main streets, employment areas and major travel corridors to protect the community assets in which the region has already invested. Focusing the investments will also reduce the distances that people must travel for routine activities and help protect farm, forest and natural areas. Projects proposed for this planning horizon include new sidewalks, new or expanded bicycle facilities and trails, technology that makes travel safer and more efficient, new roads, expanded transit service and high capacity transit connections, improved interchanges and strategically added capacity to the region's highway system.

Desired outcomes: a new approach for the 2035 update

This RTP update used a different approach from those of past updates. Rather than identifying specific problems to address, this update began by defining what a successful region would look like—the region’s desired outcomes—based on values that the people of the region have repeatedly affirmed. The results were distilled into the following six characteristics of a successful region.

1. **Vibrant communities -** People live and work in vibrant communities where they can choose to walk for pleasure and to meet everyday needs.
2. **Economic Prosperity** - Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
3. **Safe and Reliable Transportation Choices -** People have safe and reliable transportation choices that enhance their quality of life.
4. **Leadership on Climate Change** - The region is a leader in minimizing contributions to global warming.
5. **Clean Air and Water -** Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. **Equity** - The benefits and burdens of growth and change are distributed equitably.

Metro's transportation planning responsibilities and the RTP

Metro is the regional government responsible for land use and transportation planning under state law. It is also the designated metropolitan planning organization (MPO) for the Portland metropolitan area to fulfill a federal planning requirement for areas with populations of 50,000 in order to receive federal transportation dollars. As the designated MPO, Metro is responsible for updating the RTP to meet federal and state planning requirements.

To meet federal planning requirements, the MPO must update the goals, policies and transportation system every four years and compile a financially constrained list of transportation projects and programs that covers at least a 20-year time horizon. Financial constraint in this context means that the projects and programs in the list have a likely source of funding based on past funding history.

To meet state requirements, the transportation system must support state and regional land-use goals and the Oregon Transportation Planning Rule. The "state" transportation system is accompanied by a reasonable funding strategy, rather than an identified source of funding as required by federal funding authorities. Only projects in the federal, financially constrained list are eligible for federal funding. Projects in the state system may be moved into the financially constrained list during a subsequent RTP update or by amendment between updates given a public comment opportunity.

Metro as the MPO leads the RTP update process in consultation and coordination with federal, state, regional and local governments, resource agencies and other stakeholders. Metro facilitates this consultation, coordination and decision-making through four advisory committees: the Transportation Policy Alternatives Committee, the Metro Technical Advisory Committee, the Joint Policy Advisory Committee on Transportation and the Metro Policy Advisory Committee. A Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington.

Throughout the 2035 RTP update process, Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Regional Freight Technical Advisory Committee, the Intelligent Transportation Systems Subcommittee to TPAC and the Regional Trails Working Group. The Metro Committee for Citizen Involvement provided advice on public engagement.

Stakeholder engagement and public outreach in the 2035 RTP update process

As noted above, RTP updates address both state and federal requirements. Because this was a major update and involved a fundamentally different outcomes-based approach, Metro and its regional partners chose to focus on meeting each set of requirements sequentially rather than at the same time. To meet the federal timeline, from 2005-2008 the focus was on developing a federal, financially constrained project list and updating the policy framework to guide the rest of process and local implementation. As soon that component was approved by federal authorities, the focus turned to developing a "state" system to address regional population and job growth and support state and regional land use goals.

Throughout the process, information on RTP developments was provided to the public through reporter and editorial board briefings, press releases and media packets. Electronic newsletters were sent regularly to a list of self-identified interested parties; fact sheets and a calendar of milestones and decision points were available on the project website and distributed at meetings and events. Print ads were published and electronic notices were distributed prior to all public open houses and comment opportunities. A graphic on the following page shows major public engagement events and key decision points over the life of this update. The sections that follow provide more details of the stakeholder and public engagement for each phase of this update.

Key public participation events and decisions

2006

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Regional forums/ roundtables				◆		◆				◆		
Stakeholder workshops										◆	◆	◆
Informal feedback (web, card)								◆	◆	◆	◆	
Public opinion survey	◆											

2007

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Public opinion survey	◆											
Regional forums/ roundtables	◆									◆		
Mobility Workshop				◆								
CETAS consultation										◆		
Joint MPAC/JPACT meetings					◆					◆		
JPACT retreat	◆											
Public comment/ hearings										◆	◆	
FEDERAL RTP APPROVED												◆

2008

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Stakeholder workshops						◆	◆	◆	◆	◆	◆	◆
Web-page status reports	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
E-newsletters			◆		◆		◆		◆		◆	
Interactive feedback (Web)					.	◆	◆	◆		◆		
Presentations				◆						◆		
Media outreach	◆								◆			

2009

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Stakeholder workshops	◆	◆										
Joint MPAC/JPACT meetings									◆	◆	◆	
Web-page status reports	◆		◆		◆		◆		◆	◆	◆	◆
E-newsletters	◆		◆		◆		◆		◆			
Presentations					◆					◆		
Public comment/hearings									◆	◆		.
PROJECT LIST APPROVED												◆

2010

	Jan	Feb	Mar	Apr	May	Jun
Web-page status reports	◆	◆	◆	◆	◆	◆
Public notification		◆	◆			
Media outreach			◆		◆	
Public comment			◆	◆		
Public hearing					◆	
FINAL RTP DECISION						◆

Federal component: 2005-2008

The aim of public engagement in this phase of the RTP development was twofold: to update the policies based on the region's transportation needs and values, and to develop a financially constrained system in line with those needs and values. In fall 2006, Metro held nine stakeholder workshops that engaged 127 individuals and 50 different community organizations and government entities to help shape policy goals. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities or groups historically underrepresented in transportation planning and decision-making.

State and federal consultation

To meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU), Metro also consulted with state and federal resource agencies through the Collaborative Environmental Transportation Agreement for Streamlining work group. The CETAS group consultation, which was held on October 16, 2007, included representatives from tribal groups, ODOT and 10 state and federal transportation, natural resource, cultural resource and land use planning agencies,

Other work from fall 2005 through fall 2007 included technical workshops, informal feedback cards and questionnaires, scientific public opinion surveys, and a formal, 30-day public comment period with open houses and public hearings. The full text of all comments received during this comment period can be found in a comment report dated November 16, 2007.

Following consideration of public comment, the Metro Council adopted the federal component of the 2035 RTP in December 2007. Federal transportation authorities officially approved with the updated plan and its Air Quality Conformity Analysis on March 5, 2008.

State component: 2008-2010

Following approval of the federal RTP, the focus turned to the completion of a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. On May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for its completion by December 2009.

Making the Greatest Place engagement: 2008-2009

In fall 2008 Metro launched a comprehensive planning effort dubbed "Making the Greatest Place," to prepare regional decision-makers for several inter-related transportation and land use decisions to come. To provide a forum for discussions, MPAC and JPACT held three joint meetings between October and December 2008, to discuss transportation and investment policy choices that would be made in the next year or two. More than 100 people attended the joint meetings, which included the elected officials who are members of those committees, other elected officials, local government staff, non-government partners and members of the interested public. The results of those meetings helped prioritize transportation investments that would best support desired land uses and reduce travel distances.

In spring 2009, transportation projects were solicited from the city of Portland, TriMet, SMART, the Port of Portland, ODOT and the region's cities and counties through county coordinating committees

to compile final RTP project lists to meet federal and state requirements. The solicitation resulted in a total of 1,058 proposed projects with a total estimated cost of $19.6 billion.

An RTP "package" was assembled that included a draft final RTP project list, a draft regional Transportation Systems Management and Operations plan, a draft Regional Freight Plan and a draft High-Capacity Transit system plan. This package was released for a 30-day public comment period as part of an integrated recommendation from Metro's chief operating officer to maintain what we have, protect the urban growth boundary and bring jobs to the metro region. The comment period was open from September 15 through October 15, 2009.

Forty-five days before the opening of the public comment period, electronic notices were distributed to all regional neighborhood associations, citizen participation organizations and interested parties who had asked to be included in Metro's notification lists. The notices included information on how to access the review draft online, dates and times of public open houses and hearings, and instructions on different options for submitting comments.

During the comment period, seven open houses and five public hearings were held. A Spanish interpreter was present at events held in Hillsboro, Gresham and North Portland, where large concentrations of Spanish speakers are known to live. The ability to engage an interpreter at any of the events was promoted in display ads and through a flyer in Spanish that was distributed to organizations that serve Spanish-speaking people in those communities. The full text of all comments received during this comment period can be found in a comment report dated October 12, 2009.

The RTP project list was accepted by the Metro Council in December 2009 so that an air quality conformity analysis on the proposed system could be conducted in February 2010 and staff could assemble a complete RTP for public comment that would meet state as well as federal requirements.

Related transportation concepts and plans

Several new transportation plans and concepts were developed in conjunction with the RTP with the intention of including priorities from these plans in the RTP. Those plans and concepts included the multi-modal mobility corridor concept, a Regional Transportation System Management and Operations plan, a Regional Freight Plan and a High Capacity Transit System Plan. These plans had targeted stakeholder and public participation efforts in addition to the overall RTP public engagement.

Mobility corridors concept in the RTP. During January 2009, Metro and Oregon Department of Transportation staff conducted 14 coordination interviews with local transportation agencies to provide information about the RTP's mobility corridor concept and to identify issues within each of the 24 corridors in preparation for future workshops.

Through March and April 2009, Metro and ODOT hosted seven mobility corridor workshops by geographic region to identify common mobility gaps and deficiencies and discuss the desired function of each corridor and individual transportation facilities. These meetings helped to develop a new Mobility Corridor Atlas and identify priority projects.

Regional Freight Plan. At the beginning of the RTP process, Metro formed a Regional Freight and Goods Movement Task Force, which included 33 members representing the multimodal freight industry, community and business organizations, and government agencies. During its three year operation, these regional freight stakeholders were interviewed about shipping logistics; freight mode preferences and selection factors; shipping practices; facility operations and pricing; and freight transportation issues, needs and priorities. This information was used to help shape goals and policy direction for the Regional Freight Plan, as well as provide an understanding of the regional transportation investments needed to support a sustainable economy and keep jobs in the region.

Regional High Capacity Transit System Plan. Development of the Regional High Capacity Transit System Plan offered a valuable opportunity to gauge the public's vision for high-capacity transit growth and development. Public input was extensive throughout the process. A "think tank" was formed, which included transportation experts and activists. The think tank met at major milestones in the plan's development to discuss themes and the region's vision for high-capacity transit expansion.

During the summer of 2008, feedback from residents, businesses, community organizations and elected officials identified 192 potential connections in about 55 corridors around the region. Over 100 attendees contributed at workshops, farmers' markets and community events and 200 people completed an online questionnaire. The values collected during public involvement efforts were incorporated into screening criteria for potential corridors. In spring 2009, Metro held a public conversation on evaluation results through an online survey, public events, and an award-winning, web-based "build-a-system" tool. The online survey was completed by 657 people, and the web site was viewed by 4,256 people.

Regional Transportation System Management and Operations. The Regional Transportation System Management and Operation Plan was developed in conjunction with the 2035 RTP to develop a strategy for maximizing the operation of the existing transportation facilities by investing in operations and demand management projects and programs. Three advisory committees joined efforts to create, review and revise the plan. TransPort, the operations subcommittee of TPAC, served as the technical advisory committee for operations. Its members include transportation operations professionals from across the region. TransPort met monthly between September 2008 and September 2009 to guide plan development. The Regional Travel Options Subcommittee, the transportation demand management subcommittee of TPAC, met bi-monthly during the plan development, providing guidance on transportation demand management solutions. A Transportation Systems Management and Operations policy work group was formed to provide high-level policy guidance for the plan. The ad hoc group consisted of TPAC members, key private sector stakeholders, and other transportation professionals that participate in or oversee Transportation Systems Management and Operations activities. The work group met four times during plan development to provide recommendations on the vision and goals, strategies, and implementation actions.

Public engagement in final RTP: Spring 2010

A 45-day public comment period on the final, complete RTP opened on March 22, 2010, and closed following a public hearing on May 6, 2010. A comment opportunity was held concurrently on the associated air-quality conformity report. Forty-five days before the comment periods opened, electronic notices were sent to all neighborhood associations, citizen participation organizations, jurisdictions, tribes with any potential interest in the area, business and community stakeholders, and all individuals who asked to be included in our list of interested parties. The notice announced the comment period and providing information on how to comment. A second notice was sent when the comment period opened, and a third reminder send halfway through the comment period. A public notice was published in *The Oregonian*, the newspaper of record for the metro area, and display ads were published in all ethnic newspapers and community newspapers. A press release was posted on the Metro web site and distributed to all area media.

The RTP and all associated system plans—the Transportation Systems and Operations Plan, the High-Capacity Transit Plan, and the Regional Freight Plan—as well as the air quality conformity report, were available on the Metro web page, with links to a convenient online comment form. Other related information, such as fact sheets, previous public comment reports, power point presentation, and survey results were also posted on the project web sites. Hard copies or CDs of the material were available upon request.

The comment period closed at midnight on May 6, 2010, following a formal public hearing held at Metro in the Council chamber that began at 5:00 p.m.

State and federal consultation. Consultation meetings were held during the public comment period with the Oregon Department of Transportation, the Department of Land Conservation and Development, and the Oregon Department of Environmental Quality and the Federal Highway Administration.

Summary of comments: 2007 – 2010

Federal component: 2007. The public comment period on the draft federal component of the 2035 RTP was held from October 15 through November 15, 2007. Metro received a total of 125 comments via the web, as oral testimony, comment forms, faxes, letters, petitions and emails.

Fifty-two individuals attended four public open houses. The Metro Council heard 37 oral testimonies during public hearings held as part of regular Council meetings scheduled to follow each of the open houses.

Most of the comments supported the policies and goals on promoting transportation choices, equity, environmental health, and human health and active living. Some comments called for adding performance measures to measure progress toward achieving those goals. A significant comment suggested that the RTP more aggressively address climate change by adopting the state carbon-reduction targets. This comment led to a greater emphasis addressing climate change in the final RTP.

Making the Greatest Place: 2009. The public comment period on the project list for the 2035 RTP was held from September 15 through October 15, 2009. Metro received 686 comments on the RTP portion of the comment opportunity. In keeping with recent trends, a large portion of the comments – 70 percent (481) came in via the web comment tool, 23 percent (155) by e-mail, and 7 percent (50) at hearings and open houses. Most of the comments supported the general direction of this RTP, with specific projects receiving enthusiastic support or vigorous opposition. Public comment was considered in forming the final project lists, particularly the federal, financially constrained list from which projects may be selected for federal funding.

Final draft 2035 RTP: 2010. A third and final 45-day public comment period on the 2035 RTP update opened on March 22 and closed on May 6, 2010 after a formal public hearing. Nine-five jurisdictions, organizations and individuals commented by email, over the web comment tool, as letters, and along with testimony at the public hearing.

Most of the comments from jurisdictions focused on the RTP Functional Plan, which outlines requirements for local jurisdictions in developing their transportation system plans. Most of the comments from individuals focused on a request that project #10731, one element of a proposed "I-5/99W" connection package originally known as "Alternative 7," be removed from the RTP. As a result of public comment, the City of Tualatin requested that the project be dropped. Metro staff recommended honoring that request and recommended that other solutions to that area's transportation problem be pursued.

The pages that follow contain the full text of all material submitted during this comment period, followed by a section containing examples of the outreach and notification conducted for this comment period.

COMMENTS

Date	ZIP code	Name	Organizational affiliation	Comment on the Regional Transportation Plan update:
5/7/10	97225	John A. Charles Jr.	Cascade Policy Institute	General Comment: According to the RTP, regional freeway traffic congestion increased by 20% from 2000 to 2005 (p. 53), and will increase again by more than 200% by 2035. This clearly indicates that the current RTP is not working, and this draft RTP will not work. Thus it should be rejected. It's time for local planners to admit that the package of strategies that have been relied upon for so long in Portland – TDM, severe zoning restrictions, massive expenditures for rail transit, subsidies for TOD, minimal road capacity expansion, and regulatory programs such as Eco and TPR – are expensive, bureaucratic and dysfunctional. Specific comments: Page 61: the draft asserts that, "The Portland Region has shown that it is possible to counter this trend through compact growth and by providing transportation options." Metro does not have the ability to measure regional VMT very accurately so drawing any kind of conclusions is risky. But more importantly, there has been no evidence put forward to support this assertion. Page 1-42: The primary cause of congestion everywhere in the country is the failure to price highways correctly. Without congestion pricing, there will be no reduction in congestion. Pages 1-50 and 1-51: the data sets on these pages are very out of date – going through 2000 and 2001, respectively. The same is true with transit data on page 1-57. There is no excuse for using such old data and it should be updated before final plan adoption. Page 2-7, VISION statement: there is no mention of congestion relief, yet that's the only issue most people care about. Page 2-14: the "targets" for "active transportation" are silly. We don't need targets of any type since people should be free to travel any way they want (and are prepared to pay for). However, if Metro insists on having them, the targets should be more than just a fantasy. Page 2-43: the Plan claims to put transit park-and-rides as the last priority, but that's not the way JPACT spends the money. In fact, if rail lines did not have so many park-n-rides, they would have very few passengers. This is especially true for the most recent project, the Green Line. Metro should stop fantasizing about large numbers of people walking or biking to transit (especially outside the city center), and admit that TriMet is highly dependent on auto access to transit stops. HCT: the entire section on HCT is absurd; by any objective measure, TriMet's rail projects are LOW-CAPACITY projects when compared with a busway or a rapid-bus program. Moreover, it's doubtful that the Portland region has the density (or ever will) to actually justify HCT investments. The challenge for this region is to move relatively small numbers of transit customers from many dispersed places to many destinations. True HCT projects are unsuited to that task. Page 2-52: the RTP here calls for expansion of Frequent Service buses, but TriMet is actually cutting service. Page 2-54: the plan calls for expanding commuter rail. This is ridiculous. WES is a complete fiasco and cannot succeed even in theory (costs are too high and potential passenger throughput is too low). Metro should accept the fact that commuter rail is inappropriate for this region. Page 2-57: there is no mention of the new road capacity that is needed to accommodate freight. Page 2-80: congestion pricing is mentioned briefly here in the context of HB 2001; however, the plan needs much more emphasis. Network-wide congestion pricing (for regional highways) is the ONLY strategy that will generate adequate revenue for new capacity while suppressing demand at key times of the day to ensure free-flow conditions.

5/7/10	97225	John A. Charles Jr. (*continued*)	Cascade Policy Institute	Page 2-84: employer-based commuter programs are highly over-rated. The data supplied to DEQ through the ECO program is based on surveys; empirical field research conducted by Cascade Policy Institute clearly shows that self-reported SOV commuting by employers subject to ECO is substantially under-stated. For instance, actual AM peak commuting by SOV is 97% of total trips at the NIKE world campus and 96% of trips at the INTEL campus at Hawthorn Farms, despite aggressive efforts by the respective employers to encourage light-rail use. The ECO reports submitted for those workplaces indicate that auto use is only in the mid-80% range. Those reports are wrong. Change of Mobility Standards: The RTP asserts that, "The existing V/C focused mobility standards only tell part of the story. A more comprehensive framework of measures is needed to define success…" This is incorrect. From the standpoint of the traveler, V/C standards do measure the things that matter – how crowded the roadway is and thus what the average speed will be. This entire discussion of "alternative standards" is just an attempt by local planners to evade their responsibility to maintain a functioning road system and switch the emphasis to irrelevant schemes such as TOD, traffic calming, and land-use planning.
5/7/10	97202	Ronald N. Swaren		I think there are a number of erroneous assumptions being made in this RTP, at least judging by the summary on the home page. 1. Automobiles are and will be a signficant contributor to climate change which can be remedied. What about other sources of emissions, such as gas or oil furnaces? Won't large numbers of people moving here lead to more emissions from these sources? Plus we should also realistically consider that the pressure is now widespread for auto manufacturers to produce very highly fuel efficient vehicles. In development right now, there are vast numbers of clean burning propulsion systems for personal automobiles---electric, hydrogen fuel cell, gas or diesel hybrid, or biodiesel hybrid. I think it would be wrong to minimize the need for individuals and families to make use of personal vehicles if their economic circumstances demand it. Thus any RTP should allow people the freedom to choose their own transportation and not try to induce people into one system or another. Finally, there is virtually no demonstrable proof that encouraging people to leave their automobiles in favor of alternatives will have an effect on climate. It is along leap from a theory which still is not proven to crafting a public policy to mitigate certain effects. 2. Bicycling is a consistently viable alternative to other forms of transit. Bicycling is time consuming, it is dangerous in inclement weather, it can lead to repetitive motion injuries, it is unsuitable for older persons and younger ones with disabilities. 3. Population growth is inevitable and desirable. Population growth will require lengthy, time consuming planning discussions. In the past urban regions, including Portland, have experienced significant downturns in population. These were not caused by planning or lack of planning, but by larger economic factors. However, basing policy planning on rapid population growth commits this region to grossly expensive projects. 4. Rail based mass transit systems are a reasonable preparation to mitigate unwanted factors. Most of the "unwanted factors" are caused by rapid population growth, Yet commiting to expensive solutions will further induce people to move here. It becomes defeating cycle.

5/7/10	97116	Daniel Riordan	City of Forest Grove	The following comments are made in reference to the APril 28, 2010 version of the RTFP: RTFP Title 1 – 3.08.120(B) – The requirement to include implementing land use regulations in TSPs does not seem necessary. The Transportation Planning Rule already addresses regulations necessary to implement a TSP. Furthermore, land use regulations should be included in a zoning ordinance or land division ordinance rather than a TSP. RTFP Title 1 – 3.08.130(A) – The requirement to include implementing land use regulations in TSPs does not seem necessary. The Transportation Planning Rule already addresses regulations necessary to implement a TSP. Furthermore, land use regulations should be included in a zoning ordinance or land division ordinance rather than a TSP. RTFP Title 4 – 3.08.410(G) – This provision states that cities and counties require on-street freight loading areas at appropriate locations in centers. On-street freight loading may not be necessary in all situations especially when off-street loading is required by local code. In addition, the reference to appropriate locations is vague. Revise wording to state "where off-street loading is not required, cities and counties shall allow for on-street loading and unloading areas within centers. RTFP Title 6 – 3.08.610(B) – The intent of this section seems to be that both TSP updates and amendments be in compliance with the RTFP. The proposed wording however only requires compliance for an amendment. For clarification and consistency revise the wording as follows: "Cities and counties that update or amend their TSPs after acknowledgement of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the TSP update or amendment in compliance with the RTFP…" RTFP Title 2 – 3.08.220(B) This section states that facility design is subject to the approval of the facility owner but does not identify how approval is granted. It would be helpful to clarify what is meant by approval.
5/6/10	97080	Ray Whitford	Current Council President, St. Timothy Lutheran Church	I am disappointed that for SE Portland and the Powell Blvd HCT corridor this document and verbal comments made at a neighborhood meeting the Bus Rapid Transit option is being documented (finalized) into this Plan. You haven't even studied which investment makes the best sense. You are just placing SE Portland at the bottom as has been the case for decades. Powell Blvd should have investments made to improve the corridor that don't impede on the current capacity of the road system (it is a State Highway). But US 26 should detour South at I-205 and head East at the new Sunrise Corridor. That would help us in Outer SE PDX to move Powell toward a more safe and local asset (round-abouts, safety improvement at 144th/145th (I have a suggestion about that situation that involves the Water B. land), slower speeds, Smart Growth, etc.). A Light Rail line in the Inter-SE area seems to need some elevated sections West of 52st. It will follow the old Mt. Hood Freeway right of way till 102nd and then move to the center like MAX does along E Burnside at 148th. The Number 9 and 4 Bus Routes need much higher capacity. More buses are not going to work and wider roads are unacceptable. Right now, a bus rider has to walk a 1/4 mile (up a hill) to transfer onto the MAX Green line. Go under I-205 or over it with MAX to get this fixed. Thanks for listening.
5/6/10	97008	Cindy Kimble	None	In Beaverton, to improve traffic flow, there is a proposal to extend 125th Ave through a greenspace from Greenway to Hall Blvd. Since first proposed over 30 years ago, homes have been built all along this greenspace, and it is part of home attraction and value. We are concerned that this road will be built as it is unnecessary: it would create too many arterial roads in the same location (only 2 blocks apart in this 3/4 mile project area) taking away from livability; other large roads run almost exactly parallel to it providing adequate transport; other major arterials could be improved to prevent traffic congestion instead of paving this uncommon forested area of Beaverton; it is of huge expense, yet would benefit only a small portion of Beaverton; the expense is prohibitive with all the other necessary traffic projects and maintenance in the area. We hope this proposal is not in the 2035 Plan and wish to express the opposition of hundreds of Beavertonians to this project. Thank you.

5/4/10	97062	George & Annie Vigileos	Citizens, residents, and homeowners of Tualatin	We are opposed to Metro Project #10731 (Tualatin Rd/Lower Boones Ferry Rd) in the 2035 RTP, and request its deletion from the list of identified projects for the RTP, and the deletion of all associated references to same in any associated RTP documents. Our strong feelings of opposition to Project #10731 are based on several conclusions arrived at in studying the history and circumstances surrounding the evolution of Project 10731 and other related initiatives. Those many conclusions and concerns include but are not limited to the following four: 1. The shortcomings and negative outcomes in proceeding with this project dramatically outweigh the reputed benefits for the vested residents and citizens of the area (versus the most likely 'real' beneficiaries, namely Leveton-area businesses, and pass through traffic.) Simply put, this project tears through and severely and permanently scars the most cherished park of this community, and severely impairs the livability and enjoyment of residents of North Tualatin by expanding the Tualatin Road function beyond its current use as a residential and local access thoroughfare. 2. The audit trail on record for the pursuit of public involvement or citizen involvement provides persistent non-trivial indicators that such involvement was responded to dismissively or conducted with only perfunctory interest in the decision making process. 3. The project engagement methods, at least in some cases, were designed to divert public attention from participation. More specifically, there was no consistent and uniform identifying and naming practice or standard for the 'initiatives' under consideration which dealt with an alignment from Lower Boones Ferry Rd. connecting across the Tualatin Community Park to a Tualatin Road Extension. This served to confuse, misdirect, and obfuscate the ongoing planning activities to even the most informed and concerned Tualatin citizens. Thus, no well-intended, involved citizen could stay on top of the issues and participate in ongoing discussions for the following projects: 1. "Tualatin Road Extension", 2. "Metro Project 10731", 3. "The Northern Arterial of Alternative 7", etc., all of which were concurrently in official and public discussion somewhere. 4. We have reason to believe that the area's current manifest traffic is largely local or regional, but the solutions looked at thus far seem to respond to an induced (and projected) traffic load of pass-through vehicles. Thus are we being forced to a traffic solution that responds to a future traffic problem which is also being imposed on us by other deliberate planning decisions? We believe that a comprehensive review and reassessment is needed in addressing the transportation needs and challenges in the Tualatin area, including the assumptions and justifications for determining true requirements, true beneficiaries, true stakeholders, and true alternatives within and without the regions/ corridors under consideration, and we look forward to a more convincing and committed public involvement process. Thank you for 'this opportunity' to participate in citizen input and involvement. Best regards, George & Annie Vigileos
5/4/10	97062	Christine Tunstall		I support the Tualatin City Council's letter requesting the removal of Project #10731: Tualatin Road/Lower Boones Ferry Road from Tualatin to Exit 290 from the Regional Transportation Plan. The proposed Tualatin Road extension was slated to cut through a well utilized Community Park. The noise and pollution generated by continuous heavy traffic would have destroyed the community's enjoyment of our park. The roadway would have been within 100 feet of the baseball outfield. The trucks and car traffic would have created an uninterrupted din that would have carried to walking paths in native areas along the river, the children's play area, the skate park, and the new pedestrian bridge over the river. Why would we develop a park with so many wonderful features, then build a roadway through it? Due to the many physical limitations of the river and wetlands in our city center, there is little room for additional transient traffic.The residents of Tualatin want to preserve our small town character. In the future, it would be prudent to perform traffic and environmental impact studies earlier in the process of planning new roads. If more Tualatin citizens had been involved sooner in this process, this project could have been discussed and dismissed at a much earlier point in regional planning. There has been inadequate study of traffic sources and destinations and consideration of alternative transportation solutions. The City's outdated Transportation Plan needs to be updated to incorporate other possibilities. Local governments need to be held to a higher standard of citizen involvement to prevent a reenactment of this sort of undesirable proposal. I urge you to take action to remove this project from Metro's RTP.

5/3/10	97224	Nancy Schmidt		RTP staff, As a concerned, nature-loving citizen who, along with many precious animals and magnificent trees enjoys the serenity and beauty of Tualatin Community Park, I petition that project #10731 be dropped from the Regional Transportation Plan project list. The destruction this project would cause in terms of life's most valuable assets is uncalcuable. Drop project 10731! Thank you, Nancy Schmidt
5/3/10	97062	Edward Bartlett	Tualatin resident	Dear Metro Council, I have an urgent request for you. The City of Tualatin has sent a letter requesting removal of Project 10731 from the new regional transportation plan. I also request that you remove this project. This project would have an extremely negative impact on Tualatin and on my neighborhood. I have met with my neighbors and we have found the following to be true concerns: The disturbing increase in through traffic, including large trucks, will create an unsafe condition for the children and other residents of North Tualatin. The proposal was created and sent to Metro without adequate notification and public involvement of the residents of Tualatin. We estimate that less than 1% of the residents of Tualatin were aware of the proposed route over Tualatin Community Park. Hundreds of Tualatin voters have spoken out against this route over the park because it would cause irreparable harm to the serenity and enjoyment of the Park. Unacceptable interference with access to the entire North Tualatin Neighborhood. Two City Advisory Committees voted to remove it. There has been inadequate study of sources and destinations of traffic and consideration of alternative solutions. The City's outdated Transportation Plan needs to be updated to incorporate other possibilities. I urge you to remove project 10731 from the new regional transportation plan. Today I went door to door to 100 houses urging neighbors to send you email, or attend the meeting Thursday, May 6. Thank you for your consideration. Best regards, Ed Bartlett
4/30/10	97062	Dick Piazza		The plan includes a project that has been withdrawn by the City of Tualatin. It is project #10731 - Tualatin Road Extension. It was a bad idea that the public had to uncover. There were no open houses as there were for Alternatives 1 -6 of the 99W-I-5 connector. We did not know it was going to be a gateway road to Newberg. When we found out, we told the city to pull the project. You need to remove it. Public process is suppose to inform. This has been very discouraging.
4/18/10	97223	Erik Halstead	Daily TriMet bus (not MAX, WES or Streetcar) rider	Like most Metro transportation plans, this plan is very light on any bus improvement, and is very biased towards rail improvements - even though there is a pattern that once rail improvements are built - bus services have to be cut to pay for the rail. A complete transportation system will include good, high quality bus service - not just expensive BRT projects, but door-to-door, local bus services. Look around in Europe - every city in Europe, even the smallest of communities with just a thousand or so residents, up to the major cities like Berlin, Amsterdam, Copenhaven, Paris - even London - have major, high quality, well-invested bus systems. London is world famous for its bus system of double-decker buses, and over 50% of its bus stops are fully improved with shelters and other amenities. Metro, however, seems content with TriMet's relatively third-world bus system, with an ancient bus fleet, only one-in-eight stops has a shelter (and even of those stops, many of those stops lack ADA access between shelter and street!), few bus stops have any additional amenities like Transit Tracker signs or adequate lighting or bus information signs. This is a system that is failing today, and could be fixed for the entire TriMet service district, for less than the cost of one light rail line. Remember: Once you get off of a light rail train, how do you get to your destination? Not every destination is right at a light rail stop - the bus provides that essential last mile link. What if there is no bus? That creates more auto traffic. Metro needs to own up to this systemic failure in our region's transportation network, and make sure that we have a functioning, world-class bus system now. In 2030, if we don't have a good bus system, will residents trust the non-bus system?

4/13/10	97140	Robert Galati, PE	City of Sherwood, City Engineer	I will focus my comments on the Mobility Corridor #20 analysis. To begin the title of the section is Tigard to Sherwood & Sherwood to Newburg. However the corridor analysis falls drastically short of providing any analysis of Highway 99W through Sherwood, and ignores completely the section between Sherwood and Newburg. Sherwood has four major roadways which intersects with Highway 99W, these being Roy Rogers Road/Tualatin-Sherwood Road, Edy Road, Meinecke Road, and Kruger-Elwert/Sunset Road. Of these intersections only Roy Rogers/Tualatin-Sherwood Road was provided a basic analysis. The other roads mentioned act as by-pass routes for traffic trying to avoid travelling along Highway 99W. These intersections should also be included in the corridor analysis as they are directly impacted by Highway 99W traffic flows. Also, as noted under the Safety Deficiencies (page 4-149), Highway 99W is rated as Category 4 and 5 based on the ODOT SPIS listing. Does this rating stop before Sherwood or does it continue on through Sherwood to Newburg? This analysis does not specify the limits where the rating of 4 and 5 occur. A discussion of the limits of the SPIS listing needs to be provided for the extent of Corridor #20 through to Newburg. Finally, the emphasis of HCT for the near term solution to the traffic problems along Highway 99W through Sherwood, and from Sherwood to Newburg does not provide an adequate solution of the issues surrounding the intersections listed above. The HCT goal should be placed secondary to correcting the more immediate needs, issues and problems faced by traffic along Highway 99W at the intersections listed above. I am available to discuss my comments and my reasoning with you at any time.
4/3/10	97070	Jon D. Chavers	Portland State University student	The need in Wilsonville for arterial lanes parallel to I-5 is vital. Boones Ferry Road, in the vicinity of SW 95th and SW Commerce Circle, is now discontinuous thanks to the last improvement to the North Wilsonville/Elligsen Road Interchange. Several businesses lost direct access to I-5 because of this project. Boones Ferry Road must be reconnected. Traffic bottlenecks at Wilsonville on I-5 is a common occurence. Total reliance on I-5 for all local north/south traffic is a mistake. Boone's Ferry, operating between Wilsonville and French Prairie, was replaced by the Boone Bridge with the construction of I-5. By putting all of our transit eggs in this one basket, the region has al but asked for congestion at this choke point. By once again operating the actual Boones Ferry, which has significant historical relevance in the area, alongside I-5, local traffic can bypass the interstate and residents can experience a piece of history at a pristine river crossing.

3/24/10	97123	Damian Miller	Lewis & Clark College, WashCoBTC (not speaking in official capacity for either)	From my perspective in Washington County, the RTP seems to me to be saying one thing, and doing something else. The glossy front matter of the RTP makes the case for the environmental, community, and economic benefits of building "efficient urban form," of building and connecting key employment, shopping, civic and cultural destinations with an eye to facilitating bicycle, pedestrian, and transit access. But when you get into Chapter 5, one finds that for many Washington County centers and corridors, the 2035 Federal Priority system would have no impact on, or even decrease non-single-occupancy-vehicle mode share. This is reflected when you get into the actual project list. Often relatively low-cost projects that would improve bike-pedestrian-transit connections in areas that are already built with a density and layout that support non-auto travel, are postponed until the 2018-2025 time period. (E.g. Project ID's 10847 & 10849, which are close to my heart). Meanwhile, expensive big arterial expansions all over Washington county are well funded in the 2008-2017 timeframe. I have similar worries about the disconnect between stated equity goals and the actual project list. Taking my local community as an example, there seems to be a profusion of projects in the Orenco/Tanasbourne areas, but precious little being done to improve non-auto transportation in the TV Hwy corridor and downtown Hillsboro, areas whose low-income and immigrant populations use transit intensely, but are poorly served by it. While I suppose that the slant of projects in Washington County is what it is because of the desires of local governments and large employers, I think that the RTP does a disservice to our conversation about future transportation and land use, in covering over what is actually planned with green and equity language. It would be infinitely more honest to state that, due to the desires of local constituencies, Washington county has chosen to focus on large arterials and auto-oriented development, focusing what bike-pedestrian-transit dollars there are on upscale areas near highway 26. Sigh.

4.1 **Ordinance No. 10-1241,** For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan.

Councilor Burkholder moved the ordinance. Councilor Collette seconded.

Councilor Burkholder noted the four-year timeline and noted primary objectives and overall themes of the plan. He discussed iterations and noted the revolutionary nature of the plan, both for the region and on a national level. He noted its utility and its role as a model for the rest of the country.

Council President Bragdon opened a public hearing on Ordinance No. 10-1241.

Mara Gross, Policy Director, Coalition for a Livable Future, provided testimony on future plans and specific recommendations on the Regional Transportation Plan. She said the Council should revisit the project list, and maintain equity as a primary theme throughout. She discussed health, safety, and affordability. Councilor Collette asked about addressing the project list. Councilor Liberty asked about bus operations.

Roger Arerbeck, Portland, provided testimony on RTP goals and pedestrian vision. He said safe pedestrian access was key and that safety should be an urgent priority in corridor development. He touched on the importance of funding allocation for under-represented groups.

Garik Kransky, Bicycle Transportation Alliance, provided testimony on state-mandated greenhouse gas reduction goals. He said the RTP could do more to increase transportation choices and decrease the necessity to drive. He said overall, though, the bicycle portion of the RTP was very strong.

Marianne Fitzgerald, Southwest Neighborhoods Inc., provided testimony on the importance of regional investment in multi-modal systems. She supported increased livability standards and ensuring the Barbur corridor was planned correctly.

Reba Tobey, Tualatin, provided testimony on specific projects regarding Tualatin Ferry Road and the Tualatin community. She noted the importance of Tualatin's parks and open spaces.

Christine Tunstall, Tualatin, provided testimony regarding support of Tualatin City Council's removal of specific projects involving Tualatin Ferry Road. She noted the importance of the current parks and open spaces in the area. She noted the need for increased citizen involvement in the Tualatin area.

Kathy Newcomb, Tualatin, provided testimony regarding project 10731. She said citizen involvement was completely inadequate in Tualatin. She was concerned that Tualatin was the most underserved Tri-Met area in the region. She discussed the formation of a traffic advisory committee.

Cathy Holland, Tualatin, provided testimony regarding removing project 10731. She discussed complex issues related to the city of Tualatin. She discussed specific areas and traffic management

alternatives and noted the need for true cooperation and collaboration. She requested immediate action. Councilors Collette and Liberty thanked individuals for their thoughtful testimony and excellent organizational efforts.

Dolores Hurtado, Tualatin, provided testimony regarding removing project 10731. She discussed Tualatin's public involvement process and noted how nice it would have been to receive relevant information on the project and plan earlier on. She discussed organizational efforts and park protection.

Katy Brooks, Port of Vancouver, provided testimony on freight inclusion in the RTP. She discussed the importance of freight in transportation planning and the increased importance of looking at freight functionality on both sides of the river. Councilor Park discussed timelines for different projects.

Jason Barbour, Portland, provided testimony on increased funds for public transit and transportation rather than large capital projects. He talked about fund allocations for services and prioritization. He discussed transportation fares and discrepancies in who pays and how much. Councilor Liberty asked Mr. Barbour what he would do as the Tri-Met General Manager. President Bragdon discussed the idea of specific metrics for services and route details. Mr. Barbour discussed listing details in the RTP and investment plan. Councilor Burkholder discussed maintenance and operations issues.

Toni Anderson, Tualatin, provided testimony regarding the I-5/99W Connector project. She discussed highway lanes and congestion issues.

Dennis Wells, Tualatin, provided testimony regarding project 10731 or the "Bridge over the park." He discussed personal relationships with the park and its important role in the community. He said there wasn't simply opposition, but a legitimate exercise in community organizing. He said it was an emotional item in Tualatin.

Council President Bragdon closed the public hearing and assigned Ordinance No. 10-1241 to June 10th, 2010.

Kim Ellis, Metro Transportation Planner, discussed specific project removal from the RTP including project 10731. She said reevaluations had taken place. Councilor Burkholder discussed cost discrepancies and project priorities. Councilor Burkholder asked about project processes and connection to the RTP project list. Ms. Ellis provided detailed update and policy framework specifics.

To: Members of the Metro Council

From: Dolores Hurtado
8685 SW Chinook St.
Tualatin, OR 97062

May 6, 2010

1. I strongly support the request from the City of Tualatin to withdraw Project 10731 from the 2035 RTP to be adopted on June 10.

2. It is clear to me that this proposed roadway over Tualatin Community Park would not have been under consideration over such an extended period of time (through many different versions) if information about it had been circulated much earlier to the general public.

3. Long after the city had voted to include the project in the proposed Regional Transportation Plan, very few residents in the area were aware of it even as a possibility. It took a long time before a significant number of residents were aware of this bridge over the park, also known as Tualatin Road Extension proposal. .

4. When a few citizens undertook to create their own flyers and deliver them door to door, concern about the impacts on the park and the neighborhoods grew rapidly. Opposition mounted after the City decided to include in its Urban Renewal extension proposal some $30 million for funding a section of the park roadway Then two City Advisory Committees voted to delete the bridge from the Urban Renewal proposal and asked for more study of traffic movement and an examination of other options..

6. Finally residents stepped forward to develop a City Charter Amendment to protect our parks from non park-related construction without a vote of the people. Residents seem very supportive of this concept. It is likely to pass.

7. My conclusion from this history is that it is important and useful to alert citizens to urgent problems and invite their suggestions. It also follows that the residents of Tualatin need to step forward and get involved in helping to define problems and creating innovative solutions. In cooperation with the city we need to develop ways to move people from one spot to another as efficiently as possible, and to do so without poisoning the atmosphere or downgrading our neighborhoods .

8. We hope to be engaged with City, Metro and Tri-Met staff in a process that features a detailed analysis of sources and destinations of our traffic and makes liveability and preserving our green spaces important criteria in adopting future projects.

Christine Tunstall ~~17400 SW Cheyenne Way, Tualatin~~ Tunstall, Christine

Good afternoon Councilors,

I support the Tualatin City Council's letter requesting the removal of Project 10731--Tualatin Road to Lower Boones Ferry Road from the Regional Transportation Plan.

The proposed Tualatin Road extension was slated to cut through the Tualatin Community Park which is adjacent to a long stretch of the Tualatin River. Six acres were given to the city specifically for a park by the Eastham family in 1948. Lois Dalton, with the help of the Booster Club, reactivated the Crawfish Festival in 1958 to raise money to develop the park. Lois says, "No park, no festival, no festival, no park". With Mrs. Dalton's leadership and contributions by many volunteers, the Crawfish festival and the park became our community center. As a member of the fifth generation of my family to live in Tualatin, I remember attending the festival as a child with a parade of floats, a dance, a horse show, cotton candy and mounds of crawfish. What a party!
Over the years, the park increased in size as more land was donated and purchased. The park now includes a boat ramp, tennis and basketball courts, picnic shelters, an extensive children's play area and a skate park. The path through native areas along the river now leads to a pedestrian bridge that connects to Durham park and Cook park in Tigard.

Why would we develop a park with so many wonderful features, then build a roadway through it? The proposed roadway would have been within 100 feet of the baseball outfield. The truck and car traffic would have created an uninterrupted din that would have carried throughout the park. The pollution generated by continuous heavy traffic would have destroyed the community's enjoyment of our park.

In the future, it would be prudent to perform traffic and environmental impact studies earlier in the process of planning roads. If more Tualatin citizens had been involved sooner in this process, this project could have been discussed and dismissed at a much earlier point in city and regional planning. I believe there has been inadequate study of traffic sources and destinations for the traffic slated to use this road. Tualatin's outdated Transportation Plan needs to be updated to incorporate other possibilities.

I urge you to take action to remove this project from the Metro RTP.

Holland, Cathy

My name is Cathy Holland. I am a resident of Tualatin and a member of North Tualatin Friends. I, too, ask Metro to remove Project #10731 from the RTP.

An informal group of residents, NTF has already tackled complex issues in the City of Tualatin. We recently committed to work with the City to update and improve Tualatin's TSP during its 10 year update in 2010/2011.

Changing the way things have been done in the past is our biggest challenge.

NTF has developed a list of traffic management alternatives to "just building more roads". We expect that may help us remove the existing placeholder road described as (Boones Ferry extended over Tualatin River) from the local TSP as well.

We expect that these traffic management alternatives result in lower emissions and reduced traffic congestion, sometimes at a lower cost. What is needed is true cooperation between residents, retail businesses, industry, and local government. That cooperation will enable us to solve many more problems.

Among many others, NTF alternatives currently include:

(a) Initiating a request to Tri-Met evaluate the benefit of an additional "park and ride" lot on the west side of Tualatin at Tualatin Road/124th and 99W (there is property for sale right now)

(b) Supporting first, express Tri-Met service, and then later rail down 99W through Tigard to Sherwood with a stop at Tualatin Road/124th at the proposed new "park and ride",

(c) Expanding the existing employer based local transit (our local Chamber runs a micro-program right now) and the addition of resident/shopper based local transit,

and many others. We believe these alternatives to "just building roads", many of which call for implementation as a segmented strategy over time, also call for immediate action.

Besides contacting TriMet, our immediate action includes additional park protection from non park construction. Tualatin Community Park and indeed Tualatin's entire park system has been a credit to good planning and improved livability in Tualatin. That is why we are moving to change the city charter to protect parks from non park construction, without a vote of the residents, just as West Linn and Oregon City has done before us.

We see these actions completely consisted with our goals of enhancing the quality of life of our residents and we want to help our residents thrive over the next 25 years when nearly everything we now know is probably going to change.

COMMENTS TO METRO MEMBERS ON MAY 6, 2010 RE: NEW METRO REGIONAL TRANSPORTATION PLAN DUE TO BE ADOPTED 06/1/10

Tobey, Reba

Thank you for the opportunity to speak to you today. My name is Reba Tobey. I live in North Tualatin at 17815 SW Cheyenne Way.

I STRONGLY support the City of Tualatin's request to you to remove project 10731 from the final draft of the new Regional Transportation Plan scheduled for adoption next month.

As you know, this project would extend SW Tualatin Road to SW Boones Ferry Road and I-5 by way of a vehicular traffic bridge through the center of Tualatin Community Park...the centerpiece of Tualatin's park system and center of many community activities.

I personally enjoy the Park on an almost daily basis while walking and running with my dog Chelsea meandering along the paved and gravel pathways that wind along the riverbank. Residents from not only Tualatin frequent the Park, but, also neighboring communities such as Tigard, Durham, Sherwood and others. Some of the activities that occur here include softball, baseball, tennis, basketball, and skateboarding. Also, there is a very nice and secure play area for young children.

One quote from the City of Tualatin's website sums it up perfectly "Tualatin's system of parks and greenways foster the well being and health of every citizen." As Washington County's only river, the Tualatin is an important resource to the region and home to an abundance of fish and wildlife, including steelhead and salmon, Western Painted Turtles and Northern Red-Legged Frogs. In discussing Tualatin parks, Major Lou Ogden has said "We're thrilled at the opportunity to continue protecting a treasured community asset: the Tualatin River."

As you know, the Natural Areas Program voted in by citizens in 2006 is designed to safeguard water quality, protect fish and wildlife habitat, and ensure access to nature for future generations. When commenting on this program, Mr. Hostika said "The bond measure is helping communities across the region invest in their natural environments". Project 10731 is completely inconsistent with this program.

The proposed roadway and bridge would carry thousands of cars and large trucks spewing toxic fumes over the Park daily and would result in the destruction of a favorite picnic shelter and stand of 100 year old Heritage trees. Imagine hearing only the roar of traffic instead of the ping of a baseball bat as a child swings at home plate just a few feet away from the proposed bridge. Or, how about not being able to hear the beautiful sounds of birds singing. All of this and more will be the result if the bridge is constructed and ultimately no one will want to use the Park except for transients.

Further, Tualatin Road is almost the only way into and out of our neighborhoods. There will be an intolerable level of newly-introduced regional traffic through our already established neighborhoods, increased pollution and decline in property values. Tualatin residents should not have to bear the entire burden of the region's transportation challenges - especially through already established neighborhoods and parks.

Thank you, Reba Tobey

Russell, Brian/Fitzgerald, Marianne (Southwest Neighborhoods, Inc.)

Southwest Neighborhoods, Inc.

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

May 6, 2010

Metro Council and Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: 2035 Regional Transportation Plan

The Board of Directors of Southwest Neighborhoods, Inc. (SWNI) supports Metro's efforts to integrate long-term land use planning and transportation planning in a way that will enhance our region's livability.

We submitted detailed comments on October 15, 2009 which are still valid. Here is a summary of our comments on the final draft of the 2035 Regional Transportation Plan (RTP):

1. Thank you for providing 45 days to review the final draft of the RTP.

2. With limited expansion of the urban growth boundary, the transportation agencies (City of Portland, ODOT, TriMet, etc.) need to make improvements to the regional infrastructure that supports projected growth within the urban growth boundary without negatively impacting existing neighborhoods. Within the SWNI boundaries, not one of the major arterials or frequent bus routes has a complete pedestrian and bicycle system infrastructure that would encourage people to use alternative modes. SWNI strongly recommends that the region develop more multi-modal systems, complete streets on major arterials, and active transportation corridors; and support schools, jobs, affordable housing and greenspaces, to accommodate growth that is attractive and livable within the urban growth boundary.

3. Chapter 1, Security and Emergency Management, describes risks to the transportation system associated with a seismic event or landslides that could hamper emergency response and create safety issues. The region must develop a priority plan to address these issues, and upgrade critical infrastructure to meet seismic standards before we have a catastrophic earthquake.

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland.

4. Metro's Regional Design and Placemaking Concept (Chapter 2) describes a grid-like system and our October 15, 2009 letter commented that Figures 2.10, 2.12, 2.15, 2.22 and 2.25 contain significant gaps in the grid in SW Portland. Since these figures have not been revised, we once again recommend that these additional north/south and east/west streets be added to create a grid-like system of "complete streets" that can safely accommodate bicycles, pedestrians and transit as well as motor vehicles in Southwest Portland.

    a. east-west routes: Patton, Hamilton/Sunset Blvd., Beaverton-Hillsdale Highway, Red Electric Trail, Vermont, Multnomah Blvd., Taylors Ferry Road, Stephenson
    b. north-south routes: Macadam, Barbur Blvd., Terwilliger Blvd., Boones Ferry Road, 30th/Dosch/35th , Capitol Highway, 45th/48th , Shattuck, 62nd, Scholls Ferry Road

5. The draft Regional Transportation Plan describes an investment strategy in Chapter 3. Although the RTP does not define what is a "community building project" or "mobility building project", it is still clear that more than half of the projects and half of the costs are dedicated to highways, roads and bridges, and freight, with relatively little invested in trails or bicycle and pedestrian facilities. In order to meet performance targets in Table 2.3, especially those related to the environment and equity including objectives for reducing vehicle miles traveled or greenhouse gas emissions, then Metro and the jurisdictions must seriously invest in the infrastructure needed to allow people, goods and services to reach destinations without relying on motor vehicles.

6. We support numerous improvements to transit, bicycle and pedestrian facilities that would support local and regional objectives to encourage more use of walking, bicycling and transit. SW Capitol Highway, Barbur Blvd., and the Red Electric Trail continue to be high priorities in Southwest Portland. We have the highest percentage of arterial streets without sidewalks in the City of Portland so the list of improvements that need to be funded in our area is extensive. We thank you for addressing some of our comments in the RTP that was adopted in December 2009. Appendix A at the end of this letter contains specific comments on the current project list that support active transportation initiatives and safety in our area.

7. The plan discusses transit improvements needed in the region, but over the last few years, TriMet has been disinvesting in bus service in Southwest Portland. We urge Metro, JPACT and TriMet to support more transit investments, not less, in neighborhoods in Southwest Portland and throughout the region.

8. We support the I-5/99W mobility corridor to be a high priority for a Corridor Refinement Plan (Chapter 4). In January, Metro Council and JPACT endorsed the expansion of high capacity transit to the corridor in the vicinity of Barbur Blvd/99W from Portland to Sherwood. Metro and JPACT also endorsed Mobility Corridors #2, 3 and 20 for the next Corridor Refinement Plan. Significant congestion occurs on I-5, and significant local congestion occurs on a regular basis on Barbur, Capitol Highway, Taylors Ferry

Road and other intersecting streets, especially at the freeway on- and off-ramps. Traffic diverted from I-5 can paralyze Barbur, Capitol Highway, Taylors Ferry Road, Terwilliger, Macadam and other arterials and local streets. All of the arterials and collectors have significant gaps without sidewalks and bike paths, making it unsafe to walk or ride bikes in the neighborhoods. The Corridor #2 refinement plan is especially needed to evaluate how Barbur will accommodate all modes of transportation (transit, bicycles, pedestrians and motor vehicles) while preserving livability in the neighborhoods and the economic vitality of the commercial businesses in the corridor. If not done right, the addition of high-capacity transit in the vicinity of Barbur could result in loss of auto and freight capacity, housing, businesses, greenspaces and habitat and have a negative impact on mobility and exacerbate congestion on adjacent transportation routes in neighborhoods. We also had some questions about the detailed Mobility Corridor descriptions in Chapter 4. For example, Mobility Corridor #2 describes Washington Square Regional Center and Interstate MAX, but these are both located outside of the boundaries on the Corridor #2 map.

9. We applaud Metro for developing proposed performance measures (Table 2.3 and Chapter 5) to evaluate the effectiveness of these planning efforts, but there are many problems with the details in Chapter 5. Living within 1/2 mile of a bus stop is a good performance measure but it should only be measured if people have ADA-compliant pedestrian facilities to enable people of all abilities to get to that bus stop safely. The presence of a bus line is a good performance measure but it should only be counted if it includes service outside of commuter hours. Most importantly, the proposed regional goals are based on regional averages and we believe a more equitable approach would have a minimum target level for alternative modes for all areas of the region. We recommend that the outcome-based performance measures allow a "dashboard" look at key indicators that describe progress toward meeting goals, and more detailed measures that help determine where additional resources are needed in localized areas to meet regional equity goals.

10. We support the Active Transportation initiative of Metro, and aggressive efforts to reduce greenhouse gas emissions from transportation sources.

11. Chapter 6 describes many unresolved issues to be addressed post-RTP adoption. The region needs to fully integrate walking and cycling into each jurisdiction's transportation system plan as well as Metro's Regional Transportation Plan.

12. The draft Regional Transportation Functional Plan needs to be strengthened to require all regional jurisdictions to meet the intent of the plan, with few exceptions. All of the local jurisdictional transportation plans need to include streets with pedestrian/bicycle paths that connect with essential destinations, ADA-compliant pedestrian access to major transit stops and essential destinations, and stronger consideration of how small infill development (less than 5 acres) affect livability when not accompanied by appropriate infrastructure improvements.

Background

Our coalition's geographic location covering Southwest Portland includes:

- One major throughway (I-5)
- Three major regional arterials (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Three regional transit system routes (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Two collectors of regional significance (Terwilliger Blvd., Boones Ferry Rd.)
- Three regional boulevards and streets (Capitol Highway, Multnomah Blvd., Scholls Ferry Road)
- Five Regional Trails, (Willamette Greenway , Red Electric, Hillsdale to Lake Oswego Pedestrian Trail, the 40 mile loop, and Terwilliger)

Our neighborhoods accommodate a significant amount of regional traffic from travelers in neighboring counties and cities heading toward downtown Portland or traveling through the region. None of the major regional arterials or regional transit system routes listed above has a complete pedestrian, bicycle or transit network. TriMet recently cut transit service—and has proposed even more cuts. Only 11 bus routes serve all of Southwest Portland outside of weekday commuter hours.

In Southwest Portland, the rugged terrain, numerous creeks and lack of a grid system make it very expensive to retrofit roadways with the pedestrian and bicycle paths and stormwater facilities needed to meet the Plan goals. One of the major goals of "Making the Greatest Place" is to reduce reliance on motor vehicle travel and support growth in centers and corridors that can be accessed by walking, biking and transit. We believe much more investment is needed to help our coalition area achieve equity with other parts of Portland.

Thank you very much for considering these detailed comments, particularly as they attempt to identify projects that meet the RTP goals. We invite the City of Portland, ODOT and Metro to meet with Southwest Neighborhoods, Inc. and discuss these comments in more detail.

Sincerely,

Brian Russell
President
Southwest Neighborhoods, Inc.

Cc: Mayor Sam Adams, Commissioner in charge of Transportation
Nick Fish, Commissioner in charge of Parks
Sue Kiel, Director, Bureau of Transportation
Jason Tell, ODOT Region 1
Robert Liberty, Metro District 6
Carlotta Collette, Metro District 2

Appendix A
RTP Technical Appendix Comments

1. We support the inclusion of SWNI priorities for bicycle and pedestrians improvements on Capitol Highway (projects #10189, 10272 and 10273) and the Red Electric Trail (project #10354 including a connection with the Gibbs Pedestrian Bridge) on the federal priority list.

2. The SWNI priorities for improvements to Barbur Blvd. are currently on the state list (projects #10283 and 10285). We further recommend that the Slavin Road connection between Barbur and the soon to be built Gibbs Street Pedestrian Bridge be included in the Barbur scope. We recommend that the Barbur projects be placed on the federal priority list.

3. ODOT's proposal to improve several bridges on Barbur Blvd. (project #11324) includes improving some bridges that are proposed to be removed in the South Portland Improvements project #10235. We recommend that the Barbur Bridges project #11324 be separated into two projects so the projects that are urgently needed to complete the unsafe gaps in the bicycle and pedestrian facilities (those south of Naito Parkway that do not conflict with the South Portland Improvements project) are on the federal priority list.

4. We support the inclusion of SWNI priority safety intersection improvements at SW Garden Home Road/Multnomah Blvd. (project #10191) and SW Stephenson/Boones Ferry Road (project #10227) on the federal priority list. These are dangerous intersections that need to be improved as quickly as possible.

5. We recently worked with the City of Portland and ODOT to develop a proposal for an Active Transportation Demonstration Grant for Barbur Blvd. and its feeder routes. We continue to advocate for funding for this project. We support including the following projects in the Regional Transportation Plan because the proposed bicycle and pedestrian facility improvements support the plan's goals for centers and corridors: SW Barbur Blvd. and SW Capitol Highway projects mentioned above, SW Taylors Ferry Road (10284), Barbur/Capitol Highway/Taylors Ferry Road/Huber and West Portland Town Center improvements (10282 and 10287), and the Slavin Road portion of the Red Electric Trail. We also recommend that the following projects that are in the City of Portland Transportation System Plan but are not currently proposed in the RTP be included in the RTP: SW Huber (including improvements on 40th connecting Huber to the existing pedestrian bridge over I-5), SW 19th, SW 26th, and SW Spring Garden.

6. We thank you for adding SW Multnomah Blvd. (11351) and SW Boones Ferry Road (10308) to the RTP. These corridors are key components of the Barbur Blvd. Active Transportation Corridor.

7. We support the inclusion of the following projects on the federal list that support the RTP goals for centers and corridors: the SW Capitol Highway, Red Electric and SW Barbur Blvd. projects listed in comments#1, #2 and #3 above, SW Hamilton (#10226), Scholls Ferry (#10384), and Vermont (#11131).

8. The recently opened 4T Trail needs sidewalks along SW Talbot, SW Fairmount (Marquam Trail to Marquam Hill Road) and SW Marquam Hill Road along which the 4T runs. This is becoming a major tourist attraction and should be improved to make it safer for pedestrians. We also support the inclusion of other projects, such as pedestrian and bicycle improvements to SW Dosch Road, to develop the network of "complete streets" that are described in comment #4 on page 2 of this letter.

9. Finally, we thank the City of Portland for including some general funding for bike boulevards (11200 and 11191) and sidewalk infill (11193).

Bricker, Scott/Kransky, Gerik (BTA)

October 15, 2009

Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Metro Council and JPACT Members:

The Bicycle Transportation Alliance (BTA) is pleased comment on the draft Regional Transportation Plan (RTP). The BTA is a statewide organization of over 5,000 individual and business members with the mission of creating healthy and sustainable communities by making bicycling safe, convenient and accessible.

Metro has long taken a leadership position in creating a region that has sustainable infrastructure, a strong economy, and healthy families and neighborhoods. Metro clearly recognizes that our transportation systems should offer all residents access to work, school, shopping and recreation destinations, while also creating vibrant public spaces, supporting human and environmental health, addressing the climate crisis, and protecting farms, forests, and natural resources.

The BTA is very impressed with and supportive of Metro's *Making the Greatest Place* report and the direction it offers for regional growth. We will therefore open with commentary on the *Making the Greatest Place* report, and then give our input on the RTP.

Making the Greatest Place

Metro took four years of study, analysis and collaboration with regional partners to develop recommendations for how the region can grow over the next 50 years toward making this greatest place. The primary recommendations are:

- Maintaining the urban growth boundary as much as possible to protect natural areas, farms and forestland;
- Investing in and making the most of existing community assets, and utilizing our assets more effectively to expand transportation options to all people; and
- Creating good jobs for the residents of the region.

The BTA lauds these sensible, efficient, and effective principles for action in the region's future plans, including the Regional Transportation Plan.

OPENING MINDS AND ROADS TO BICYCLING
BICYCLE TRANSPORTATION ALLIANCE PO BOX 9072 PORTLAND OR 97207 503/226-0676 FAX 503/226-0498
WWW.BTA4BIKES.ORG

The BTA must therefore ask if Metro will stand by these recommendations and drive them through the development of all reports, projects and regional plans, including the RTP.

Regional Transportation Plan

Overall Plan Comments

The Regional Transportation Plan (RTP) is the operational document that guides how the region will invest $20 Billion in transportation projects over the next 25 years. The goals that make up the RTP policy framework are strong, and overall appear to follow in the footsteps of the *Making the Greatest Place* report. They include creating outcomes-based processes to address climate change, affordable housing near public transportation, opportunities for healthy and active living, and addressing equity and environmental justice issues.

The RTP project list – the plan of projects that will be built during the plan horizon – however appears to be mainly business as usual. Of the approximately $20 billion of proposed projects, 58% are roadway projects, with a focus on increasing the number of lanes, interchanges, and building new roads. While some of these roads may help build out an interconnected system, the BTA finds that the RTP *project list* fails to meet the recommendations of Metro's own *Making the Greatest Place* guiding principles. Furthermore, the BTA understands from conversations with staff and stakeholders that **the "no build" scenario actually gets the region closer to meeting greenhouse gas goals than the "full-build" RTP scenario!** These are serious issues for the Portland metro region that must be addressed prior to moving forward.

There are also many strong elements to the RTP, and the BTA believes that Metro is making incremental progress towards achieving a balanced and healthy transportation system. However we must again stress that this incremental progress, on the whole, is not sufficient towards changing the overall reliance on automobiles and the associated consequences, including poor environment, high system and user costs, increased travel time and predictability, inactive and unhealthy population, and inequity of access for the total population.

In attempting to achieve Metro's *Making the Greatest Place* goals, there is great discrepancy among individual jurisdictions and the project lists they submitted. This highlights a major flaw with the development of the RTP project list – it is effectively a compilation of projects that are submitted by local jurisdictions. The BTA calls for Metro to provide a much more rigorous screening criteria by which projects much pass to make the RTP project lists. (This was done in the evaluation process for allocating the regional flexible transportation funds, including submission guidelines and ranking of projects.)

Metro can actively enforce compliance with the broader regional goals when local jurisdictions conduct their required local Transportation System Plans updates following the adoption of the RTP. Metro should ensure that all local jurisdictions adopt and put forward project plans that reflect the new policy goals in the RTP. This action would lead to important progress at the local level to developing more balanced transportation plans.

In order to more fully forward these goals, the BTA also believes that JPACT, and/or MPAC, should convene subcommittees on equity and global warming.

In order to understand the full picture of transportation investments, the BTA calls for Metro to analyze maintenance and operations in the RTP. The RTP, having only new or added capacity projects, leads to an incomplete picture of the system from the public's standpoint. Much of transportation investments in this region are to fix and maintain an aging roadway system. Without seeing road maintenance it is impossible to determine whether investments equitably serve all communities and it makes the RTP favor adding capacity while the total system is deteriorating. This is analogous to adding an new wing onto a house whose roof is failing in. If Metro were to take on the full range and problem of transportation, we believe that our region would put a much greater emphasis overall on maintaining our assets and living within our fiscal means, rather than just building more.

Bicycle Specific Comments

Overall the BTA finds that the bicycle element of the draft RTP is very strong. We find that RTP section 2.5.5. accurately lays out a vision for a regional bicycle network that aims to build a seamless and interconnected network of bicycle facilities. It also realizes that this network is not merely a bicycle network, but needs to interconnected with pedestrian, and transit uses that will yield high rates of reducing single occupancy auto travel, yielding a more efficient travel and goods movement network.

We strongly support the creation of the Bike Parkway concept that serves as the backbone of a regional mobility network. These parkways will all provide regional transportation access in a manner that would be safe and convenient for the widest range of transportation users. These routes include off-street, low-traffic, and separated bicycle facilities. At the same time, since regional bike trips start with local origins, Metro has done a good job balancing the need for a complete roadway network to help create safe bike trips that will be regional in nature.

On the down side, overall the community should be skeptical of projects that mention bike, pedestrian, and transit access improvements in project descriptions without more detailed information on the breakdown of project costs. In reviewing projects, the Coalition for Livable Future found that many projects mention improvements to the bicycle and pedestrian network but are primarily road projects that also include minimal or legally required bicycle and pedestrian improvements. Inclusion of bicycle and pedestrian elements in descriptions may indicate merely that mentioning alternative modes in a project is likely to be viewed favorably although the actual investment may be incidental to the overall scale of the project.

Additional Key Comments

Congestion

The BTA has serious concerns with the focus on "congestion" as a negative performance target measure in section 2.3.1. The BTA finds that other more proactive measures such as "travel time" or "travel reliability" would more effectively meet regional transportation goals.

People in the Portland metro region travel fewer miles than people in other metro regions. To date, no metro area has figured out the methods to seriously reduce traffic congestion, but in our region we find that people have shorter trips because they are traveling fewer miles due to compact urban development. This phenomenon yields almost $1 billion saved in regional transportation costs and $800 million that stays and circulates within the regional economy.

Also, in many places congestion is a positive index. Busy shopping centers and malls, street fairs, main streets, and town centers *strive to be congested.* Congestion in these environments – the types of land uses encouraged in the *Making the Greatest Place* report – is a positive indicator of business viability, where more people are traveling slowly past or into business places. Another way to view it is that non-congested centers are effectively "dead" with low-land values and rents, with vacancies and little momentum for further development. Ironically these areas often feel vacant, the converse of congested.

Congestion is more clearly a negative indicator on an open roadway, highway or freeway, mainly because it slows travel times and product delivery. Again, measuring travel time and product reliability is a more direct measurement of importance.

Mobility Standards
On the heels of the above comments, the BTA strongly believes that automobile mobility standards are poor measurement indices for transportation system performance and has traditionally led to models and engineers recommending system expansions. For this reason, Metro has lowered the bar of accepted mobility standards, because these measures are not attainable. The BTA believes that these traditional mobility standards are simply not relevant and are poor indices on which to base transportation investment choices.

The BTA recommends that Metro completely cease using roadway mobility standards. As the nation's leader in land use development and transportation planning must develop a new index that will more accurately measure the total and relative performance of the system.

Thank you for considering and acting on these comments as you move the RTP and other public infrastructure plans forward.

Yours truly,

Scott Bricker
Executive Director

Willamette Pedestrian Coalition
P.O. Box 2252 Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

Averbeck, Roger (Willamette Pedestrian Coalition)

Working together to improve conditions for walking in the Portland region

Board of Directors

Philip Selinger, President
Katie Urey, Vide-President
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Anne McLaughlin, Treasurer
Roger Averbeck, Corresponding Secretary

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Lidwien Rahman
Kevin Smith
Margaret Weddell
Caleb Winter

May 6, 2010

Metro Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: Regional Transportation Plan and Functional Plan

Dear Councilors:

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote sustainable and walkable communities. Communities are increasingly defined by their walkability, where it is safe, direct and attractive to walk.

We applaud that the six desired outcomes of the 2035 RTP include: Vibrant walkable communities; safe and reliable transportation; minimizing global warming; providing for economic prosperity; and equitable distribution of the benefits and burdens of changes to our transportation system. We sincerely appreciate that the RTP's Pedestrian Network Vision promotes walking as the primary mode for short trips, as walking is part of most commuter trips.

We support Metro's assertive efforts to reduce transportation related greenhouse gas emissions. To achieve these goals, the RTP, the functional plan and local jurisdiction's TSP's must give pedestrian and bicycle investments high priority. Pedestrian infrastructure improvements leverage the region's significant investments in transit. Success will be measured in how well we integrate these modes and how well land uses are walk, transit and bicycle supportive.

Please continue to plan for and seek funding for additional multi-modal systems, complete streets and active transportation corridors. A critical need is to bring each geographic zone with substandard transportation systems up to a minimum level that provides safe pedestrian access to transit, schools, community centers and employment areas. Major arterials with unsafe, infrequent crossings and significant sidewalk gaps should be an urgent priority for stand alone improvements without waiting for distant future corridor reconstruction.

Providing access to transportation options for underserved populations (low income groups, elderly and people with disabilities) must rank highly in funding allocations and project selections. The multiple safety, health and community livability benefits of improved pedestrian infrastructure are well known, with positive effects on business and the environment. We share your vision of reduced commuter congestion, minimized delays for employees and freight deliveries, thriving neighborhood businesses and children safely walking to and from schools. Please consider the WPC as a community stakeholder and accept our thanks for the opportunity to submit written comments, to speak today and to be part of regional transportation solutions.

Sincerely, Roger Averbeck

Roger Averbeck, Board Member

Gross, Mara (Coalition for a Livable Future)

Dear Metro Council:

Thank you for the opportunity to submit comments on the 2035 Regional Transportation Plan update.

We believe that the Portland metropolitan region deserves a transportation system that supports a healthier, more prosperous, and sustainable region for everyone. We applaud Metro's effort to improve our region's livability through integrated land use and transportation planning and the creation of strong goals and performance targets and measures that address healthy and active living, ensure people travel safely, address equity and environmental justice, and protect the environment. We also support numerous improvements to transit, bicycle and pedestrian facilities, Metro's Active Transportation initiative, and the aggressive program Metro has initiated to reduce greenhouse gas emissions from transportation.

While the region has made some smart transportation investments in recent years, there is still a long way to go to rebalance the system. The RTP over-invests in road expansions and fails to require adequate investment in bicycle, pedestrian, and transit systems, address safety throughout the region, or address disparities in transportation access for low income and racially diverse communities that have poor infrastructure and growing poverty. The plan also fails to adequately address the connection between transportation and housing affordability in the region.

To succeed in meeting our region's goals, we must develop more multi-modal systems. We must create complete streets including infrastructure for bicycles, pedestrians, and transit, and incorporate greenstreets and safe and comfortable transit stops with connections to local business districts and public spaces. We must connect jobs, schools, housing for all income levels, and greenspaces that are attractive and livable within the urban growth boundary.

A new report by the Centers for Disease Control and Prevention, focusing on the impact that transportation systems have on people's health and quality of life, agrees. The report states:

"Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people."[1]

There will be key opportunities to address these issues as the region develops a Community Investment Strategy for long term infrastructure investment, develops proposals for federal Sustainable Communities Initiative grants, moves forward with its integrated land use and transportation policies to address global warming, and develops strategies for the next Regional Transportation Plan update.

During the last public comment period in fall 2009, Coalition for a Livable Future submitted a report entitled "Shifting the Balance on Transportation" focusing on the disconnect between the strong goals in the RTP and lack of accountability to ensure that the final project list will meet the goals. In addition to incorporating those comments here, we make the following further recommendations:

Regional Transportation Plan

- The current RTP update is an incredibly complex process that has been inaccessible to nearly all of the public, yet is key to determining the strategies for allocating billions of federal dollars over the next decades. The public deserves a much greater role in this decision-making, and we recommend that Metro increase its public education and seek input from the public early in the process. Metro should conduct targeted outreach to traditionally underserved communities as well as conducting general outreach and convening citizen advisory committees, including a committee focusing on equity.

- To respond to the urgency of climate change, the region should revisit the RTP project list once Metro has completed evaluation of Greenhouse Gas Scenarios. Rather than wait until adoption of the next RTP update, the region should immediately move to conform project lists to the chosen scenario. The RTFP should also be amended at that time to require that local Transportation System Plan updates conform to the Greenhouse Gas scenario. Language to this effect should be added to the draft RTP update.

---

[1] Key strategies cited in the CDC report include:

- Reduce injuries associated with motor vehicle crashes
- Encourage healthy community design
- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reduce human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensure that all people have access to safe, healthy, convenient, and affordable transportation

If the region waits until the next RTP and TSP updates, project lists will not be amended in response to climate change for at least six years, and probably longer (assuming no delays, the RTP will next be updated in 2014 and local TSP updates will take place two years after that.) The region should move more quickly in order to meet the state's aggressive climate change goals and address the transportation and land use system's impact on global warming.

- We appreciate that Metro has created a category of funding for community building projects to address transportation investments that support the creation of vibrant city, town, and neighborhood centers as well as to support employment and industrial areas. However, only 30% of RTP funds are slated for community building projects, and of this 30% it is unclear what percentage is for employment areas and what is for communities. While both are important, they serve very different needs. A greater percentage of RTP funds should support community building throughout the region.

Regional Transportation Functional Plan (RTFP)

- Local jurisdictions should be required to assess how their solutions address all of the performance targets in Table 2.3 of the RTP. We understand that some local jurisdictions may lack the tools to model all of these targets, and that jurisdictions have different abilities to achieve the targets. However, modeling is not the only way for local jurisdictions to demonstrate their progress toward the targets. Local jurisdictions should document how their local plans achieve progress toward all of the performance targets. Local jurisdictions should also collect data to facilitate analysis of progress toward achieving the targets.

  All of the targets that are in Table 2.3 but not required of local jurisdictions focus on equity and the environment, and the current draft RTFP includes no targets that address equity considerations. (RTFP 3.08.230 - Performance Targets). This omission goes against the current direction of the RTP and of Metro's six elements of a successful region.

- We commend Metro for its work to create performance measures for equity as well as greenhouse gases. Once this work has been completed, Table 2.3 of the RTP and the corresponding section in the RTFP should be amended to reflect the additional measures. Language to this effect should be added to the draft RTP update.

- The RTFP should include a rule regarding investments in Urban Reserves. Reserves are one of the largest changes to the region's land use system in decades. Transportation needs in an urban reserve should be tied back into the transportation planning for inside the existing UGB, and to concept planning for the urban reserve.

Language to this effect was included in the March 2010 draft, but removed in response to a request by Washington County pending a state rulemaking process. The state process has been completed and the underlying rule has not been changed. The language should therefore be reinstated. (RTFP 3.08.210 - Transportation Need).

- Local parking requirements should be strengthened, as parking limitations and fees provide a strong tool to reduce vehicle miles traveled and improve public health. (See Rader M., Michael Y., and Perdue L., "Transportation, Health & Climate Change: Promoting Healthier Transportation Policy in Oregon", 2009.) As currently written, many of the tools to limit free parking are not mandatory, and large loopholes exist for the present parking caps. (RTFP 3.08.410 - Parking Management).

  We appreciate Metro staff's recognition that additional work is needed to determine improved parking management strategies (See RTP 6.7.9) and anticipate significant improvements to parking policy in the coming years.

- The definition of deficiency in the RTFP should be deleted. The term deficiency is not used in the RTFP except in reference to a "safety deficiency" and to a "Deficiency Threshold" in Table 3.08-2, neither of which use the included definition.

  The current definition is also misleading. Defining any road below the typical planned number of lanes as a deficiency implies that the number of lanes is inadequate and should be increased. Although Metro staff has indicated that it "is not intended that road capacity must be added if the facility falls below the standards in Table 3.08-2 or planned system in Table 2.6," calling the number of lanes a deficiency implies otherwise.

- The definition of a Significant Increase in Single Occupancy Vehicle (SOV) capacity for both arterials and throughways should be broadened. As currently written, the definition of SOV increase fails to include:
  - Safety projects when the capacity increase is due in significant part to traffic congestion (definition now requires that safety deficiency be *totally* related to traffic congestion).
  - A greater than 10% increase in capacity to alleviate a bottleneck when the increase is due to auxiliary lanes (definition is now limited to general purpose lanes).
  - Downstream effects of bottlenecks (definition is now limited to upstream effects)

  This definition is important because it triggers a number of requirements, and the region should not underestimate the impact of increased road capacity for SOVs, as most road expansions lead to negative effects including additional traffic, poor land use patterns, increased air toxins, global warming pollution, and inequitable

investment. They are also very expensive so leave less funding available to give people choices in how they travel.

We appreciate the hard work of Metro and partners across the region as the region nears completion of the 2035 RTP update. There is much work yet to do to meet the promise to give residents real choices in how they travel and make health, safety, and affordability a top priority. We look forward to continuing this work with you.

Sincerely,

Mara Gross
Policy Director
Coalition for a Livable Future

Jon Ostar
Co-Director
OPAL Environmental Justice Oregon

Susan Peithman
Statewide Advocate
Bicycle Transportation Alliance

Phil Selinger
Board Chair
Willamette Pedestrian Coalition

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

METRO

Date 5/16/2010
No. Did not test. ✓

Comment Form

Swaren, Ron

(*Please print*)
Name (*required*) Ron Swaren
Affiliation (if any)
Address (*required*) 1543 SE Umatilla St
E-mail (optional) rswaren2002@yahoo.com
☐ **Include my e-mail in your notification list.**
Comment topic

Comment (use back or attach additional sheets if necessary)

If the purpose of this plan is to reduce emissions such as CO2 I don't think it is needed. There are a lot of other contributors to GHG beside personal vehicles, such as Residences & Businesses. So there is not a clear need to spend taxpayer revenues on a complex plan. Vehicle emissions are changing and further changes are underway. New technology will dramatically reduce all emissions, over time.

A complex and expensive transportation plan will induce population growth, due to employment seekers. Rapid population growth will contribute to emissions and pollution. This poses a no-win solution. Excess population growth will present numerous dangers regarding to over crowding.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

600 NORTHEAST GRAND AVENUE
TEL 503 797 1700
PORTLAND, OREGON 97232 2736
FAX 503 797 1930

METRO

Date 5/6/2010
No. 13

Anderson, Toni

Comment Form

(*Please print*)

Name (*required*) Toni Anderson

Affiliation (if any) North Tualatin

Address (*required*) 17790 SW Cherrywood Way, Tual 97062

E-mail (optional) tntanderson@reedalone.com

☒ **Include my e-mail in your notification list.**

Comment topic 99W – I-5 Connector & Bridge over park

Comment (use back or attach additional sheets if necessary)

- Against Bridge over Park
- Would pollute neighborhood & Park
- Bringing more traffic through another swath through Tualatin is unnecessary.
- Please fix, expand Tualatin-Sherwood Rd.
- OR extend 205as prev. planned

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

METRO

Date 5/6/2010
No. 14

Comment Form

Wells, Dennis

(*Please print*)

Name (*required*) DENNIS WELLS

Affiliation (if any) North Tualatin Friends

Address (*required*) 10250 SW LADD CT Tualatin, OR 97062

E-mail (optional)

☐ **Include my e-mail in your notification list.**

Comment topic RTP – Tualatin Rd Rxt

Comment (use back or attach additional sheets if necessary)

- Project #10731 Tualatin Rd
- Impact on Tualatin Community Park
- Please comply with Tualatin Council

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1930

METRO

Date 5/6/2010
No. 12

Comment Form

Barbour, Jason

(*Please print*)

Name (*required*) Jason Barbour

Affiliation (if any)

Address (*required*) 4721 SE 65th Ave., Portland, OR 97206

E-mail (optional) portland@KAQJ.com

☐ **Include my e-mail in your notification list.**

Comment topic Public Transit funding as part of the RTP

Comment (use back or attach additional sheets if necessary)

Public transit capital funding shouldn't come at the expense of public transit service funding. Specifically, payroll taxes used to fund revenue service should not continue to be used as local match for capital projects. We need new sources of public transit capital funds.

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

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TEL 503 797 1700 | FAX 503 797 1930

METRO

Date 5/6/2010

No. 4P

Brooks, Katy

Comment Form

(*Please print*)

Name (*required*) Katy Brooks

Affiliation (if any) Port of Vancouver

Address (*required*) 3103 NW Lower River Rd

E-mail (optional) kbrooks@portvancusa.com

☐ **Include my e-mail in your notification list.**

Comment topic Freight Plan

Comment (use back or attach additional sheets if necessary)

Support Reg Freight Plan - Provides
- Regional connectivity/shared facilts.
- Supports Bi-State economy
- In line w/ Fed. funding process

You have three minutes to testify. Attach supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may comment by leaving this form with staff or depositing it in the Comment Box.

Draft Comments on the Regional Transportation Functional Plan
Coalition for a Livable Future

April 26, 2010
Contact: Mara Gross
mara@clfuture.org, 503 294 2889

Purpose 3.08.010	The objectives of the RTP listed in this section do not match the vision for the RTP, or the RTP goals or objectives, listed in Chapter 2. The objectives listed also do not mention addressing the transportation needs of underserved communities. Recommendation: Change outcomes to reflect the approved RTP goals and objectives
	Timeframe for TSPs is not spelled out. Statute may require that TSPs encompass the same time horizon as the RTP, but it would be clearer if it were spell out in the RTFP.
Street Design 3.08.110A	Terrific that you added Green Streets, Livable Streets, etc.
D	We appreciate the addition of Titles 3 and 13 to the considerations. These requirements are needed baseline protections. Additional language is needed to inform the local agency of the unique opportunities or considerations to protect or enhance a particular site or resource. You mentioned Green streets and other guides above in 3.08.110A, but the language does not clearly make them part of the consideration when deciding the appropriateness of a road network. Further, current language does not consider best practices for protecting natural resources and natural areas. Recommendation: Add conformity with the guides listed in 3.08.110A; add conformity with locally adopted watershed plans; add "best practices for protecting natural resources and natural areas, which would include consultation with surface water management agencies and local watershed councils" as additional considerations for creation of a network of streets.
Transportation Need 3.08.210	Transportation needs in an urban reserve should be tied back into the transportation planning for inside the existing UGB, and to concept planning for the urban reserve. The substance of the state's rulemaking process has been completed and does not change this essential feature. Recommendation: Reinstate language from pre 4/16/10 draft regarding

	Urban Reserves (compromise language could make the requirement pursuant to legislative outcome of yet-to-be-formed workgroup at state level)
	Specific standards are spelled out for the determination of system gaps, deficiency thresholds, and operating standards. However, no standards or reporting requirements exist for "Consideration of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families." Without standards and requirements, jurisdictions do not have any direction on how to address transportation needs of these populations and the public has no way of knowing if they have done so. Recommendation: Require jurisdictions to report how they have considered the needs of these populations.
3.08.220	The language change in the 4/16 draft regarding consideration of multiple strategies should not apply to situations when jurisdictions determine that a capacity increase is necessary. Jurisdictions should still need to explain more specifically why strategies other than a capacity increase are not appropriate or would not address the issue. Recommendation: "...The city or county shall explain its choice of one or more of strategies below, <u>including its decision to increase capacity over use of a higher priority strategy.</u>"
3.08.230 Performance Targets	As written in Subsection A, performance targets in Subsection D are one of the alternatives to conformance with Tables 3.08-1 and 3.08-2 even though language in Subsection D indicates that the performance measures are additional requirements. Recommendation: Limit alternative standards to Subsections B and C, and clarify that Subsection D is an additional requirement and that jurisdictions must show that their solutions achieve progress toward these solutions as well.
	Subsection A refers to <u>targets</u> and <u>standards</u>, but does not mention performance <u>measures</u>, which is the term used in Subsection D. Recommendation: Correct language in either Subsection A or D to make the language consistent. (Chapter 2 of the RTP refers to the elements of Subsection D as targets.)
	In the present draft, TSPs do not need to include performance measures/targets for all of the performance targets in the RTP.

	The targets missing are for climate change, clean air, affordability, and access to daily needs. They are all categorized under environment and equity, and the current draft includes no measures/ targets that address equity considerations. This omission goes against the current direction of the RTP and of Metro's six elements of a successful region. We understand that some local jurisdictions have indicated that they cannot assess all of these measures so they are best left to Metro to assess on a regional level. We recognize that measures such as VMT and congestion have been considered the priority for many years and that tools have been created and widely used by transportation planners for years. However, the region needs to start addressing issues of equity, access for all populations, air quality, and climate change, and many of the decisions on these issues happen at the local level. Recommendation: Require TSPs to include all of the regional performance targets, but to analyze only the ones presently included. For the other targets, jurisdictions can utilize Metro's data.
Parking Management 3.08.410 A2	As the region considers developing BRT lines, parking ratios referencing transit should clarify that BRT be treated like LRT rather than like other buses. Recommendation: Language should read "one half-mile from an <u>HCT station</u>" rather than light rail (two instances), and language on buses should be clarified to exclude BRT.
	Zone A parking ratios are mandatory ("shall") in some parts of the paragraph, but are weaker in other parts. To be clear and consistent about requirements, language regarding pedestrian accessible areas should be mandatory. Recommendation: Change language to "Cities and counties <u>shall</u> designate Zone A Parking Area Ratios in areas with good pedestrian access…"
C	This language provides a very big loophole that could potentially blow out Parking Area Ratios. Recommendation: Provide more specific regional guidelines for exempting parking facilities from the parking standards.
Definitions: 3.08.710 Chicane	Incomplete definition? Aren't chicanes also used to slow down traffic by adding short curves in the roadway?
Deficiency	This definition is overbroad. As used in the RTFP, whether a deficiency exists depends on how a facility functions, including whether it meets

	operating standards in Table 3.08-2. Yet the definition of "deficiency" unnecessarily includes any time a throughway or arterial has fewer lanes than indicated in the system concept. ("*Examples include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity....*") Recommendation: Change definition so deficiency is based on performance, not road capacity. Change examples and/or order of examples to de-emphasize capacity increase as the primary way to address deficiencies.
High Capacity Transit	Definition missing
Low-income family	This definition is ambiguous. In talking with staff at DHS, it appears that Oregon DHS uses the Federal Poverty Line (FPL) as its base and has different standards depending on the program. The FPL itself is a very high threshold to be considered low-income, as it requires significantly lower income than the eligibility requirements for a number of programs. For example, Oregon WIC requires an income below 185% of FPL; CHIP is 200% of FPL.
Significant increase in SOV capacity on multimodal arterial	Projects defined as safety projects should come under the definition when the capacity increase is due to traffic congestion <u>in whole or in part</u> (definition now requires that safety deficiency be *totally* related to traffic congestion). Possibilities: use >10% increase test, or >50% due to congestion.
Significant increase in SOV capacity on throughway	A greater than 10% increase in capacity to alleviate a bottleneck should not be excluded from the definition because the increase is due to auxiliary lanes (definition is now limited to general purpose lanes).
	Definition for bottlenecks should include <u>downstream</u> effects as well as upstream.
	Projects defined as safety projects should come under the definition when the capacity increase is <u>partly</u> due to traffic congestion (definition now requires that safety deficiency be totally related to traffic congestion). Could use >10% increase test as with a bottleneck.
SOV	Definition is broad enough to encompass bicycles, wheelchairs, etc. Recommendation: limit to motorized vehicles to be used in roadway.

TRIMET

May 6, 2010

Attn: RTP Comments
Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232

Thank you for the opportunity to comment on Metro's Final Draft of the *2035 Regional Transportation Plan* (RTP). We appreciate Metro's responsiveness to our ongoing comments and our inclusion in the planning process. It was a pleasure working with Metro staff and agency partners in the development of this plan.

Three primary comments on the RTP are outlined below. In addition, a spreadsheet with more detailed comments is attached.

1) Performance Targets and Measurement

TriMet is very supportive of an outcomes-based RTP process and we believe it holds great promise in helping the region make more informed policy decisions and cost-effective investments. To this end, we suggest two necessary changes regarding performance measurement:

- **Actual Results vs. Forecasted Results**

As noted in Section 5.2 – *RTP Performance Measurement System*, performance can be measured in two ways:

a) Using actual, collected data to measure progress from a baseline year to the current year.
b) Using forecasted data to measure the amount of progress a particular investment scenario is expected to make in a future year.

Both are important to consider. We encourage Metro to revisit the regional transportation performance targets in Table 2.3 and include actual performance, in addition to forecasted performance, when possible. There may be some targets for which we must rely on forecasted data in the near future, but Metro should use actual, collected data wherever possible and strive to do so for all measures. This will keep the region's understanding of our performance toward our goals grounded in measurable outcomes.

- **Resources to conduct data collection, analysis, and reporting**

If we want to understand our return on land use and transportation investments, then we need to invest in our region's ability to systematically collect, analyze, and report the data needed to do this. This will take time, effort, money, and leadership. We strongly urge Metro to dedicate specific funding for this, in an ongoing manner, so that data can be consistently collected, analyzed, and reported, leading to more

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efficient and effective management of regional resources and better long-term performance toward regional targets.

2) High Capacity Transit System Expansion Policy and Definition of "intensity of uses sufficient to support public transportation" in Title 6 of the UGMFP

Both of these items still need significant development and coordination with regional partners. Many decisions and guidelines, including Title 6 of the UGMFP, hinge on these definitions. It will be critical that these definitions be resolved before the UGMFP is adopted.

We understand the SEP is under review and support a process that allows jurisdictions to move projects up in tiers, with rigorous data analysis (including projections of ridership and ability to compete for capital funding sources) performed before a project can be pursued for implementation. The SEP needs to provide both a clear path for advancement and enough flexibility to respond when a unique corridor develops quickly.

3) Mobility Corridor Needs and Strategies

For each mobility corridor description, we recommend additional editing to ensure consistency in how the high capacity transit and frequent bus service gaps and deficiencies are defined. For HCT needs, we suggest defining it as any corridor listed in the HCT System Plan, with a note of which Tier the corridor falls within. For Frequent Service Bus, we suggest listing TriMet's *Transit Investment Plan* (TIP) priorities for Frequent Service expansion first. These priorities were developed in a collaborative process with jurisdictions throughout the region and include factors including likely ridership and long-term growth issues consistent with the 2040 Concept Plan. Beyond the currently-identified TIP priorities, the mobility corridor needs could add any missing connections between town centers, regional centers, and the Central City. These connections are consistent with RTP policy language regarding frequent bus.

Under the strategies section, please note for both HCT and frequent service bus, TriMet will identify strategies in its Transit Investment Plan (TIP), when the land use and transportation system in the corridor is ripe for transit service improvements. Actual provision of service will occur when funding permits.

Thank you for taking the time to review and consider our comments. We look forward to the adoption of the plan.

Sincerely,

Alan Lehto
Director, Project Planning

TriMet Detailed Comments – May 6, 2010 – 2035 Regional Transportation Plan

#	Reference	Comment	Recommendation
1	Pg. 1-4	Yellow highlight on map is not explained	Label highlight or delete.
2	Pg. 1-31	Under the *Transit Demand Outpacing Funding Section*, the second paragraph reads, *"the purchasing power of operating funds for the regional transit system are also declining, as they are affected by inflation and by the cost of expanding services to serve the fast-growing elderly population and people with disabilities."*	Please change the sentence to read, "the purchasing power of operating funds for the regional transit system are also declining, as they are affected by inflation and by the cost of expanding **paratransit** services to serve the fast-growing elderly population and people with disabilities."
3	Pg. 1-33	Going forward, we look forward to Metro taking a more proactive approach to evaluating transportation investments in terms of their health benefits. To this end, we encourage staff to consider stronger language in paragraph two. Currently it reads, "The RTP includes active living, human health and improved air quality as goals of the plan, and expects to expand the region's analytical capability to allow for transportation investments to be evaluated for both their land use and public health benefits."	Please change the sentence to read, "The RTP includes active living, human health and improved air quality as goals of the plan. **However, more work is needed. Additional resources will be required to analyze transportation investments in terms of their public health and environmental** benefits."
4	Pg 1-35	The *Transportation Safety* section needs more language and statistics regarding bicyclist and pedestrian safety.	Change Figures 1.8 – 2005 crashes in the region's counties and the City of Portland and 1.9 – 2005 crash location by road type to show the breakout of crashes by mode (bike, ped, vehicular only), so readers can understand where these particular types of crashes are occurring in relation to these other factors.
5	Pg 1-44	Under the *A Comprehensive Strategy to address growing congestion* section, there is no reference for needing a comprehensive parking management strategy at the local and regional level.	Add a bullet to the *Other strategies and actions the region is pursuing to* read, "Requiring adoption of local parking **management plans and developing tools at the regional level to assist with their** development."
6	Pg 1-57	Under the *Transit* section the second sentence reads, "Ridership on bus and light-rail lines in the region increased by 58 percent between 1990 and 2000, nearly double the percentage growth rate in population." Please update this sentence to reflect more recent data.	Change to read, "Ridership on bus and light-rail lines in the region increased by **45** percent between **1997** and **2007**, nearly twice the percentage growth rate in population, **which grew by 20 percent**."
7	Pg. 1-57	Second paragraph in Transit section needs updating.	Change to: "**Fifty-two** miles of MAX light rail lines operated by TriMet currently run through Portland, connecting the Portland Expo center with downtown Portland, the Portland International Airport with downtown Beaverton, and downtown Gresham with downtown Hillsboro. **The MAX Green Line** from Clackamas Town Center to Portland State University in downtown Portland opened in September 2009. **Engineering and**

#	Reference	Comment	Recommendation
			Design is underway **for a light rail line** from downtown Portland to downtown Milwaukie **with construction expected to start in 2011, Engineering and Design is underway for a light rail line from downtown Portland to Vancouver, Washington. Planning is underway for additional high capacity connections from downtown Portland to downtown Lake Oswego and from downtown Portland to the Southwest.**
8	Pg 1-57	Last paragraph on page needs updating.	Change to: "Streetcar lines currently serve only the west side **but a line is under construction in the Lloyd district and eastside (MLK Jr Blvd-Grand Blvd). Planning is underway for Portland to Lake Oswego.**
9	Pg 2-4	Under the *Integrated Land Use and Transportation Vision,* the second paragraph, second sentence, reads "It concentrates mixed-use and higher-density development in 38 "centers"; 33 "light-rail station communities", and 400 miles of "corridors" that connect many of the centers." Should corridors be included in this list? Consider Main Streets instead of Corridors? Corridors do not have that high of density or mix of uses requirements. No mode should be specified for "Station Communities"	Please change the sentence to read, "It concentrates mixed-use and higher-density development in 38 "centers"; 33 "station communities", and x miles of "main streets" that **are located within many of the corridors that connect the** centers."
10	Pg 2-4	Under the *Integrated Land Use and Transportation Vision,* the second paragraph, third sentence, reads "the Growth Concept then plans high-capacity transit (principally light rail) to connect the Portland central city and seven "regional centers" (Hillsboro, Gresham, and Beaverton among them). All information in parentheses is unnecessary.	Please change the sentence to read, "the **Growth Concept then plans high-capacity transit to connect the Portland central city and seven regional** centers."
11	Pg 2-6	Table 2.2 – *Priority Infrastructure Investment Strategies.* It's appropriate to have the strategy "providing a multi-modal urban transportation system" in both the developing areas list (which it already is) and the developed area list. There are many areas around the region, which could be considered "developed," but which also have less than desirable bicycle and pedestrian facilities.	Please add "providing a multi-modal urban transportation system" as a strategy for developed areas.
12	Pg 2-7	This page reads like there are two separate visions for the region's transportation system. First, there is the "overarching vision for the RTP," then there is "the visions statement that reflects the public's desired outcomes for the region's transportation system." Shouldn't they be one? Shouldn't the public's vision also be the overarching vision?	Consider starting the section with the public's desired outcomes for the RTP and then leading into the overarching vision for the RTP by stating, "The overarching vision for the RTP, which reflects the public's desired outcomes, is to ensure that:"

#	Reference	Comment	Recommendation
13	Pg 2-13	In Table 2.3 – *Regional Transportation Performance Targets* performance should be measured with actual data, not model outputs. The Safety target is the only target that is being measured with actual data. All others should follow suit. If modeled data is available, then yes, include it as a forecasted outcome, but recognized that forecasted outcome is not the same as a measurement of actual performance. Findings may not be readily available for this round of analysis using actual data, but we should be preparing ourselves so there are actual findings for the next round.	Please provide actual, not just modeled forecast numbers, for all performance targets, under the performance column. If actual data is unavailable, say why and how this will be remedied. Add a new column that says forecasted performance. Move all the current information under the performance column into this new column. Under the findings column, note that the region has established a baseline to track progress toward achieving the target over time for all of the performance targets, and then, when available, provide info on how the regional forecasts compares to the targets. Example would look like this: Target | Actual Performance | Forecasted Performance | Findings
14	Pg 2-17	Table 2.4 – *Interim Regional Mobility Policy.* This table needs to be consistent with Table 3.08-2 in the RTFP.	If suggested changes to Table 3.08-2 in the RTFP are made, then please change Table 2.7 in the RTP.
15	Pg 2-18	Figures 2.2 through 2.6. Similar to comment #12, This concept needs to be consistent with the policies laid forth in the RTFP.	If suggested changes to the RTFP are made, regarding a 30 percent trip reduction for all areas that meet certain land use, design, and policy criteria, then the areas of special concern should be deleted from the RTP.
16	Pg 2-30	We appreciate the change to this section's title to read, "Build a well-connected network of complete streets that prioritize pedestrian and bicycle access."	Comment. No recommendation.
17	Pg 2-40	The five policies listed in the blue breakout box need the word "transit," after expand frequent service and improve local service.	Change the two bullets in the breakout box to read: • Expand frequent service **transit** • Improve local service **transit**
18	Pg. 2-41	In the first paragraph, please add some language noting that the policies aim to improve or maintain service for existing riders, in addition to all the other things listed.	Please change the second sentence to read, "The policies aim to **provide transit as an attractive and accessible travel option for all people in the Metro region**, optimize existing **transit** system **operations, and** ensure transit-supportive land uses are implemented to leverage current and future transit investments."
19	Pg. 2-42	*Regional Transit Network* map. - Make sure Division-Powell and I-205 are listed as On-Street BRT in the key. Color for this category makes it almost indistinguishable from frequent or regional bus when overlaid.	- Change in legend to: "**On-Street** Bus Rapid Transit." - Change On-Street Bus Rapid Transit color to something else more distinctive.

#	Reference	Comment	Recommendation
		- How was major bus stop defined for the map? - Why are there major bus stops in areas without frequent or regional bus near Sunset TC? Need to put definition of major transit stop in glossary. - Several lines are missing	- TriMet will provide an updated list of major bus stops as soon as possible after the comment period. - TriMet will provide a full set of comments on the map as soon as possible
	Pg. 2-43	See recommendation	Change first sentence to: "Building the total transit system **is based on** providing frequent, reliable **bus and rail** service during all times of the day, every day of the week. **However, it goes far beyond this, requiring actions on behalf of the region and all jurisdictions, not just the transit agency.**"
	Pg 2-43	Final three paragraphs in this section are confusing and unnecessary.	Please delete final three paragraphs. At the end of the second paragraph add a sentence that reads, "Table 2.16 depicts the Metro region's priorities for **providing multi-modal access to the** region's transit service. It prioritizes **walking and biking to transit and** deemphasizes driving to transit."
	Pg 2-47	First sentence about park and rides seems out of place.	Move sentence to end of paragraph and add language so that it reads: "In select suburban locations, park-and-ride facilities provide vehicular access to the high capacity transit network, **especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density**".
	Pg. 2-47	HCT services list needs more clarity on BRT.	Add to list: " - Bus Rapid Transit (limited stop, all day bus service **with significant portions of the line running in transit-only right-of-way)** - **On-Street Bus Rapid Transit (limited stop, all day bus service mostly operating in mixed traffic with focused transit priority treatments such as queue jump lanes). Due to its flexibility, On-Street Bus Rapid Transit can have attributes that are more like High Capacity Transit or like Frequent Service Bus and may be considered as a mode in either depending on circumstances.**
	Pg. 2-48	HCT Plan description needs clarity on how HCT modes were handeled	Add to end of second paragraph: "**The HCT System Plan conducted much of its analysis using light rail as the representative HCT mode, but the corridors could be developed in a**

#	Reference	Comment	Recommendation
			number of modes including light rail, bus rapid transit (on-street or exclusive), commuter rail, and rapid streetcar. The HCT plan report and technical evaluation results **are included** in the Appendix."
	Pg 2-51	Under the first paragraph, there needs to be an additional sentence clarifying how the current priority for HCT development will be selected.	Please add a sentence to the end of the first paragraph that reads, "HCT corridors **will be analyzed for a wide range of performance characteristics, including ridership and potential to compete for funding, before they are designated as the current priority for HCT** development."
	Pg. 2-52	First sentence in third paragraph, see recommendation	Frequent bus service is appropriate when high ridership demand is demonstrated or projected, the streets are pedestrian-friendly, there are high proportions of transit-dependent residents, the lines connect to existing or proposed HCT corridors, **and/**or it serves multiple centers and major employers.
	Pg 2-52	Last sentence on page about park and ride needs additional statement.	Change to: "In select suburban locations, park-and-ride facilities provide vehicular access to the **frequent service** network, **especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density**".
	Pg. 2-54	Table 2.8 needs additional detail on BRT	Add table note: "Bus rapid transit as **shown in this table can include fully exclusive Bus Rapid Transit, as treated in the HCT Plan, and in fully or mostly dedicated right-of-way, as well as On-Street Bus Rapid Transit, which is mostly** in mixed traffic."
	Pg 2-75	Better word choice available	First para under 'Improve pedestrian access to transit" second sentence should read: "They are located along good-quality transit lines and will be redeveloped at densities that are somewhat **higher** than today."
	Pg 2-76	In the first paragraph, the last sentence has a typo. It reads, "(express expressways)"	Please change text to say (**except** expressways)
	Pg 2-82	Second paragraph, first sentence refers to iPhone applications only.	Please change sentence to read, "For example, TriMet's TransitTracker data, which predicts next arrival times for vehicles, can now be accessed through a variety of different **mobile device** applications."
	Pg 2-83	Last paragraph states that travel information and option incentives will result in improved travel times	Please change to read, "By providing travel information and option incentives,

#	Reference	Comment	Recommendation
		for other roadway users. This should not be the only benefit listed. Please add health, user cost savings, environmental, etc.	like employer or youth passes, **this will provide incentives for people to adjust their travel behavior from driving to walking, bicycling, and taking transit. Benefits from this change in travel behavior include healthier people, reduced personal transportation costs, reduced air pollutants, and** improved travel times **and reliability** for other roadway users."
	Pg 3-17	The "state RTP system" and the "federal RTP system" need to be defined. What is included in each?	Please add definitions for both "state RTP system" and "federal RTP system" in the text of section 3.5 and in the glossary.
	Pg 3-19	The caption under the Type 4 train picture does not tell the whole story about investments in high capacity transit. It simply notes the costs without any mention of the benefits	Please delete the caption under the Type 4 light rail vehicle picture.
	Pg 3-21	The final paragraph should also reference the frequency in service upgrades to WES in the State RTP assumptions.	Please change to read, "New high capacity transit connections to Milwaukie, from Portland to Lake Oswego, to Clark County and to Tigard are included **in the state RTP system. In addition, span-of-service and service frequency upgrades to WES commuter rail,** expanded **frequent** bus service, and other transit infrastructure investments are included."
	Pg 6-22	Under *Proposed Urban Growth Management Functional Plan Revisions.* It reads, "Require adoption of parking management plans in centers and along high capacity transit corridors." The parking management plan requirements were moved to the RTFP and should reflect this change.	Move this bullet under the RTFP revisions.
	Pg 6-23	Final bullet should also include the need to better understand health and affordability outcomes.	Change text to read, "Metro and regional partners continue model enhancements and develop data collection and performance monitoring system, to better understand the relationship between compact urban form, **transportation policies and investments, greenhouse gas emissions, health outcomes, and combined housing/transportation costs.**"
	Pg 6-26	Under the *Climate Change Action Plan,* we suggest adding healthy people to the list of healthy outcomes.	Please change second bullet to read, "Healthy environment, **Healthy people,** and Health economy"
	Pg G-3	Need definition of On-Street Bus Rapid Transit in glossary	Add definition (either pg G-3 as add-on to BRT or pg. G-15 under "O"): "**On-Street Bus Rapid Transit (On-Street BRT) – A version of Bus Rapid Transit (see**

#	Reference	Comment	Recommendation
			separate definition in Glossary) with limited stops and service at least every 15 minutes during much of the day though frequencies by increase or decrease for individual applications based on demand. On-Street BRT operates mostly in general purpose traffic lanes, mixed with other traffic, thought transit preferential treatments which could include short bus-only lanes and/or queue jumps can be included. Stops are generally spaced on-quarter mile apart or more. Passenger amenities and information similar to BRT. Due to its flexibility, On-Street Bus Rapid Transit can have attributes that are more like High Capacity Transit or like Frequent Service Bus and may be considered as a mode in either depending on circumstances.
	Pg G-13	Need definition for Major Bus Stops	Add definition: "Major Bus Stop – Major Bus Stops are intended to provide highly visible and comfortable bus stops to encourage greater use of transit. Major Bus stops include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping, or high density employment or employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. Major Bus Stop locations are shown in Figure 2.15."

CITY OF GRESHAM

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Recycling & Solid Waste Program

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Manager

May 6, 2010

Kim Ellis
Metro
600 NE Grand Ave.
Portland OR 97232-2736

Dear Ms. Ellis:

Thank you for the opportunity to comment on the April 16, 2010 Public Review Draft Regional Transportation Functional Plan. The City of Gresham is providing comments on the proposed amendments related to 28' pavement widths.

The proposed amendment to Title 1: 3.08.110 Street System Design: Section (B)(1) states that City and County local street design regulations shall allow implementation of "...pavement widths of less than 28 feet from curb-face to curb-face."

The old language stated that City and county street design regulations shall allow "...pavement widths of no more than 28 feet from curb-face to curb-face."

We recommend that the proposed new language be deleted. While the old language set a restriction on pavement widths, the intent is to delete that restriction. We concur with that intent. However, the new language is not necessary.

Thank you for this opportunity to comment.

Sincerely,

Kate Dreyfus
Associate Transportation Planner

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President David Bragdon
Councilor Robert Liberty
Councilor Carl Hosticka
Councilor Rod Park
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Councilor Rex Burkholder
Councilor Carlotta Colette

May 6, 2010

Portland Metro Council Members:

Oregon ON recognizes Metro's effort to adopt and incorporate a broader definition of affordability that encompasses both transportation and housing costs in the Housing Needs Analysis contained in the 2009-2030 Urban Growth Report. The combined costs of housing and a significant burden for hardworking families, seniors and people with disabilities. After viewing Metro's draft 2035 Regional Transportation Plan, we would like to submit the following comments:

1. The plan does not consistently and correctly state measures of housing and transportation affordability, one of the key outcomes of the plan. The plan has two different definitions of affordable housing. We are asking you to change all references to read "Housing affordability is defined using a percentage of gross household income. Housing is considered affordable when it costs 30% or less of gross household income."

2. The plan lacks baseline data for the proposed combined housing/transportation cost index information for the region as a whole, or for sub regions or political jurisdictions against which future progress is to be measured. The plan does not include targets for reductions in housing/transportation cost burdens; a single 2035 goal of "a reduction" does not seem sufficient.

3. The plan does not rely on standardized methodology used in the Housing and Transportation Affordability Index (H + T Index) developed by the Center for Transit Oriented Development (CTOD). This index contains data available to block group levels for 337 Metro areas, including Portland. We ask that Metro use this more accurate standardized methodology.

4. It is unclear how Metro determined the proposed standard that 50% of income for housing and transportation is "affordable". Such a standard would exceed the 45% of income housing/transportation affordability threshold used in the nationwide housing and transportation affordability index. Also, use of a 20% threshold for

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transportation affordability that the Metro standard incorporates would be 33% HIGHER than the 15% transportation affordability threshold contained within the nationwide Housing and Transportation Index.

We believe the suggested changes will result in better public policy and more accurate measure of cost-burdens for the residents living in, and potential residents hoping to reside in, affordable housing. We continue to urge Metro to strengthen its commitment to affordable housing. We remain ready to work with Metro to further Metro's goals and meet our region's need for affordable housing.

Sincerely,

Cathey Briggs

Cathey Briggs
Executive Director
Oregon Opportunity Network

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2035 Regional Transportation Plan (RTP) – City of Portland Consolidated Comments

Regional Transportation Functional Plan Comments

Section	Title	Item	Comments	Log ID
			TITLE 1: TRANSPORTATION SYSTEM DESIGN	
3.08.110	Street System Design	C.	• Existing C should be moved up to A, and existing A and B should become B and C. The new A (former C) should end ". . . each city and county should , as necessary and to the extent practicable, amend its Transportation System Plan, Comprehensive Plan, land use regulations, project lists, and other implementing measures to comply with the requirements set forth in Sections B through G of this section. • This will allow elimination of confusing language in the various sections that are similar but different from one simple "amend to comply" standard. Examples of these variants that should be eliminated include: "shall allow implementation of," "shall incorporate into it TSP," and ," "shall incorporate into it TSP to the extent practicable." • Since we have a new and improved Title 6 - Compliance Procedures, that is the way to, on a jurisdiction by jurisdiction basis, work out what is "necessary" and what is "practicable." This is a much better way to address the need for flexibility.	
3.08.110	Street System Design	D.	• Remove reference to number of lanes, i.e. "four-lane" or "two-lane", and instead refer to the RTP Table 2.6 Arterials and Throughway Design Concepts (p. 2-29 to 2-30). The table describes the number of lanes as "planned" – not standard – but may vary based on ROW constraints or other factors	
3.08.130/140/150	Ped, Bicycle and Freight System Design		• City and county TSPs shall include a pedestrian plan. Portland has adopted master plans for each mode and modalclassifications and policies are incorporated into the Transportation Element of the TSP. Chapter 5 of the TSP contains the Modal Plans. Having this in the TSP seems redundant to the adopted master plans.	
3.08.140	Bicycle System Design	A.4	• Provision for bikeways along arterials, ~~and major~~ collectors and local streets... (parallel language to 3.08.130.A.4)	
			TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS	
3.08.210	Transportation Needs		• We support the idea of Metro providing further guidance on methods to document required needs analysis, e.g. environmental justice statistics. We would welcome data and assistance from the Metro's Data Resource Center.	
3.08.220	Transportation Solutions	A.	• TDM solutions: deleted Transportation options (transit, bike & ped) & traffic calming listed but other TDM strategies not mentioned, including road & parking pricing, TDM promotion and incentives, etc.	
3.08.220	Transportation solutions	A	• Section A indicates that strategies should follow a particular order. It would be better (and more flexible) to indicate that 1-4 should be used before capacity improvements	21

2035 Regional Transportation Plan (RTP) – City of Portland Consolidated Comments

3.08.220	Transportation Solutions	A.5	• Improvements to parallel...consistent with the connectivity standards in secton 3.08.110 **and street classifications**, in order to provide alternative routes...	
3.08.230	Performance Targets and Standards	B.1	• Are no lower than ~~those~~ **the modal targets** in Table 3.08-1.	
3.08.230	Performance Targets and Standards	C	• Mobility standards different from those in Table 3.08-2: Give local jurisdictions more regional backing/support to explore alternative mobility standards that more effectively implement 2035 RTP objectives, particularly on "local" streets off of the state system. • This title should expressly authorize local governments to adopt alternative mobility standards within designated mobility corridors and special management areas. For dense urban areas well served by multiple modes, alternative standards should not require expression through vehicular level of service or volume to capacity ratios.	
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT				
3.08.310	Defining Projects in TSPs	A	• ...locations and facility parameters, such as min and max ROW dimentions and the number and ~~size~~ **width** of traffic lanes...	
TITLE 4: REGIONAL PARKING MANAGEMENT				
3.08.410	3.08.410	A	• No minimum parking ratios needed. Also, closely tying Zone A to transit service puts long range planning at the mercy of TriMet's operating budget and control. Identify areas and stick to them for long term.	
3.08.410	3.08.410	H	• Language is nice but we still need to specify a minimum number, say 5 percent of vehicles or more.	
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS				
Title 5	Amendment of Comp Plans		• This Title should be part Title 2, because it only describes a small class of plan amendments.	
3.08.510	Transportation System Plans	B.	• Alternative trip generation assumptions are insufficient for dense urban areas like the Central City or Gateway Regional Center • Clarify how the 30% reduction will be applied to planning level analysis (transportation demand modeling) and to development review applications. • The City strongly supports the proposal to extend the 30% reduction option to designated "corridors" as well as centers and station communities.	40
3.08.510	Transportation System Plans	C/D	• The strategies set forth in subsection 3.08.220A. This should exclude the 3.08.220 **A.6** motor vehicle capacity improvements.	
TITLE 6: COMPLIANCE PROCEDURES				
Title 5	Compliance Procedures		This section should recognize that much of the TSP conformation work will be done through Periodic Review Tasks rather than Post Acknowledgement Plan Amendments.	

2035 Regional Transportation Plan (RTP) – City of Portland Consolidated Comments

TITLE 7: DEFINITIONS				
3.08.710	Definitions		• Replace the outdate term "alternative modes" in the document and definitions section with "non-automobile" or "sustainable" modes	
3.08.710	Definitions		• Define "Principal arterial": "throughways" identified in the 2040 design concept	
3.08.710	Definitions		• Define "Amendment" of the TSP as opposed to "Update" of the TSP	42
3.08.710	Definitions		• Clarify which Streetcar stations are designated "major" transit stops	46
FUNCTIONAL PLAN TABLES				
Table 3.08-1	Regional Modal Targets		• Table 3.08-1 needs more information to specify that modal targets represent the non-SOV average "daily" weekday trips for year 2035 • Non-SOV Modal Targets are an inadequate alternative standard under the TPR. They are hard to measure. We should have total VMT reduction targets and multi-modal targets for each of the 2040 design types, for at least the modes requiring a system plan under Title 1. • We should have many more targets based on the 2035 RTP policy, particularly greenhouse gas reduction.	
Table 3.08-2	Interim Regional Mobility Policy		• We understand that the Areas of Special Concern designation is being eliminated since the same flexibility currently reserved for areas with the highest density (based on required actions) is now being extended to all other areas within the region. • Vehicular LOS or V/C based standards are not appropriate for the Central City or Regional Centers • V/C standards don't account for through traffic (or non district generated traffic) which penalizes centrally located areas.	25
Table 3.08-3	Regional Parking ratios		• There should be maximums for residential uses and No minimums... doesn't the minimum parking requirements conflict with TSP in zones A? What about minimum ratios for bike parking? • We need residential maximum parking requirements. In some very dense urban areas they should less than one.	

2035 Regional Transportation Plan (RTP) – City of Portland Consolidated Comments

Other 2035 RTP Comments

RTP Adoption - Ordinance No. 10-1241

General Issues

- We have concerns that the 2035 RTP will not carry out the region's growth management strategy. The plans carry growth management decisions the Metro Council adopted in 2002 and 2004 that are very different from what is being considered this year. In particular:
  1. The transportation plans do not use the population and employment forecasts the Metro Council adopted last December.
  2. They are not based on a future urban form that utilize the urban and rural reserves expected to be adopted by the Metro Council on June 3. Instead they utilize a future urban form controlled by an application the hierarchy of land statute (ORS 197.298) that excluding urban reserves.
  3. They are based on a future urban form (population and employment allocations by TAZ) that underestimated how efficiently existing urban land can be utilized (these rates are even below present observed rates), and emphasizes expansion over efficient utilization.
- In short, the RTP should carry out 2010 growth management decisions, rather than 2002 decisions.

Metro Land Use and Transportation Plans are Coordinated with Each Other

- Metro's land use and transportation plans should be better coordinated as required by Statewide Planning Goal 2. The Land use plans have a more current population and employment forecast, more accurate characterization of present and expected infill and redevelopment rates, employ urban and rural reserves, and describe a more compact and efficient urban form. The 2035 RTP assumptions are different, older, and less accurate than assumption of the 2010 land use plans. One set of facts and assumptions must be used for both the land use and transportation plans.

The Project Lists do not Reflect the 2035 RTP Policies

- Plan policies must be carried out with sufficient and effective implementing measures as required by Statewide Planning Goal 2. The 2035 RTP has a very good policy set which we support. But the RTP project lists do not adequately support these policies - particularly reduction in total vehicle miles traveled and reduction in greenhouse gas emissions. These project lists perform worse in some areas than a no-build alternative.

Chapter 4 Mobility Corridor Strategies

General Comments

- Mode share should specify if it is commute or daily.

2035 Regional Transportation Plan (RTP) – City of Portland Consolidated Comments

Mobility Corridor 4 - Central City Loop (PBOT)

- Change the name of this Mobility Corridor to "Central City I-5/405 Loop" to more clearly define this corridor.
- This section could be rewritten to elaborate on the context, add local-level ped and bike needs, strengthen the narrative which focuses only the Freeway and not other modal facilities, etc.
- Add on page 4-33 that, following the call for a Master Plan, the City and ODOT have been analyzing potential improvements to the I-405/I-5/Hwy26 area as well as in the I-84/I-5 area. The City and ODOT are set to start the *Portland Central City NE Quadrant and ODOT I-5 Broadway/Weidler Interchange Plan* in Spring of 2010.
- Front Avenue/Naito is not considered a parallel arterial to I-5 and I-405 in terms of function, as in Regional Transportation Facilities table on p 4-33.
- P.4-36 Summary of Needs table. In the Arterial Network Gaps and Deficiencies, it lists SE Oak, Washington, Alder, Main, Salmon, Caruthers, Division Pl. and Ivon as arterials. They are local streets. If anything, SE 11th and 12th should be added.
- 2035 Investment Strategy, p. 4-40. Move "downtown E/W MAX capacity improvements (Rose Quarter/Steel Bridge) from Long term to Medium Term. It is not clear what is meant by "bridge improvements".
- When totaling investment they seem to be double counting with Portland Milwaukie light rail; it's not clear what projects are included and which ones are not.
- Regional actions and local actions sections need further explanation on how and when actions shall be completed.

Clackamas County

Lynn Peterson
Chair

Commissioners
Bob Austin
Jim Bernard
Charlotte Lehan
Ann Lininger

CLACKAMAS
COUNTY

BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

May 5, 2010

Kim Ellis,
RTP Comments
Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232

Dear Ms. Ellis

Thank you for the opportunity to comment on the Regional Transportation Plan (RTP). The RTP is a comprehensive document that works diligently at connecting the vision for the regional transportation system to strategic investments within mobility corridors. Recently, I met with the Clackamas County rural transit providers, to discuss the RTP. They asked me to share a few comments with you regarding the Regional Transit Network Vision section.

Overall, they are very supportive of the regional transit network vision. They did notice, however, that the South Clackamas Transportation District (SCTD) and the Mountain Express (serving the Villages of Mt. Hood) were left off of the list of providers of transit service outside of the Metro area on page 2-40.

They also suggested that the inclusion of a transit district map would be helpful. While the Clackamas County rural transit districts serve areas outside of the Metro boundary, they do provide service that links the neighboring cities to Trimet and SMART connections. This could also be done by incorporating the transit district boundaries onto the Regional Transit network map (Figure 2.15).

The mobility corridor analysis is a great way to look at the region in functional areas. For the Mobility Corridors that reach into the rural areas of Clackamas County (Mobility Corridors 3, 13, 14 and 15) there should be an acknowledgement of the rural cities located directly outside of the corridors. In addition there could be information regarding linking to the neighboring cities transit service included in Frequent Bus Service Gaps and Deficiencies section of the Needs Assessments for each mobility corridor.

The rural transit providers appreciate the opportunity to comment and commend you and Metro staff on a job well done on the 2035 Regional Transportation Plan update.

Sincerely,

Lynn Peterson, Chair
Clackamas County Board of Commissioners

LAP/kjb

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City of
Damascus

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April 22, 2010

Joshua Naramore
Metro
600 NE Grand Ave
Portland, OR 97232

RE: **Correction to RTP Project Sheet - Project No. 10076 Damascus SE Sunnyside Extension**

Dear Mr. Naramore:

As part of our discussions with Thaya Patton, we discovered that the financially constrained RTP network includes an arterial project within Damascus that both the City and County believe was modified some time ago. Project 10076 originally was identified as part of the Damascus-Boring Concept Plan. Subsequent to that plan, the assumed alignment, speed and capacity of the extension of SE Sunnyside Road have been modified. An original set of modifications were reflected in modeling results received from Metro in 2009 for the financially constrained network. As is described below, we wish to further refine the network assumptions related to the Sunnyside Road extension to reflect our recent TSP efforts.

The description of this project is shown below.

10076	Damascus	Damascus	SE Sunnyside Rd East Extension	SE 172nd Ave.	SE 242nd Ave.	Local

Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to local and regional destinations.	Extend Sunnyside Road east from 172nd Ave to 242nd Ave. Evaluate alignment options between Bohna Park Road and Tillstrom Road for the connection from Foster Road to 242nd Ave.	$101,500,000

During the public design workshop for the Damascus Transportation System Plan, a route was designed as an extension of SE Sunnyside Road that it is a much less direct and a lower capacity facility that the one identified in the draft RTP. Although serving the same purpose, the RTP alignment should be replaced by the alignment shown in the Draft Damascus Transportation Systems Plan map. The Transportation Systems

Plan map reflects an analysis of Goal 5 resources, topographic constraints and construction issues. The Transportation System Plan alignment is a roadway that we believe can actually be constructed.

The project start and end locations will remain the same as well as the project purpose and description. The extension on the TSP is proposed as a three-lane road. Enclosed is the Draft Damascus Transportation Systems Plan Map where the general alignment of the SE Sunnyside extension is shown.

If you have any questions or need more information, feel free to call me.

Sincerely,

Jim Bennett
City Manager

Cc: Julia Kuhn, Kittelson and Associates
Ron Weinman, Clackamas County
Thaya Patton, Metro
Steve Gaschler, City of Damascus
Anita Yap, City of Damascus

Attachments: Draft Damascus Transportation Systems Plan Map

- *Incorporated 2004* -

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WASHINGTON COUNTY
OREGON

May 6, 2010

Kim Ellis
Principal Transportation Planner
Regional Transportation Planning
Metro
600 NE Grand Ave.
Portland OR 97232

Subject: Regional Transportation Functional Plan

Dear Kim,

First, thank you for addressing our preliminary comments on the previous draft of the Regional Transportation Functional Plan (RTFP) e-mailed to you on March 18. Your responses took care of what we considered some important issues.

The comments listed below are based a review of the April 16, 2010 RTFP draft that focused primarily on identifying areas we believed might be uncertain or potentially confusing as we move forward with updating our transportation plan (TSP) to be consistent with the Regional Transportation Plan (RTP). We think any help we can provide now to ensure the direction to local governments provided in the RTFP is as clear and precise as possible will pay significant dividends in that process. We hope you'll consider the following points with that in mind:

1. We need a consolidated, clear description of the characteristics of roadways of different functional classifications and design types listed in the RTP. The description – possibly a table or a few short paragraphs – should identify the range of design characteristics, lane numbers and functional characteristics for each classification. Without this, the current narrative leaves us with an uncertain and in some cases conflicted understanding of these roadways. Descriptions should take into consideration and address how local government functional classification systems are structured (many local TSPs don't distinguish between major and minor arterials, for example).

   RTP and RTFP sections that seem inconsistent or uncertain follow:

   - RTFP 3.08.110 D – References four-lane major arterials at one-mile spacing and two-lane minor arterials or collectors at half mile spacing. I don't think this means minor arterials must be two lanes or major arterials must be four, but this is how it may be interpreted without some additional guidance.

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- RTP Table 2.6 – Design "concepts" show minor arterials as two lanes and major arterials as four. Pointing out that these are examples, not definitions, would help. A footnote referencing a newly created centralized description of these classes would be better.
- RTP page 2-34 – Second paragraph contains an error: minor arterials are described as having characteristics that must have been intended to be for throughways (six lanes plus aux lanes).
- RTP Map 2.12 – Distinguishes between major and minor arterials with no clear indication of lane numbers. This is fine as long as there's a definition somewhere that all arterials can be either two or four lanes.

A summary table of definitions could be included as part of the discussion of the "Arterial and Throughway Network Vision" in RTP Section 2.52.

2. 3.08.110 F – We believe these regulations are intended to apply to the "parcels of five acres or more" identified in 308.110E. However, the way it is formatted, it reads like it would apply to wherever a new street was constructed. 308.110F should be a subset of E so these requirements only apply to the parcels of 5 acres or more.

3. 3.08.120 A – We are supportive of the intent of this section, but tying land use regulations directly to a "transit stop" can create problems. It sets up the situation where moving a transit stop becomes a quasi-judicial or legislative plan amendment. We would prefer having 3.08.120 A. read something like ".....bicycle connections to all streets where regional transit service exists at the time of TSP development...."

4. 3.08.120 B.2.b. – Providing pedestrian crossings at all transit stops will be problematic along many arterials with long blocks (think TV Highway). Should be some "practicability" provision here ... (e.g. insert "... and practicable ..." after "improvements as needed ..." in this sub-section.

5. 3.08.220 A. 5 and 6 – The relationship and interaction of these two "solutions" (5 and 6) is a bit awkward and needs clarification to avoid unnecessary confusion when these analyses are undertaken later on. If "improvements" referenced in 5 are those that ensure connectivity is up to snuff and that all modes are addressed on parallel facilities then that should be clarified. If "improvements" has a broader meaning that includes capacity improvements on parallel facilities, then the interplay between 5 and 6 becomes circular; that is, add capacity on a parallel facility so you don't have to add it on the one you're looking at. Do the same analysis on the parallel facility and you're looking back at the one you started with.

   Section 5 here should clarify that parallel facilities' improvements should be found to be cost-effective alternatives that both meet the stated objective of encouraging modes "other than SOV" but which also solves the problem, "need" or performance objectives being addressed in the first place.

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Section 6 here should clarify that making capacity improvements "... consistent with the RTP Arterial and Throughway Network Concept..." includes an understanding that in some circumstances "additional through lanes beyond the planned system" may be considered (See RTP: second paragraph, page 2-34 for further description.) This likely will be a point of debate in the future unless it's clarified here.

6. 3.08.220 C -- We believe the application of this section will create some confusion. 3.078.210 A has been clarified to confirm that local TSPs can use the RTP as a baseline for state and regional needs and focus on local needs. 3.082.20 C then directs local governments on how to proceed when they discover state or regional needs that are unmet in the RTP. This would be clear enough in an RTP in which known state and regional needs are addressed. However, since projects or solutions to needs identified in the 2035 RTP are capped by funding assumptions, not all needs are addressed. In other words, there are two types of unmet state and regional needs: 1) new and previously unidentified, or 2) already known and not included in the RTP because of the funding cap. While it makes sense for Metro and local governments to address the first category of unmet needs (the unanticipated needs) through mechanisms identified in 3.08.220 D, we should not need to go through this process for the second category of unmet needs (anticipated but outside the funding cap). The distinction should be clarified in the RTP and RTPFP so that local governments are not put in the position of having to develop or propose responses to modify the RTP to address already known but unmet needs as part of their TSP development processes.

   On a related matter, we'd like to point out that the implied purpose of 3.08.220 D -- to "balance" the RTP through mechanisms described in its four strategies – may seem sensible in an RTP that is in balance in the first place (i.e., solutions identified for all needs), but the 2035 RTP is not in balance in this sense. Direction to use 3.08.220 D strategies suggests, in effect, that the "cap" imposed by the 25-year funding assumptions in the plan should be the controlling constraint – that we should be more willing to make adjustments contemplated in the strategies (land-use, policy, etc.) than to reconsider long-term funding assumptions. We question whether this is appropriate. Whether it is a good thing or a bad thing, it should be made clear that local governments are not required to address this section for unmet regional needs already in the RTP.

7. 3.08.230 B.2. – We would insert language ahead of this provision to clarify what we believe is the intent here, as follows: "<u>Unless demonstrated to be necessary under 3.08.220 A.6., w</u>~~W~~ill not result in a need for motor vehicle ...."

8. **3.08.710 Definitions**

   M. Deficiency -- This definition needs attention, in our view:

   - First sentence, relating to standards/targets: There seems to be one too many negatives, or punctuation needs improvement, or ...? Here's our comment on this from the last draft, which in the main still applies:

Couldn't a capacity or design constraint be OK if the limits it imposes still allow acceptable LOS? Not quite sure why a constraint that "prohibits" travel is not a deficiency. (Is a missing bridge or bike lane segment not a deficiency because it prohibits the ability to travel?) Is a "Gap" as described in Q a Deficiency? How about something generic like "... a constraint that restricts system performance to less than acceptable levels" ....

- Second sentence regarding throughways/arterials: We are unsure why throughways of less than six lanes or arterials of less than four lanes would be deficiencies based on their capacity alone, unless "deficiency" is intended to include facilities that aren't fully consistent with the system design model upon which the RTP is based (i.e., six lane throughways; four lane arterials, etc.). If this is the case, be explicit that this is a system design deficiency, not a system performance deficiency. Under the latter, a two-lane arterial expected to operate at an acceptable level of service would not be considered a deficiency. We are used to applying the term in this way.

- Remainder of definition: Some of the examples listed may not be deficiencies by our performance-related definition. Why not state something like "Deficiencies exist when performance or design standards are not met" and maybe provide a short list of examples that are undeniably deficiencies.

O. Essential Destinations – This definition needs to be more specific. The term as used in Pedestrian System Design section (3.08.130 A.2.) and the Bicycle System Design sections (3.08.140 A.2) will be a source of confusion and debate unless more specifically defined. We would either generalize the definition or add some minimum level of activity to any land use examples used, as you do now for social service centers and employers. Is a convenience store a grocery store? It's ambiguous enough to be argued that way by someone who's looking for reasons a specific bike route should be a high priority. I don't think the intent is to make convenience stores essential destinations for these purposes. We conclude that it would be better to generalize the definition and leave the specifics of determining which land uses at what levels of activity constitute an "essential destination" to local governments.

9. **RTFP (ATTACHMENT 2) –**

Interim Regional Mobility Policy – Page 6-22 of the RTP says the direction is to "retain current mobility standards," yet RTFP Table 3.08-2 – Interim Regional Mobility Policy changes the standard from level of service standards to volume/capacity ratios. It is unclear to us how an evaluation of this standard might work. (Note: Given the 1.1 standard, shouldn't it be "demand/capacity" rather than volume/capacity, since volume can't exceed capacity?)

Further, page 6-21 of the RTP says "existing volume-to-capacity-focused mobility standards have limited applicability and flexibility under the new outcomes-based RTP....and yet, we are changing the standards to volume-to-capacity based?

We know there is a need to reflect ODOT standards in the RTP. We would recommend that on an interim basis we a) change the mobility policy only for ODOT facilities and b) keep the "letter standards" for non-ODOT facilities in place. Changing from "letter standards" to the "v/c" ratios is a big deal for the traffic engineering community. This change impacts the roads we manage. It has an impact on how land development decisions are conditioned and on how road projects are designed. This change has not been properly vetted, has been introduced in the 11th hour, and is inconsistent with other direction in the RTP that we are "… retaining the **current** mobility standards."

That covers it. Thanks again for the opportunity to comment. If you have questions, don't hesitate to call me.

Sincerely,

Andy Back, Principal Planner
Long-Range Planning Division
503 846-3875
andy_back@co.washington.or.us

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WASHINGTON COUNTY
OREGON

May 6, 2010

Kim Ellis
Principal Transportation Planner
Regional Transportation Planning
Metro
600 NE Grand Ave.
Portland OR 97232

Subject: Regional Transportation Plan

Dear Kim,

Thank you for the opportunity to review the March 2010 draft of the 2035 Regional Transportation Plan (RTP). We appreciate both the work you and your staff have put into this effort and your receptiveness to the suggestions and concerns we have registered along the way.

We address two primary issues in this letter: the role of OR 217 in the RTP and the readiness for adoption of Mobility Corridors described in RTP Chapter 4. In addition, we offer a list of more specific suggestions we hope you will find useful.

OR 217 – We urge Metro to incorporate a six-lane improvement project on OR 217 into the State RTP by modifying the following provisions in the March 2010 draft:

- Revise Project #10875 ($79.6 million in the federal RTP) to reflect more recent recommendations that have come from the OR 217 Interchange Management Study and add back the full OR 217 project to the RTP Investment Strategy (Appendix 1), with a revised estimated cost of $414.7 million. The interchange management study has focused on operational improvements, but also has triggered discussions that perhaps "more can be done for less." We believe that through a combination of strategic operational and capital improvements, and utilization of least cost planning and practical design and engineering techniques the region can stretch scarce resources to achieve mobility objectives in this corridor and support 2040 implementation.

- Amend the financial assumptions in the State RTP to include tolling revenue in the amount of $340 million, which combined with the $74.7 million that remains under the Washington County funding target achieves the cost/revenue balance. The tolling revenue assumption is consistent with the range identified in the OR 217 Corridor Study recommendations (Note: state RTP projects 10599 (72nd/217 – $19.5 million) and 11302 (I-5/217 - $50 million) should remain the same).

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- These modifications would effect the modeling assumptions for this corridor. The operational improvements would be part of the financially constrained system (consistent with the draft RTP). The full six-lane OR 217 project would only be assumed on the State RTP system project list and for the purposes of modeling would include tolling. The project description should be revised to reflect this and acknowledge that future project development activities will consider tolling, other operational improvements and use a least cost planning and practical design approach to define the longer-term improvement for this corridor.

The Washington County Coordinating Committee (WCCC) is scheduled to consider a letter addressing the OR 217 matter at its May 10th meeting. If a letter is submitted by the WCCC, we would request that Metro address the specifics in the letter, which we anticipate will include the rationale for proposed changes to OR 217.

Mobility Corridors - Washington County staff are not very comfortable with adopting Chapter 4 by ordinance and would like to discuss the possibility of recommending adoption by Resolution and Order. We believe Metro could be consistent with the TPR without adopting Chapter 4 as a land use decision.

While the Mobility Corridor work that has been done to date is a good first step, we believe it isn't developed enough at this point to enable local governments to clearly understand its implications or to develop TSPs that are consistent with the work as it stands. Our concerns and questions associated with Mobility Corridors are more specifically articulated in Attachment A to this memorandum.

REMAINING COMMENTS:
Our remaining comments are more specific and tend to respond to narrower issues. They are keyed to the RTP by page, figure and table numbers, as follows:

Comments by Page Number

- Page 1-50 – Residents are Commuting Longer, but Less than the National Average – Text states that average commute times in Portland region grew by ***only*** (our emphasis) six minutes between 1990 and 2000, while national average grew from 22 to 26 minutes (i.e., a 4 minute increase?). It seems like our commute distances are growing faster than the national average. Please clarify the apparent contradiction.

- Pg. 2-2 – If the six outcomes listed in the inset box are the outcomes we are trying to accomplish, then they are important enough to warrant specific citations to their adopting resolutions.

- Page 2-6 Priority Investment Strategies -- What is meant by the strategy "Providing a multi-modal urban transportation system"? The focus of activity for the rest of the strategies in this table is clear, but this one seems to be more an objective than a strategy. Is it adding sidewalks and bike lanes? Is it bringing a planned multi-modal facility up to standard? Other strategies do these things as well. Please clarify.

- Page 2-13 Regional Transportation Performance Targets – A good target is one that is demonstrated to be potentially achievable through the application of strategies and actions identified in the plan. If this can't be demonstrated, it should be recognized that targets are somewhat "informal" or interim in nature. Unrealistic targets ultimately may be counterproductive if they create unrealistic expectations of the plan. What good is a target of 10 percent per capita VHD reduction, for example, if we don't know how or whether we can under any circumstances adjust the system to achieve it over time? Targets for freight, climate change, active transportation (although this trends in the desired direction) also seem to have this problem.

  The RTP states (on pg 2-15) that the targets are taken from state and federal legislation, and leaves the door open for development of a broader range of regional targets at some later time. We suggest that text be added to the RTP identifying these targets are a starting point subject to review and evaluation as local TSPs are developed, and that we expect they will be modified and refined as a result of this work and folded into the next RTP update as appropriate.

- Page 2-16 – The interim mobility policy doesn't really state why it is an interim strategy and what it is interim to. This section would benefit from a more complete explanation of this interim strategy.

- Page 2-22 – The "Regional System Definition" remains somewhat vague. It is difficult to see what would not be defined as part of the regional system. It would be helpful to local governments to clearly understand the difference between facilities or services that are Regional -- in the sense that Metro or the State has or seeks a primary regulatory role and/or funding responsibility for them -- and those things that are simply of regional interest and for which local governments should have the primary regulatory and/or funding responsibility. Maybe providing a list of parts of the system that are clearly local would help.

  Ideally, the distinction between regional and local facilities should also somehow be reflected in the RTP system maps. In most cases some facilities on our plan maps aren't on the RTP maps. These might be interpreted as being local facilities, but for the fact that other similar types of facilities are included on the RTP maps. (Further review during our TSP updates is probably the best way to address this mapping issue at this point.)

- Page 2-22 -- #5 regarding bike/pedestrian and regional trails functions is unclear. How are "regional trails with a transportation function" distinguished from other regional trails?

- Page 2-40 -- 2.5.3 Regional Transit Network Vision – The transit section says very little about the importance of transit park and ride lots, and they don't seem to be shown on any map. They are a critical component of the transit system, and warrant more discussion in the RTP.

- Page 3-2 – second line should read -- "... would be considered for funding if assumed new or expanded revenue sources are secured." The footnote should reference the fact

that the Region has assumed certain levels of future revenues and constrained the plan accordingly. It should also point out that there are unmet needs without projects or solutions beyond the State system, and that these could not be addressed unless revenues in excess of those assumed are secured.

- Page 3-27 – State Highway Capital Costs section gives cost and examples of projects that will be done in the financially constrained system. The cost of state system needs that are not addressed in the financially constrained system (or in the State RTP System) should be recognized in the RTP as well, as, ideally, should the cost of unmet non-state needs.

While our primary concern and recommendation regarding Mobility Corridors is described earlier in this letter, we offer the specific comments on Chapter 4 below based on our brief review of Chapter 4 -- Mobility Corridors Strategies. (Addressing these comments does not change the fact that we're still uncomfortable adopting the mobility corridors as a land use decision):

- Page 4-137 – Needs Assessment – Nowhere in this introductory text is it explicitly stated that what this corridor needs most is additional highway and interchange capacity.

- Page 4-144 -- Strategy Long-term – What's the "new parallel arterial to remove local auto trips from OR 217"?

- Page 4-144 -- Unfunded Projects – The OR 217 improvement project listed here for $200 million seems relatively inexpensive. What is this project?

- Page 4-147 -- Throughway Network Gaps and Deficiencies – If it hasn't already been included in project #11303 (and it's not clear that it has been), one of the specific strategies that should be called out for 99W is "access management".

- Page 4-147 and 148 -- Arterial Network Gaps and Deficiencies – Shouldn't signal retiming and interconnects be listed as the first strategies for addressing deficiencies on Hwy. 99W, Scholls Ferry and other highways and arterials?

- Page 4-160 Corridor Function 2040 Access – Hwy. 26 connects the Central City to the Hillsboro Regional Center *and* the Tanasbourne Town Center.

- Page 4-160 – Makes more sense that the western corridor boundary be extended to Hwy. 47 rather than stopping at Cornelius-Schefflin/Zion Church.

- Page 4-162 -- Throughway Network Gaps and Deficiencies – There *is* rather than "*could be*" a need for an additional over-crossing of Hwy. 26 at NW 174th. This need has been identified in the Washington County transportation plan and RTP.

- Page 4-162 -- Throughway Network Gaps and Deficiencies – Shute Road is now called Brookwood Parkway, so the interchange improvements at Shute (project #11178) should read Brookwood Parkway.

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- Page 4-163 -- Safety Deficiencies – There are more than the two locations listed for this corridor that have safety deficiencies.

- Page 4-163 -- Regional Freight Network Gaps and Deficiencies – How was the stated lack of freight reliability on Murray Blvd. determined? There wouldn't seem to be that much of a mid-day congestion problem there, based on model plots.

- Page 4-165 -- RTP Projects by Cost and Mode – This is a prime corridor for freight movement, so the stated one percent of total project cost for the Freight category seems low. Suggest that you consider adding a footnote to the Freight category stating that "projects with significant freight benefits may be classified under the Roads and Bridges or Highways categories".

- Page 4-166 -- 2035 Investment Strategy – Glencoe Rd. is outside Metro boundaries so why is the Glencoe/Hwy. 26 IAMP mentioned here?

Comments on Figures

- Figure 1.6 – Oregon Ranks Last Compared to Other Western States in Auto Taxes and Fees Collected – Does this chart reflect the gas tax, vehicle registration fee and title fee increases recently enacted or to be enacted under HB2001?

- Figure 1.10 Traffic Volume Increases in Key Corridors: 1993 to 2002 – It's not clear which corridors the graduated circles represent, and circles for some important corridors such as Hwy. 217, Hwy. 26 and TV Hwy. appear to have been omitted.

- Figure 1.15 Vehicle Miles Traveled per Person 1990-2007 – Explain why VMT per person in Portland and Portland/Vancouver diverge so dramatically from U.S. Average beginning in 1996. The accompanying text implies that it's due to compact growth and providing transportation options, however we would expect to see a more gradual decline in Portland area VMT if this was the true reason. Were there one or two major events (e.g. opening of Blue Line) that would be a more accurate reason for this sudden divergence? If we really don't know why, it's alright to say that, too; we'd rather avoid conjecture.

- Figure 1.18 – Regional Trail and Greenways – What's the Community Bikeway extending from North Plains west along Hwy. 26? Given its rural location, this route would seem to be more "regional" than "community" in nature.

- Figure 2.12 -- Arterial and Throughway Network – It's not clear which of the arterials on this map are also Throughways.

- Figure 2.15 -- Regional Transit Network – RTP major bus stop locations are inconsistent with those of the 2009 Transit Improvement Plan. In the RTP there are major bus stops along Cedar Hills Boulevard but no regional bus service indicated. There are no or few major bus stops along TV Hwy. east of Brookwood, 99W and Scholls Ferry. It seems like there should be a relationship between major bus stops and regional bus service. Inclusion of a definition of elements of the transit stop hierarchy in the Definitions Section, including major bus stop, would be useful.

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- Figure 2.20 -- Regional Freight Network – Is there any reason why the general alignment of pipelines, an important element of freight transport, aren't shown on this map (e.g. security)?

Comments on Tables

- Page 1-50 Table 2.7 **(Should be Table 1.7)** -- Share of Residents Commuting to Another County for Work: 1990 and 2000 – The lead-in sentence to this table over generalizes a regional improvement in jobs housing balance from the data. The Clackamas County and Clark County numbers seem to be fairly stable. It's the Multnomah County and Washington County numbers that show the more significant changes, and Multnomah County's moving in the other direction. A sentence or two of further explanation to accurately describe what the data "suggests" should be included.

Appendix 1.1: 2035 RTP Project List Corrections (Washington Co. jurisdiction only)

- #10613 – Project end location should be 119th Ave. not 117th Ave.
- #10601 – Project description for Hwy. 26/Bethany Interchange improvements should read as follows: "*Rebuild overpass to accommodate additional northbound through-lane and bike lanes. Construct additional lane on collector-distributor road allowing for dual right-turn lanes onto northbound Bethany Boulevard. Construct additional westbound exit ramp lane and shoulder at Cornell exit. Cost should be increased to $12 million to be consistent with current Authorization request.*"
- Washington County, not Hillsboro, is the correct facility owner/operator for Farmington projects #11285 and 11284;
- Add Farmington to 198th improvements: 185th Ave. to 198th Ave., widen from two to three lanes with bike lanes and sidewalks, $17,326,000, 2008-2017 (#10574) back to Financially Constrained list.

That covers it for us. Thanks again for the opportunity to comment, Kim. If you have questions, don't hesitate to call me.

Sincerely,

Andy Back, Principal Planner
Long-Range Planning Division
503 846-3875
andy_back@co.washington.or.us

Attachment

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Attachment A – Mobility Corridor Issues

We would like Metro to explore adopting Chapter 4 – Mobility Corridors as a Resolution and Order attachment to the State RTP. We don't believe the chapter is needed to demonstrate compliance with State RTP requirements. We believe the RTP can meet state administrative rules without adopting Chapter 4 by ordinance. Below are some thoughts and fears related to this request:

- Metro staff has put forth a heroic effort to pull this together in this short time. Metro staff moved forward on the Mobility Corridor work in good faith, but we believe they simply ran out of time to do this work in the comprehensive fashion necessary to achieve broad confidence, understanding and acceptance.
- Intro on page 4-1 talks about: "Investing strategically in Mobility Corridors" and "A comprehensive evaluation of potential solutions in the mobility corridors." While we are supportive of the Mobility Corridor Strategy concept, we don't believe the work to date has been undertaken strategically and comprehensively. There is very little strategy to the Mobility Corridor strategy. It is simply a different way to geographically sort and package projects. It would be disingenuous to say projects were strategically selected to fulfill the function of the mobility corridors.
- The Mobility Corridors include 179 pages of land use decisions with which local governments need to be consistent. While Metro and local governments may ultimately agree with what it means to be consistent with Chapter 4, as a land use decision, Chapter 4 becomes a potential tool for others to use to fight local TSP adoption or other future land use decisions. We need to be clear and confident in our shared understanding of its provisions and their implications.
- We can't retain the current mobility standards, adopt the mobility corridors, and then say, with a straight face, that the mobility corridors are consistent with the mobility standards.
- Corridor Function: Do all improvements in the Corridor need to be consistent with the function? What is the role of the function statement? Many planned, adopted and acknowledged improvements have no relationship to the function. (This kind of uncertainty can lead to challenges which, successful or not, take time and resources to both mount and defend against. Taking additional care necessary to clarify meaning and intent now may pay dividends later on.)
- Summary of needs: A good first attempt. If we add the summary of needs for each mobility corridor does it equal all of the needs in the RTP? How does this relate to the project lists?
- Safety deficiencies – We should be concerned about potential liability issues associated with a judgment-based assessment of safety problems, including the implications for

Department of Land Use & Transportation • Long Range Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412

accidents that occur at these locations in the future. The Safety Priority and Indexing System (SPIS) provides an historical basis for identifying and ranking deficiencies.

- Strategies identified to address needs – A large percentage of these "cells" are filled in with the words "Specific strategies yet to be identified, but will work with local agencies to add more information by June 2010". We don't think its good form to fill in these cells at the last moment and then adopt them as a land use decision.

- Investment Strategy – How binding is this? Generally, no arterial improvements to address deficiencies are listed in the 2035 investment strategy. What does this mean for local governments? If we have a project that is being constructed in a couple of years but doesn't show up in the 1- 4 year timeframe, can a local resident stop the project for not being consistent with the RTP?

- What is the status of areas that are in two mobility corridors? What is the status of areas that aren't in any mobility corridors? How, if at all, do the Mobility Corridors relate to Transportation Functional Plan provisions?

- The Atlas of Mobility Corridors is a good first step. We consider it a foundation for developing the strategies for the corridors. The next steps should be developing alternatives and alternative mobility standards for each corridor, then adopting them together so there is a relationship between the mobility corridor strategy and the mobility standards the strategy is intended to achieve. Much of this work can be done through updates to local TSPs.

Right now we have:

- Mobility Corridors in Chapter 4;

- Figure 5.8 and figure 5.9 that show widespread system failure to meet mobility policy;

- Existing mobility policy which we will be using on an interim basis;

- Areas of Special Concern that were developed based on performance in 2020 (it seems like new "interim" Areas of Special Concerns should be developed for 2035.)

- A plan to develop new alternative mobility standards in 2011-12.

- Simply, items under the five preceding bullets don't seem to work together, and in many cases are inconsistent with each other.

- We recognize the mobility corridors in Table 6.1 are the corridors where both mobility standards and projects are refined, and we are supportive of focusing our efforts on determining how to do mobility corridor planning in these corridors.

- For the other corridors, at a minimum, it seems like alternative mobility standards need to be developed. In some cases, this could lead to a change in the project list. In some cases, this might not occur until the next update of the RTP.

Willamette Pedestrian Coalition
P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

Working together to improve conditions for walking in the Portland region

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May 3, 2010

Metro Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: Regional Transportation Plan and Functional Plan

Dear Councilors:

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote sustainable and walkable communities. We define a walkable community as one in which it is safe, direct and attractive to walk.

We applaud that the desired outcomes of the 2035 RTP include: Creation of vibrant walkable communities; securing safe and reliable transportation options; striving to minimize global warming; providing both economic prosperity and a cleaner environment; and equitable distribution of the benefits and burdens of the necessary changes to our transportation system. The detailed comments regarding the RTP submitted by WPC on October 29, 2009 are still valid. We sincerely appreciate the hard work by Metro staff and that our requested change was made to Chapter 2, section 5.6 (Regional Pedestrian Network Vision) to include promoting walking as the primary mode for short trips.

Walking is part of most commuter trips in the region. In both the RTP and the Regional Transportation Functional Plan (RTFP), it is not enough to just plan for and identify needed pedestrian improvements. The RTP, RTFP and local jurisdictions in their Transportation System Plans (TSP's) should give pedestrian and bicycle investments high priority, in order to make real progress to meeting non-SOV modal and greenhouse gas reduction targets. The region should also prioritize transit, but we respect that local jurisdictions are not responsible for transit investments. These jurisdictions should focus on making land use more transit-supportive.

We support Metro's assertive efforts to reduce transportation related greenhouse gas emissions. Please continue to plan for and seek funding for additional multi-modal systems, complete streets on major arterials and active transportation corridors.

A critical need in our region is to bring each geographic zone with substandard transportation systems up to a minimum level that provides safe pedestrian access to transit, community or education centers and business / employment areas. Outer east and southwest Portland are examples of substandard areas that lag far behind other parts of the city in pedestrian infrastructure. Major arterials with unsafe, infrequent and difficult crossings plus significant sidewalk gaps should be the highest priority for improvements.

Our review of the Functional Plan (RTFP) generates several concerns:

1. Within Section 3.08.110 (Street System Design), item F. 3 states that "City and county street design regulations shall allow: Sidewalk widths that include at least five feet of pedestrian through zones". This should be a minimum requirement, not an allowance.

2. The Pedestrian System Design in 3.08.130 states that city and county TSP's shall include a pedestrian plan, but does not require such plans to be updated on timely basis nor does it require any jurisdictions to provide timelines for completion of their inventories and pedestrian needs evaluations.

3. The phrase "provision for" sidewalks along arterials or safe, controlled crossings of arterials lacks the strength needed to actually make these improvements a reality. Our perception is that most arterial improvement projects in the Technical Appendix / project list are road widening projects designed to increase vehicle capacity. Addition of sidewalks and bike lanes is required, but do not create an environment friendly to walking and cycling. Great distances between signalized crossings and short walk signal timing make these types of streets very dangerous for pedestrians.

4. Item 3.08.130 B. (page 7) states that jurisdictions "may" implement the provisions of 3.08.120 B (2) to establish pedestrian districts. This language is confusing because 3.08.120 B (page 6) applies to land use regulations that include elements to leverage transit investment and there is no B (2) listed in this section.

5. WPC supports 3.08.130 C. in the RTFP: City and county land use regulations shall ensure that new development provides "reasonably" direct routes for pedestrian travel. This is equally important for smaller infill development (under 5 acres in size). Pedestrian access requirements should not be waived, regardless of development size.

6. In section 3.08.220 Transportation Solutions (page 11), we very much appreciate that transit, bicycle and pedestrian are given a higher priority (2nd ranking) followed by traffic calming (3rd ranking) over motor vehicle capacity improvements (6th ranking). We support that jurisdictions shall be required to explain their choice of a lower priority (and generally more expensive) strategy, but it is not clear to whom or how the explanation will be provided. This information should be made part of the public record whenever exceptions are granted.

7. The Performance Targets and Standards listed in section 3.08.230 (pages 12 – 13) primarily focus on motor vehicle traffic improvements. Item E of this section states: Each city and county shall also include performance targets for safety, vehicle miles traveled, freight reliability, congestion, accessibility and walking, bicycling and transit mode shares. Once again, this language is too weak; it does not go far enough to spell out how and when the jurisdictions will accomplish the targets, how the targets will actually be measured or how shortfalls in meeting targets will be addressed.

Although not covered in this public comment period, we would like to make an early statement of interest and support for the coming changes to the process of allocation of (2014 – 2016) Regional Flexible Funds (RFF). We agree that the priorities for allocation of these funds should address system gaps and deficiencies, but disagree that the process of project selection should favor the central city, industrial areas and freight facilities.

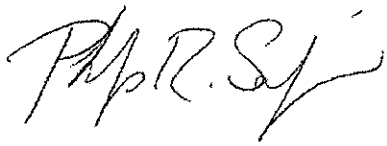
Pedestrian improvements do not have dedicated sources of funding as do the other transportation modes. Employment areas, town centers, main streets, station communities and mobility corridors should receive primary ranking to overcome the numerous existing pedestrian system gaps and deficiencies. We absolutely support the Active Transportation Program for non-auto trips that would transcend the geographic boundaries subject to primary or secondary priorities defined by existing MTIP policies. Providing access to transportation options for underserved populations (low income populations, elderly and people with disabilities) should also rank highly in the process. Please consider the WPC as a potential future

community stakeholder in the process of revising the RFF allocation selection process.

Improved pedestrian infrastructure will provide multiple safety, health and livability benefits for our communities. As pedestrian improvements are made, recognition of the positive effects on business and the environment will also increase. We share your vision of reduced commuter congestion, minimized delays for employees and freight deliveries, thriving neighborhood businesses and children safely walking to and from schools.

Metro has contributed great strides in improving conditions for pedestrians in our region. There is much work yet to do to manage population growth, climate change, and economic sustainability, provide for community livability, equity and environmental health in the years ahead. As the region's pedestrian advocacy organization, the Willamette Pedestrian Coalition is grateful for this opportunity to be part of the solution and to review and comment on the Regional Transportation Plan.

Sincerely,



Philip R. Selinger, Board President
Willamette Pedestrian Coalition

City of Tualatin

www.ci.tualatin.or.us

April 28, 2010

The Honorable Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: 2035 Regional Transportation Plan Comments

Dear Metro Council President and Members of the Council:

Thank you for the opportunity to comment on the 2035 Regional Transportation Plan, Final Draft Plan. We would like to take this opportunity to thank you and your staff and advisory committees for all the work that has gone into this plan. Changing the direction of regional transportation planning from reducing congestion to making the Portland Metropolitan Area one of the "Greatest Places" is a tremendous achievement. Tualatin has been actively involved throughout the update of the 2035 Plan as we know that transportation improvements throughout the region are vitally important. There are two projects we would like to make specific comments on:

Project No. 10736: Construct 124th from Tualatin-Sherwood Road to Tonquin
This project is the highest priority project in the Regional Transportation Plan for Tualatin. By providing a connection between Tualatin-Sherwood Road and the Tonquin, Grahams Ferry Road, Day Road, Boones Ferry Road connection to I-5, this project provides access to 1,129 buildable acres of land in the Sherwood, Tualatin, and Wilsonville areas. This area is identified as mainly industrial with some small areas of commercial and residential. A large portion of the land is identified by Metro as a Regionally Significant Industrial Area. Jobs in the area could range between 9,000 and 16,000 depending on the exact type of uses developed.

Project No. 10731: Tualatin Road/Lower Boones Ferry Road from Tualatin to Exit 290
At the April 26, 2010 Tualatin City Council meeting, the City Council unanimously agreed to withdraw its support of this project and request that it be removed from the 2035 Regional Transportation Plan. There is a growing level of public sentiment in opposition to a bridge across Tualatin Community Park and a strong public concern that the routing of an expanded roadway would create an increase in congestion from newly introduced pass-through traffic. Earlier this year two Tualatin advisory committees recommended removal of this project from the City's recent Central Urban Renewal

18880 SW Martinazzi Avenue | Tualatin, Oregon 97062-7092 | 503.692.2000

District substantial amendment process, citing the need for more detailed traffic information, a more thorough analysis of alternate routes and an expanded public information program. The City Council formally took the project out of the urban renewal district project list in March, 2010.

Tualatin will be embarking on a comprehensive update of our Transportation System Plan to address both local and regional traffic demand this coming year. While Lower Boones Ferry Road is listed as extending across the Tualatin River in the 2001 Tualatin Transportation System Plan, we know this project will be analyzed extensively during the update. We cannot see how this or any other project variant of a Tualatin Road extension over the Tualatin Community Park would be included as a project in any updated Transportation System Plan.

Thank you for your consideration and continued regional leadership.

Very truly yours,

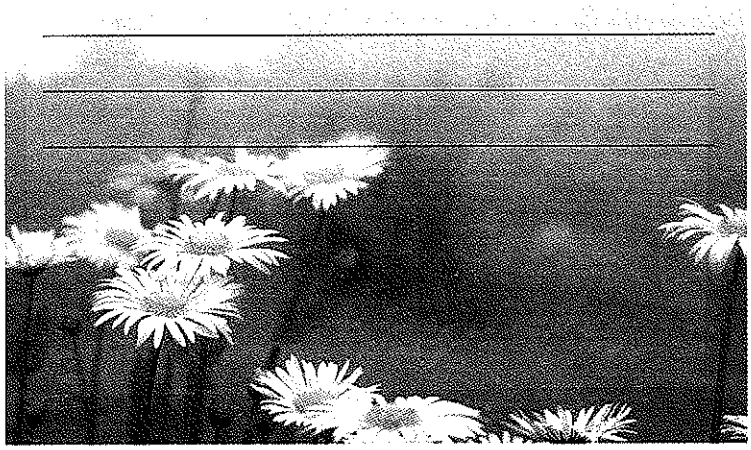
Lou Ogden
Mayor

ms
c: Tualatin City Council

Metro Planning,

Could you please take Project 10731 out of the Metro Plan. It would do more harm & destruction to our city & pop. This is not L.A. We have lived in Tualatin for 37 yrs. Please take it out.

Maria & Larry Gurney



Klenz, Mike (Advantage Graphics)

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Warehousing

Embroidered Apparel
Employee Incentives
Executive Gifts
Fund Raising
Golf Tournaments
Screen Printing
Special Events
Trade Shows

May 3, 2010

RTP Comments
Metro Planning and Development
600 NE Grand
Portland, OR 97232

As a Tualatin resident who commutes daily on Tualatin Road and business owner with offices at 18101 SW Boones Ferry Rd., the proposed bridge project (project 10731) has a significant impact on me. After evaluating the pros and cons I feel the overall impact will be a NEGATIVE ONE.

I am very much **OPPOSSED** to this project.

Sincerely,

Mike Klenz
President

PPAI The Mark of a Professional.

Thomason, Bill &
Barbara

To the Metro Planning and Development Council: May 2, 2010
Regarding Project 10731

We have lived in the City of Tualatin for 38 years. Our home is just past the Tualatin Country Club so this would directly affect our neighborhood. This is a family home area and there are always many children (and their parents) on the sidewalks and riding bikes or getting on or off school buses.

In earlier reports, it was mentioned that this extension would bring an additional 9,000 cars daily onto Tualatin Road. You should see the traffic already on our two-lane street. It just seems that the City of Tualatin will be clogged up in one more area—a family area!

Also, the City Park is an integral part of our community. Churches and businesses use it for picnics. Teams of young ones to adults use it for sports. Little ones use the equipment to play on. Do you think it would be a desirable place for your young child to play—under an overpass with all the ensuing noise and pollution?

It has been recommended at Tualatin City Council meetings that it would seem fiscally more responsible to widen the existing Tualatin-Sherwood Road. The road is already there- just make it wide enough!.

You better believe the "southern route" through farm country would seem like a much more viable choice and also more cost effective. That bridge over the river would surely be costly.

We trust that you will NOT want to take down old growth trees and replace them with an eyesore.

We know that you will use good judgement regarding this decision that will impact so many people's quality of life.

Sincerely,
Bill Thomason
Barbara Thomason
Barbara and Bill Thomason

8325 SW Mohawk #48
Tualatin, OR 97062
May 4, 2010

RTP Comments
Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232

Dear Sirs:

With other Tualatin residents, we request removal of PROJECT 10731 (bridge over the park) from the NEW REGIONAL TRANSPORTATION PLAN prior to its adoption on JUNE 10.

Some Concerns:

- The disturbing increase in through traffic, including large trucks, will create an unsafe condition for the children and other residents of North Tualatin.
- The proposal was created and sent to Metro without adequate notification and public involvement of the residents of Tualatin. We estimate that less than 1% of the residents of Tualatin were aware of the proposed route over Tualatin Community Park.
- Hundreds of Tualatin voters have spoken out against this route over the park because it would cause irreparable harm to the serenity and enjoyment of the Park.
- Unacceptable interference with access to the entire North Tualatin Neighborhood.
- Two City Advisory Committees voted to remove it.
- There has been inadequate study of sources and destinations of traffic and consideration of alternative solutions. The City's outdated Transportation Plan needs to be updated to incorporate other possibilities.

Thank you very much.

Sincerely,

Carl Townsend

Anderson, Toni

From: Toni Anderson [tntanderson@reachone.com]
Sent: Monday, May 03, 2010 2:14 PM
To: Regional Transportation Plan rtp
Cc: 'kelsey.newell@oregonmetro.gov'; 'GreatestPlace@oregonmetro.gov'; 'louogden@yahoo.com'; 'chris@mustardpeople.com'; 'etruax@royalaa.com'; 'jay@h-mc.com'; 'joelle.d.davis@gmail.com'; 'maddux01@verizon.net'; 'SLOMBOS@ci.tualatin.or.us'; 'smbeikman@verizon.net'; 'bethanygreg@verizon.net'; 'mmckillip@ci.tualatin.OR.us'
Subject: RTP Comments: remove the project known as #10731 - Tualatin Road Extension & Bridge over the park

PLEASE ENTER AS TESTIMONY FOR MAY 6 MEETING

I am a Tualatin resident and am greatly disturbed by the plans for any further 99W to I-5 connector through our small town. We already have a huge connector on Tualatin-Sherwood Rd. It should be improved and better utilized.

Also I do not want to see any disturbance of our beautiful peaceful parks. More traffic through our town would result from an additional connector. This causes more POLLUTION. We don't want that increased health concern.

Citizens weren't consulted about this fiasco and a hundred people showed up at a meeting speaking against it on very short notice. As a result, two of our city advisory committees voted it down and the city of Tualatin itself has requested this plan be removed from Metro's RTP. Please honor these opinions and remove it.

Sincerely,
Toni Anderson
17790 SW Cheyenne Way
Tualatin, OR 97062

Cusack, Tom/Oregon Housing Blog

May 1, 2010

To: Portland Metro Council via rtp@oregonmetro.gov
FM: Tom Cusack [housepdx@gmail.com], Oregon Housing Blog
Subject: **Comments on Metro Regional 2035 Transportation Plan**
Good afternoon, this is Tom Cusack in Lake Oswego. I am writing to comment on the draft 2035 Regional Transportation Plan found on your website: http://library.oregonmetro.gov/files//03_22_10_2035_rtp_final_web.pdf.

This is a summary analysis of problems I see with the plan (Details and corrective actions and a recap table follow below this summary):

1. The plan has significant problems in consistently and correctly stating measures of housing and transportation affordability, one of the key outcomes of the plan.
2. The plan includes NO baseline data for the proposed combined housing/transportation cost index information for the region as a whole, or for sub regions or political jurisdictions against which future progress is to be measured. The plan includes no phased targets for reductions in housing/transportation cost burdens; a single 2035 goal of "a reduction" is NOT sufficient.
3. The plan continues to use a "one off" method of calculating housing/transportation affordability that does not match a nationally standardized methodology for which data is available (to block group levels) for 337 Metro areas, including Portland. [See H+T index].
4. No rationale has been provided for the proposed use of a standard that 50% of income for housing and transportation is "affordable". Such a standard would exceed the 45% of income housing/transportation affordability threshold used in the nationwide housing and transportation affordability index . [See H+T index method]. Also, use of a *20% threshold* for transportation affordability that the Metro standard incorporates would be 33% HIGHER than the 15% transportation affordability threshold contained within the nationwide Housing and Transportation index.

<u>Comment 1</u>: Within 8 pages, the plan has two different definitions of affordable housing.

On Page G-1, Housing 'Affordability" is defined as "*The cost of housing as a percentage of household income. Housing is considered unaffordable when housing costs exceed a threshold percentage – nationally that standard ranges from 25 to 33 percent.*

On page G-9, Housing Affordability is defined as "The availability of housing such that no more than 30 percent of monthly household income be spent on shelter"

<u>Correction 1</u>: Change both references to read:

"Housing affordability is defined using a percentage of gross household income. Housing is considered affordable when it costs 30% or less of gross household income. "

Comment 2: The plan contains two DIFFERENT targets for a combined housing/transportation affordability index with no baseline or intermediate goals. There needs to be a single target applied at the regional, sub regional and political jurisdictional level.

The plan has two *different* goals stated for reducing combined housing and transportation cost burden goals. One goal focuses on reduction of the % of households with cost burdens while the other focuses on reducing the combined cost for an AVERAGE household. Based on prior reports and discussions, my understanding is that the regional goal previously agreed to was a ***reduction in the percentage of renter households paying more than a threshold percentage of income for housing/transportation, when compared to a 2000 baseline.*** However the transportation plan shows two DIFFERENT goals, **<u>neither which accurately state the prior agreed upon outcom</u>**e:

On Page 2-15 the Performance Target set for Housing/Transportation Cost Burdens is stated as

> *"By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000. "*

On page 3-11 the combined housing/transportation affordability goals is stated as

> ***"****Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined."*

These goals are contradictory, and with either of both

1. Not indicating the level from which the reduction is to occur
2. Not indicating any specific goal for the reduction.
3. Not indicating a data source that is transparent.
4. Not indicating that there are sub regional targets.

Without those details it will be impossible to assess whether a significant reduction has occurred and if so whether the ***Greatest Place*** **outcome goal** that states "***The benefits and burdens of growth and change are distributed equitably***" has been met.

Correction 2: (See Comments for more details) Change both references to read "For ***the region, sub regions, and Metro cities achieve measurable periodic reductions in the percentage of renter households paying more than 45% of income for housing/transportation, when compared to a 2000 baseline (and using a national housing transportation/housing index), with 5% reductions as the target every 5 years. (2015, 2020, 2025, 2030, 2035)".***

Comment 3: The plan continues to use a "one off" method of calculating housing/transportation affordability that does not match a nationally standardized methodology for which data is available (to block group levels) for 337 Metro areas, including Portland. [See H+T index].

***Correction 3*:** Obtain, use and publish Portland metro H+T index data down to the CT, TAZ, sub regional and city areas, modifying only if changes are transparent and necessary to match the regional adopted definition of affordability (which focuses on renter affordability).

Comment 4: No rationale has been provided for the proposed use of a standard that 50% of income for housing and transportation is "affordable". Such a standard would exceed the 45% of income housing/transportation affordability threshold used in the nationwide housing and transportation affordability index. Also, use of a *20% threshold* for transportation affordability that the Metro standard incorporates would be 33% HIGHER than the 15% transportation affordability threshold contained within the nationwide Housing and Transportation index. (I.E. Housing @30% + Transportation@15%=45% total).

Correction 4: Use 45% of income as the standard for affordability, NOT 50% of income. (Definition in **Corrective Action 2** uses this level of income).

Recap: Oregon Housing Blog, Four Summary Comments and FOUR Corrective Actions, Regional Transportation Plan, April 2010

Comment	Existing Plan Language	Correction
Comment 1: Within 8 pages, the plan has two different definitions of affordable	**On Page G-1**, Housing 'Affordability" is defined as "*The cost of housing as a percentage of household*	**Correction 1:** Change both references to read: **"Housing affordability is defined using a percentage of gross**

Comment	Existing Plan Language	Correction
housing.	*income. Housing is considered unaffordable when housing costs exceed a threshold percentage – nationally that standard ranges from 25 to 33 percent.* **On page G-9**, Housing Affordability is defined as "*The availability of housing such that no more than 30 percent of monthly household income be spent on shelter"*	**household income. Housing is considered affordable when it costs 30% or less of gross household income. "**
Comment 2: The plan contains two DIFFERENT contradictory targets for a combined housing/transportation affordability index with no baseline, interim, or sub regional goals.	**On Page 2-15** the performance target set for Housing/Transportation Cost Burdens is stated as *"By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000. "* **On page 3-11** the combined housing/transportation affordability goals is stated as ***"****Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined."*	**<u>Correction 2:</u>** Change both references to read: ***For the region, sub regions, and Metro cities achieve measurable periodic reductions in the percentage of renter households paying more than 45% of income for housing/transportation, when compared to a 2000 baseline (and using a national housing transportation/housing index), with 5% reductions every 5 years. (2015, 2020, 2025, 2030, 2035)***

Comment	Existing Plan Language	Correction
Comment 3: The plan continues to use a "one off" method of calculating housing/transportation affordability that does not match a nationally standardized methodology for which data is available (to block group levels) for 337 Metro areas, including Portland. [See H+T index].	Specifics of how housing transportation affordability are measured and sub regional data not included in transportation plan.	***Correction 3.:*** Obtain, use and publish H+T index data down to the CT, TAZ, sub regional and city levels, modifying only if changes are transparent and necessary to match the regional adopted definition of affordability (which focuses on renter affordability).
Comment 4: No rationale has been provided for the use of a standard that 50% of income for housing and transportation is "affordable". Such a standard would exceed the 45% of income housing/ transportation affordability threshold used in the nationwide H+T index. Also, use of a *20%* transportation affordability threshold that the Metro standard incorporates is 33% HIGHER than the 15% transportation affordability threshold used within the nationwide H+T index.	Specifics of how housing transportation affordability are measured and sub regional data not included in the transportation plan.	**Correction 4**: Use 45% of income as the standard for affordability, NOT 50% of income. (Definition in **Corrective Action 2** uses this level of income).

Barnes, Bob

From: bobfrances@comcast.net
Sent: Wednesday, May 05, 2010 9:57 AM
To: Regional Transportation Plan rtp
Subject: Bridge over the Tualatin park

Don`t build the damn bridge!!!! We are tired of even hearing about it. You want to take care of your regional traffic problems there is plenty of land south of Tualatin. We are being treated as second class citizens behind the ducks. Build through our neighborhood so as not to disturb the ducks? Well the ducks don`t vote but we do. Again, don`t build the bridge and stop with the harasement about it. And just in case you think the bridge would somehow solve Tualatins traffic problems by dumping I-5 traffic into downtown Tualatin think again!!!

Bob Barnes

Cesnalis, John and Carol

From: John Cesnalis [jcesnalis@gmail.com]
Sent: Wednesday, May 05, 2010 11:22 AM
To: Regional Transportation Plan rtp
Subject: Delete project #10731

Dear Metro Council President and Council men and women:

We strongly urge you to delete project #10731 from the Metro Transportation Plan. The Tualatin City mayor and councilors have done so with the Tualatin T. P. A highway and bridge through any of our community parks, but especially this most heavily used and cherished one, is not the way to deal with our transportation needs.

We plan to help with the various citizen groups who have recently come forward, and with our Tualatin city mayor, council members and staff to come up with other viable solutions. Options again being considered are more local bus services and the extension of 124th street to Tonquin Road, then east to a Boones Ferry road connection.

My husband and I (33 year residents of Tualatin,) feel strongly that the quality of life amenities provided by our city parks, (and the reason many families have located here in the first place,) should not be destroyed by any type of through-way highway.
Please delete project #10731 from the Metro Transportation Plan. Thank you.

Very truly your,
Carol & John Cesnalis
8675 S.W. Chinook St.
Tualatin, OR. 97062

Estes, James

From: JAMES ESTES [jimestes1@gmail.com]
Sent: Wednesday, May 05, 2010 1:51 PM
To: Regional Transportation Plan rtp
Subject: opposition to traffic bridge through tualatin community park (project 10731)

My wife and I have lived and raised our family in Tualatin for the past 40 years . During this time we have never actively opposed any advancements related to growth in the area as we understand the need for change . In the above referenced project 10731 we REQUEST THAT THE PROJECT BE TAKEN OUT OF THE REGIONAL PLAN . The park will be drastically altered from its intended purpose . This park has been heavily used for the past 40 years and it seems a shame to change it from its intended purpose . Thanks for your consideration , James O. Estes

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Nussbaum, Fred

Fred Nussbaum
Transportation Consulting
6510 SW Barnes Road, #A
Portland, OR 97225-6104
503-292-5549

Comments on the 4/16/10 Draft of the *Regional Transportation Functional Plan*

5/4/2010

Note: Some of these comments may duplicate those submitted by others, specifically the CLF, which consulted me in crafting their response.

Unless otherwise noted, the page numbers refer to Attachment 1 (***4/16/10 RTFP as amended draft***).

1. In general, the amendments seem to be an improvement over the 3/22/10 draft

2. 3.08.120 - **Transit System Design** – (p.6)

A. This only seems to address existing service. Shouldn't local governments also be thinking about planned transit service outside of Station Areas?

B.1. Thanks to staff for adding inter-city bus and rail terminals. I do not see attribution to an outside group for this amendment, so you must have come up with this yourselves from some of the previous RTP comments on this. Good for you!

B.1. Shouldn't there be some kind of a planning horizon (5, 10, ? year) associated with the Transit Plan. Are we just to assume it covers the same timeframe as the TSP (which is the same as the RTP?).

C. You need to strengthen this language to be as prescriptive as that applied to local jurisdictions. There need to be standards for frequency, stop spacing, coverage, maximum walking distance to stops, hours of operation and maximum transit/auto travel time ratios for priority trip purposes, etc. For regional planning purposes, TriMet is as much a local jurisdiction as the cities and counties and should be accountable to the region in the same way. We have seen what leaving TriMet to create its own policies results in: major service cuts and wider and wider bus stop spacing, to name just a few examples.

3. 3.08.130 - Pedestrian System Design – (p.7)

A.4. You need to address pedestrianways parallel to controlled access roadways. Sure, you can't have sidewalks right alongside a freeway, but there should be a pedestrian route parallel to the facility, either along a parallel street or along a pathway.

B. Pedestrian District – good concepts, but I'm a little troubled about the language that seems to be mixing different types of elements. You can't really *implement* a PD in a plan or regulation, but you can *designate* one or more PDs in a plan or regulation. A plan or regulation document can have an inventory or strategies, but it can't *effect* interconnections or sidewalk widths. The document could establish standards for such things.

B.11. I like the amended language.

- Need standards for pedestrian-actuated signals (appropriate and inappropriate intersections, button location, cycle lengthening[1], maximum wait time, button orientation[2]). Circumvention of pedestrian signals, due to pedestrian frustration with their being designed primarily to facilitate auto traffic, causes major safety issues.
- Also need standards for specifying under what circumstances a pedestrian crossing at an intersection can be denied[3]. Frustrated/desperate transit patrons will do dangerous things to try to catch their bus.

[1] E.g., if a pedestrian pushes the button after parallel traffic already has gotten a green light, do they have to wait until the next green light comes around or will the cycle be lengthened to accommodate them?

[2] In some cases the button faces the direction you want to cross, in others it faces perpendicular to the crossing. This can be highly confusing to elderly, disabled or those in a hurry.

[3] There are too many major transit transfer points in the region, involving stops on opposite street corners of a major intersection, where one or more pedestrian crossings are prohibited. Thus a person has to

4. 3.08.140 - **Bicycle System Design** (p.8)

   A.4. You need to address bikeways parallel to controlled access roadways. (See discussion of A.4. under item 3 above).

5. 3.08.210 – **Transportation Need** (p.10)

   - You need to address the Urban Reserve issue. The original 3/22/10 language was deleted in the new version.

6. 3.08.220 – **Transportation Solutions** (p.11)

   - TSMO should be moved to #3 position, since it can often increase system capacity in the sense that it spreads traffic volumes around, thereby creating traffic impacts (albeit in a less onerous way than building additional capacity).
   - Improvements to parallel arterials, etc. should move to #4 position, since land use changes take longer to have effect.

7. 3.08.410 – **Parking Management** (p.15)

   A.2. The appropriate measure should be "one half-mile from an HCT station." in the two references to light rail transit. For instance, BRT and light rail have a similar function.

   C. You need to specify a **standardized procedure for exempting parking facilities** from the maximum parking standards and some kind of regional guidelines should be applied. Otherwise, this is way to big a loophole.

   F. You need to address pedestrian circulation within large parking facilities. There should be design standards in the local jurisdiction's design review regulations that insure that there are safe routes for pedestrians through large parking facilities in addition to those related to major driveways.

8. 3.08.510 - **Amendments of City and County Comprehensive and Transportation System Plans** (p.17)

   D. The words "demonstrate consideration of …" should be replaced with "demonstrate consistency with …"

9. 3.08.710 – **Definitions** (p.23)

   H. "Chicane" – A chicane also is used to slow down traffic by adding short curves in the roadway. They are sort of "horizontal" speed bumps. (See http://en.wikipedia.org/wiki/Chicane)

   M. "Deficiency" – That a Throughway has less than 6 lanes or an Arterial less than 4 shouldn't automatically make them a "deficiency." The deficiency would occur if demand on those facilities exceed capacity. Also, if we are really trying to move transportation planning in this region away from thinking only in terms of highway capacity expansion, other types of deficiencies ought to be listed first as examples.

make three crossings, often subject to delay by "pedestrian actuated" signals, in order to get to a connecting bus that stops directly across the street.

O. "Essential destination" – should include major cultural facilities (performing arts venues, museums, zoo, etc.), which are not "entertainment" per se. The list should include: employment areas, grocery stores, medical facilities, pharmacies, schools, post offices, social services agencies, shopping centers, colleges, universities, major parks, social centers (e.g., senior centers), sports and entertainment facilities, cultural facilities and major government offices.

- Need to add a High Capacity Transit (HCT) definition.

CCC. Significant increase in Single Occupancy Vehicle (SOV) capacity – it would seem that the determination of significance of additional capacity "to eliminate a bottleneck" should also be looking at the downstream effect, not just whether it increases capacity more than10% over that provided immediately upstream.

HHH. Traffic calming – the definition ought to be:
street design or operational features intended to maintain a ~~given~~ low motor vehicle travel speed to enhance safety for pedestrians, other non-motorized modes and adjacent land uses.
As it reads now, the RTFP definition is quite different from the RTP glossary definition.

10. **Parking Maximums Map** – does not seem to be correct in places. Why are there no swaths, for instance, along inner SE Division, inner NE Sandy Blvd. and SE Foster? Also, the swaths seem a lot narrower than ¼ mile on either side of many bus routes and narrower than ½ mile along sections of light rail. This would seem to conflict with the language under 3.08.410.

Nussbaum, Fred

From: Fred Nussbaum <FredTrain@aol.com>
Date: Wed, 5 May 2010 15:16:49 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: Mara Gross <mara@clfuture.org>
Subject: Additional RTFP Comments

Dear Kim,

Thank you for confirming receipt of my 5/4/10 comments on the RTFP. Below are some additional comments arising out of my review of the **Summary of Comments Received and Recommendations** (comments received March 22 through April 28, 2010) distributed in the 4/30/10 TPAC meeting packet.

--- Fred

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503.292.5549

Item #72 - Parking Management - 3.08.410.C - Metro staff response states:
"Following an adopted exemption process and criteria, Cities and counties may exempt parking structures; fleet parking..." Metro staff would [???] the process and criteria for their adequacy as part of the local adoption process. More work is needed to determine what parking management strategies should be implemented in this region and where they could be applied.
Crucial words missing at [???].

Item #76 - RTFP Title 7: Definitions - Metro staff responds with:
Amend as follows, "Low-income families" means households who earned between 0 and 1.99 times the federal Poverty Level in 1999." This definition is consistent with the U.S. census definition used to identify low-income populations in the RTP background report, "Environmental Justice in Metro's Transportation Planning Process."
This is not in my area of expertise. However, this rewording is extremely awkward, suggesting that the thresholds only apply to income earned in 1999.
At a minimum, consider rewording to:
"Low-income families" means households who earned between 0 and 1.99 times the **1999** federal Poverty Level in 1999." This definition is consistent with the U.S. census definition used to identify low-income populations in the RTP background report, "Environmental Justice in Metro's Transportation Planning Process."
However, there is a clear body of evidence that the federal poverty formula grossly underestimates the number of households in poverty*. Perhaps this region should again pioneer by adopting the 1995 National Academy of Sciences measure *(see footnote).*

Item #82 - 3.08.120 - Transit System Design
I agree with your response to ODOT that some parts of this section refer to Major Transit Stops and should be segregated. However, the language is not consistent. The highlighted portion of item 3.08.120.B.2.b below should become a subsection of B.2.c, since it refers only to Major Transit Stops.
Provide safe, direct and logical pedestrian crossings at all transit stops. and m**M**ake intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;

From **AARP The Magazine March 2010 (http://refresh.aarp.org/money/budgeting-saving/info-02-2010/living-on-the-edge.html <http://refresh.aarp.org/money/budgeting-saving/info-02-2010/living-on-the-edge.html>):*
Unbelievable as that sounds, the truth is that millions of older Americans confront the same predicament as the Halversons. Although their financial situation is dire, according to the federal government they are not poor. That's because they earn more than the U.S. Census Bureau's poverty threshold of $13,014 for a two-adult household headed by a senior, and more than the $14,570 that the government uses to determine eligibility for a number of its assistance programs. Under the current guidelines just 9.7 percent of Americans 65 and older officially live in poverty, the Census Bureau reported last September. That figure has barely wavered for a decade, even as the recession has nudged the nation's overall poverty rate above 13 percent.

Unfortunately the government's count doesn't include the millions of older Americans who live on the edge—who split pills, live without basic utilities such as air conditioning or a phone, and show up at food kitchens when their grocery money runs out. This is the invisible group that falls into a gap between the destitute (who are eligible for government services) and the lower middle class. The Census Bureau's poverty threshold "is not even half of what a senior needs to make it," says Paul Downey, president-elect of the National Association of Nutrition and Aging Services Programs. "We have come up with a convenient method to bury our head in the sand. So long as we use the federal poverty level as our measurement, we can pat ourselves on the back and say, 'Gee, we're doing a good job.' "

If you're wondering why there's such a stark difference between official statistics and hard reality, consider this: the federal government defines poverty using a formula more than 40 years old.

In the 1960s a Social Security Administration economist named Mollie Orshansky took the cost of a bare-bones diet and multiplied it by three, creating the basis for all future poverty benchmarks. Orshansky based her computation on 1955 consumption patterns, when food accounted for one-third of the average household budget.

That calculation doesn't consider today's housing and health care costs, which have dramatically outpaced food prices. Nor does it factor in geography. "Costs in Manhattan, Kansas, are not the same as they are in Manhattan, New York," says Stacy Sanders, associate director of the Elder Economic Security Initiative at the nonprofit Wider Opportunities for

Women (WOW) in Washington, D.C.

Recognizing these disparities, the National Academy of Sciences in 1995 unveiled an alternative poverty measure that considered the costs of food, clothing, and shelter, along with regional differences, income from government benefits, and expenses such as medical costs. By the academy's formula, 18.7 percent of older Americans—more than 7 million individuals—live in poverty.

The academy's recalculation created a vigorous buzz in academic circles. But political pressure in the mid-1990s to reduce the number of people on federal assistance stalled all efforts to revise the poverty formula.

Mangle, Katie

From: Katie Mangle <MangleK@ci.milwaukie.or.us>
Date: Fri, 9 Apr 2010 13:30:54 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: "Campbell, Alexander" <CampbellA@ci.milwaukie.or.us>, "Asher, Kenny" <AsherK@ci.milwaukie.or.us>
Subject: Milwaukie comments - TFP

Hi Kim,

Following up on the MTAC meeting on Wed, here are Milwaukie's comments on the current draft of the Transportation Functional Plan. Please let me know if you would like more background or detail on any of the comments.

Thanks!
- Katie

3.08.410.I - Parking
Background: We support the inclusion of parking issues into the TSP requirements in some manner. Milwaukie included a Downtown Parking Management Plan in our 2007 TSP (http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/documents/04CompleteTSP/Ch%2012%20Downtown%20Parking.pdf), and found that to be a useful umbrella under which to have that conversation and create meaningful policy direction. However, our plan was focused

only on our downtown, as defined by Milwaukie's adopted Downtown zones, which were created as a result of our Downtown and Riverfront Plan. In the case of Milwaukie, the Town Center area is much greater than the downtown. Though over time we should create parking plans of some sort for the other areas of the town center, the downtown parking plan was most urgently needed and required a different set of tools than other areas of the town center require.

Questions: How is compliance with this requirement triggered - with TSP update? Or is it just part of the Title 6 compliance? Why is a parking management plan needed for all of every HCT corridor (future and existing)? These corridors are too long and diverse to have one parking solution.

Suggested changes:

- Overall - Require that parking management in centers be addressed in TSP or other adopted policy, either through detailed parking management plans, targeted parking reduction policies, parking ratio exemptions, or other actions. Allow a broader array of potential solutions so a jurisdiction can decide which areas warrant the more detailed study.
- Here's my shot at it: "Cities and counties shall adopt parking policies, plans, or regulations for Centers and existing HCT corridors. Such actions shall be designed to constrain surface off-street auto parking supply, and manage use of this limited supply to support active places. Parking management plans may focus on sub-areas of Centers, and shall include an inventory of parking supply and usage, a range of strategies for managing supply and demand, and an evaluation of bicycle parking needs. Policies and regulations should include by-right exemptions from minimum parking requirements, or policies to encourage shared and structured parking."

<u>3.08.110</u>

F 2

Is the region really going to say local street with two-sided parking are only allowable if they are "cueing" streets? According to the table this is not new ... but really? max 28' curb to curb? What if a local street is a bike boulevard with on-street parking? I think 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').

<u>3.08.120</u>

A.

language get's very confused in this run-on sentence. How does one improve the "speed and reliability" of station areas?

B.

1 a. should be (2), then the other subs (b, c., etc.), go under (2).

B1e. "crossing at OR NEAR all transit stops..." [not feasible to cross AT all stops...]

3.08.130
B.
References 120 B (2), which does not exist in this draft.

Is it the intention that the ped districts here must include all major transit stops/routes?

3.08.140
A 4
"along arterials and major collectors AND/OR ALONG NEARBY PARALLEL ROUTES...

3.08.410
A
How about: "Cities and county parking regulations shall set minimums and maximums as per the following:"
B
Report to whom?
C
Last sentence -- should = may

Katie Mangle, Planning Director
City of Milwaukie
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Rahman, Lidwien/ODOT

From: Lidwien Rahman <Lidwien.RAHMAN@odot.state.or.us>
Date: Wed, 28 Apr 2010 16:56:45 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>, Richard Benner <Richard.Benner@oregonmetro.gov>
Cc: Lainie Smith <elaine.smith@odot.state.or.us>
Subject: FW: I/C language to be added to section 3.08.110 in RTFP

One more little tidbit. We are concerned that the concept of access management kind of got buried in the TSMO plan and street design concept. The proposed language below implements the requirement in the TPR, section -0045(2)(b), requiring local jurisdictions to adopt "standards to protect future operation of roads, transitways, and major transit corridors".

G. To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area.

Crumpacker, Blair/Washington County

From: Blair Crumpacker <blair_crumpacker@co.washington.or.us>
Date: Fri, 9 Apr 2010 14:55:25 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: Joshua Naramore <Joshua.Naramore@oregonmetro.gov>, Andy Back <Andy_Back@co.washington.or.us>, Clark Berry <Clark_Berry@co.washington.or.us>, SteveL Kelley <SteveL_Kelley@co.washington.or.us>
Subject: RTFP Thoughts ...

Kim ...

Thanks for the opportunity to weigh in early and help shape continuing discussion of the Regional Transportation Functional Plan. As it happens, most of our comments are requests for clarity. Whether they need further discussion at TPAC will in many cases depend on Metro's interpretation of them.

That said:

3.08.110 F 1 -- this continues to read as a prohibition of other options in excess of 50 feet.

Perhaps deleting the phrase "no more than" in the provision would take care of it.

3.08.120 B 1 a -- Expanding this requirement from only Major Transit Stops to include "or on transit routes designated in the RTP" may be problematic. We were successfully challenged on this issue.

Sections 308.210, 308.220 and 308.230: Generally, Metro's intent should be that if local governments ' TSPs achieve consistency with the RTP they are also consistent with state provisions and policies. We want to confirm this. More specifically in these sections:

- 3.08.210 A -- can be read to suggest that local govnernments need to reconfirm state and regional needs are adequately supported and to take remedial action if they are not. Other sections are similarly uncertain in this regard.
- 3.08.210 C -- may conflict with state rules. Right now we operate under state rules that require us to take an exception for most improvements outside the UGB. The state is in the process of looking at how to deal with services in urban reserves. Rather than introduce a regional element here, our advice would be to let the state process continue with the understanding that counties, which work directly with state rules now, will adjust to modifications that may come out.
- 3.08.230 A -- **We are very concerned about this provision**. We believe Metro needs to make findings that the RTP is consistent with ODOT standards. Then all locals need to do is be consistent with the RTP. Locals shouldnot need to make findings of meeting state system performance standards separately.
- 3.08.230 D -- This reads as though local governments need to pre-authorize alternative mobility standards with the OTC. Putting aside the question of why the OTC would be interested, this could be problematic.

Again, thanks for the opportunity to raise issues early. We anticipate sending you a more detailed review of the RTFP draft before the end of the public comment period.

Blair Crumpacker
Senior Planner, Planning Division
Land Use and Transportation
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Tump, Jessica/TriMet

From: "Tump, Jessica" <TumpJ@tri-met.org>
Date: Fri, 9 Apr 2010 15:50:05 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>, "Lehto, Alan" <LehtoA@tri-met.org>
Cc: Lidwien Rahman <Lidwien.RAHMAN@odot.state.or.us>
Subject: Sidewalks on Arterials - New RTFP Language

Kim,

Here is our proposed RTFP language for sidewalks along arterials. We propose a new subsection under Title 1: Transportation System Design, Section 3.08.110 (Street System Design) that states:

"To improve the walking environment along the region's arterial system, each city and county shall incorporate into its TSP a sidewalk network that includes a minimum 5ft sidewalk with a minimum 3ft planted buffer or furnishings zone between the sidewalk and the curb."

Please let me know if you have any questions. Thanks for being open to our suggestions.

Jessica

Jessica Tump
Capital Projects | TriMet
710 NE Holladay St
Portland, OR 97232
503.962.2137
tumpj@trimet.org <mailto:tumpj@trimet.org>

Leth, Dian

From: DIAN LETH [Dleth1@msn.com]
Sent: Wednesday, May 05, 2010 11:50 AM

PRESERVE TUALATIN COMMUNITY PARK

Please take project 10731 out of the regional plan. We do not want our park polluted with exhaust from trucks and cars, also the noise... Our park is a serene place to play and relax. I understand that it would be the destruction of the shelter and 100+ year- old Heritage trees.
We moved here 38 years ago to a quiet little town and look what has happened to it now. Sense they put the commons in cutting off two auxiliary roads causing traffic problems there and traffic is so thick it is hard to get through town and now they want to make even more traffic for us in ruining our park.

I am very much against this.

Sincerely,
Dian Leth

Newcomb, Bob and Kathy

From: KathyNewc@aol.com [mailto:KathyNewc@aol.com]
Sent: Tuesday, May 04, 2010 12:45 AM

To: David Bragdon; Rex Burkholder; Carlotta Collette; Carl Hosticka; Kathryn Harrington; Robert Liberty; Rod Park
Cc: Kelsey Newell
Subject: Metro Council Hearing: Please remove Project 10731 from the Draft RTP

To Metro Council President, David Bragdon.
To Councilors Rex Burkholder, Carlotta Collette, Kathryn Harrington, Carl Hosticka, Robert Liberty, and Rod Park.

From: Bob and Kathy Newcomb, 17515 SW Cheyenne Way, Tualatin OR 97062
(Telephone if needed: 503-692-5227 after 10 a.m.)

SUBJECT: Please Remove Project 10731 from Metro's Regional Transportation Plan.

We ask you to remove Project 10731 from Metro's Draft Regional Transportation Plan. This project appears in the "Technical Appendix" on page 53.

Among our many objections to the inclusion of Project 10731 in the Regional Transportion Plan, are the following:

1. **Project 10731 never received proper Citizen Involvement according to Goal 1 of the State Land-Use Goals.** The project was improperly sent to Metro by the Tualatin City Council in July 2009 with basic requirements for Citizen Involvement unfulfilled at that time, and also recently was lacking proper Citizen Involvement during recent urban renewal extension hearings.

DETAILS FOR #1: **There were never any citywide notices** of the existence, cost, location or impact of Project 10731. There was almost **no information at all in the city newsletter** until the very end of a 16-month procedure, beginning in January 2009 with a similar project included in I-5/99W's Alternative 7. (And the information was primarily a meeting notice only.)

Nor in a July, 2009 work session, when the Tualatin City Council approved forwarding the project to WCCC and thence to the Metro- required hearing committees, was there any mention of this $44,900,000 project during the Council session. (The Council sessions have been acknowledged by the mayor recently as a way to make proceedings public). Approval by the City Council was extremely casual, without any vote, during the July, 2009 work session only. In spite of requests, copies of the documents so casually approved were not provided to interested citizens, neither before the work session, nor for a week afterward.
. We citizens and members of North Tualatin Friends have discovered the **City's Citizen Involvement code is out of date and inadequate** . We citizens have begun to work with councilors and city staff to update and improve Tualatin's Citizen Involvement Code. **Any help and advice by Metro council and/or staff regarding Citizen Involvement would be greatly appreciated.** (Please contact Kathy Newcomb at the

phone number above.)

2. **BLIGHT would be created, impacting Tualatin Community Park and Tualatin Road.**

DETAILS FOR #2: The city of Tualatin held very limited hearings beginning late in January 2010 and especially in February, March, and April 1 for its Central Urban Renewal Downtown Extension plans. During these sessions (mostly held for limited city standing advisory committees), it became clear that BLIGHT would be created in Tualatin Community Park, badly damaging the environment. Historic Trees in the Park would be cut down. Air pollution and noise pollution would be substantially added to the Park.

Environmental BLIGHT also would be caused in the North Tualatin neighborhood of 3,700 residents. Planners apparently had no idea that the map they worked with had an error (caught by a resident and now corrected on Metro's master maps). They had no concept that there is only one exit from most of North Tualatin, and that is Tualatin Road.

Material from a traffic consultant stated that nearby residents would be relieved of excess traffic; that was inaccurate; the regional traffic would substantially add to nearby residents' traffic burden. Nor did the traffic consultants realize that Tualatin Road is shorter by almost a mile than Herman Road, as a cut-through from I-5 to 99W.

There were no traffic studies to determine the extent of the existing traffic, the additional traffic expected with development of light industrial sites, the extent of the additional regional traffic enabled by a cut-through from I-5 to 99W nor the impact on the residential or other neighborhoods.

3. At the request of many residents, the **Tualatin City Council voted at its April 26, 2010 Council meeting to send a letter to you, the Metro Council, asking you to withdraw Project 10731 from the draft Regional Transportation Plan.**

DETAILS FOR #3: Project 10731 was rejected by two City of Tualatin Advisory Committees about February, 2010: (1) Tualatin Planning Advisory Committee and (2) Tualatin's Urban Renewal Advisory Committee.

Among the objections stated by the committee members were the lack of any traffic studies measuring the traffic impact of the traffic bridge across Tualatin Community Park and then west to I-5, especially along Tualatin Road.

The project was also the target of many objections in limited public hearings in January, February and March.

(The hearings were primarily provided for small, standing, city committees, with virtually no attempt to involve citizens at large.

A city council-created and funded committee called Tualatin Tomorrow was used as a substitute for the citizens at large. One member claimed to represent the citizens. Not only that, the members of Tualatin Tomorrow appeared to be heavily influenced by city personnel, to the extent that they were not in agreement with the vast majority of the impacted residents.)

Councilor Rex Burkholder stated recently during political campaigning that Metro has a three-fold transportation policy to the effect that development will be beneficial to the economy, but at the same time it will not harm the environment, nor the existing neighborhoods. *Unfortunately, this policy was not applied to Project 10731 during Metro's October 2009 hearings and decision. Project 10731 would indeed harm the environment and also the existing neighborhood.*

4. Please note that the **City of Tualatin is the area most under-served by transit within the Tri-Met area**, according to a study by the Tualatin Chamber of Commerce.

DETAILS FOR #4: We residents, calling ourselves North Tualatin Friends, have asked the Tualatin City Council for a new Tualatin Traffic Advisory Committee, focusing on Transit. We are much interested, in cooperation with the Chamber, in supporting short and long-term solutions to our traffic problems. Short-term: This may be a time to suggest projects to the budget committee.

Long-term: We want our city to apply for Light Rail along 99W. Light Rail has been described by Councilor Burkholder, and he said it is now being considered to go to Tigard. We want this Light Rail to go to Tualatin also, perhaps Sherwood, perhaps down 124th to Tualatin/Sherwood road and back to 99W. We take seriously Councilor Hosticka's remark on April 1 in Tualatin, to the effect that, '**We cannot build ourselves out of congestion.'**

Again, **any help and advice by Metro council and/or staff regarding Transit improvements would be greatly appreciated.** (Please contact Kathy Newcomb at the phone number above.)

5. Our citizens have been so concerned about the inappropriate uses planned for Tualatin Community Park that **we are planning protection for all our parks through either initiative or referral.** These procedures are underway. We expect to campaign vigorously for community support, and are confident of a vote for protection for our parks to be established within Tualatin's city charter.

6. Our citizens have also been concerned about **the city's and Metro's gross reliance on some obscure references about this issue in our Tualatin Transportation System Plan.** These have ballooned into a full-blown plan for a multi-million dollar traffic bridge over our city's most important park. It is our **firm intent to remove all such obscure references from the Tualatin Transportation System Plan**, when it comes up for review next year.

Please Remove Project 10731 from Metro's
Regional Transportation Plan.
Thank you.

Carroll, Pat

From: Pat Carroll [patcrrll@gmail.com]
Sent: Wednesday, May 05, 2010 7:47 AM
To: Regional Transportation Plan rtp
Subject: Project 10731

Please follow the recommendations to discard the plans for the Tualatin bridge. Do not continue with project 10731.

Thank you,
Pat Carroll

Fedel, Charles

From: C Fedel [cfedel@live.com]
Sent: Monday, May 03, 2010 12:50 AM
To: Regional Transportation Plan rtp
Subject: Please say NO to Project 10731

I am writing to request that you cancel any plans to put a bridge over the Tualatin Community Park. I cannot imagine that peaceful park becoming a virtual freeway on-ramp. Moreover, I cannot imagine our quiet little community being overrun by the noise and pollution such a structure would invite to our neighborhoods.

Please permanently remove this ill-conceived idea from the regional plan.

Thank you!

Charles Fedel
17900 SW Chippewa Trail
Tualatin, OR 97062

Milne, Jim

From: Jim Milne [JimM@columbiastone.com]
Sent: Friday, April 30, 2010 2:06 PM
To: Regional Transportation Plan rtp
Subject: Project 10731 - Tualatin Road Extension (Northern Arterial)

Importance: High

Dear Metro,

I am relieved to hear that the Tualatin City Council has formally requested that Project 10731 (Tualatin Road Extension/Northern Arterial) be removed from the Regional Transportation Plan. In my opinion, it makes no sense to introduce a 'cut thru' route for commuters and trucks in another part of our community. The impact on Tualatin does not concern Yamhill County commuters and freight companies that do not live or work in Tualatin. I addition to ruining the Community Park and creating a safety issue for pedestrians/cyclists, the Northern Arterial would soon become another mess similar to Tualatin Sherwood Road (TSR).

The other plans under Alternate 7 including the new expressway South of Tualatin and the improvements to TSR seem to be viable options. I hope these projects are funded and started quickly.

I have been a resident of Tualatin for 7 years. I drive, walk, and bike on Tualatin Rd daily. I can't imagine continuing to live in Tualatin if there was a 'Northern Arterial' connection.

Thanks,
Jim Milne

From: Lou Ogden [mailto:lou.ogden@juno.com]
Sent: Thursday, March 04, 2010 12:40 AM
To: pockey2@verizon.net; 'John Killin'; candicekelly16@msn.com; 'Steve Titus'; 'Danette Brophy'; 'Aimee Meuchel'; 'Dorothy Moore'; tntanderson@reachone.com; frank.bubenik@verizon.net; vigileos2@yahoo.com; jon@tualatinlife.com; KathyNewc@aol.com; 'AC'; marissa@houlbergdevelopment.com; 'Pat Carroll'; Jim Milne; 'Gerry & Christine Tunstall'; 'LG'; Patriciaca@aol.com; EJohnson@CommNewspapers.com; sclark@commnewspapers.com; brian@tualatinriverkeepers.org; tualatindw@comcast.net
Subject: Urban Renewal Comments to TTSD Board

Hello to folks who have sent emails regarding the Urban Renewal:

The Tigard Tualatin School Board meeting is Thursday Mar 4 at 6:30pm at the TTSD offices:

TTSD Administration Office
6960 SW Sandburg St
Tigard, OR 97223

Please call me or email if you have any questions and thanks so much for contributing. Also I will be announcing at the meeting that we are removing the bridge from the UR plan (actually the City Council doesn't meet until Mar 8 but I will be asking them to do so at that time and I have every confidence they

will) and conducting meetings with Washington County and TVF&R to figure a way to participate in tax sharing of the urban renewal district.

See you there.

Lou

Thanks,
Lou Ogden
Mayor
City of Tualatin
21040 SW 90th Ave.
Tualatin, OR 97062
Phone 503.692.0163; Fax 503.914.1699
lou.ogden@juno.com

Bailey, Glenn and Martha

From: gm.bailey@verizon.net
Sent: Wednesday, May 05, 2010 6:21 PM
To: Regional Transportation Plan rtp
Subject: Take Project 10731 out of regional transportation plan!

Importance: High

There are too many reasons to list here why Project 10731 is a horrible idea, but the most important
is that it would ruin the park that is the center of many Tualatin celebrations, including our Crawfish
Festival, and home to athletic events and the skate park. We want to see the project completely removed from the regional transportation plan.

Glenn and Martha Bailey
Tualatin Oregon

Brisan, Marius

From: marlid16@verizon.net
Sent: Thursday, May 06, 2010 12:50 PM
To: Regional Transportation Plan rtp
Subject: Tualatin bridge proposal over the park

Hi,

My name is Marius Brisan, I live in Tualatin at 17850 SW 113th Ave, 97062.

I am emailing to express my opposition against the Metro plan to build a bridge over Tualatin Park, connecting Boones Ferry to Tualatin Rd.
This will increase the traffic on Tualatin Rd4-5X, effectively connecting I5 to 99w and providing a shortcut for heavy trucks and other traffic.
It is already VERY difficult to access Tualatin Rd from any neighborhood on the North side of the road, sometimes it takes 5-7min to enter Tualatin Rd safely.
This proposed bridge will entail cutting a bunch of trees in the park. It will also bring with it more pollution, noise, garbage and increase risk of accidents all along Tualatin Rd.

The opposition for this project is high across the entire city population. Recently Tualatin Council and the Mayor voted against this bridge. They also sent Metro a letter requesting that this bridge is removed from the Master plan all together.

Regards,
Marius Brisan

Diforio, Carol

From: Carol Diforio [cdiforio@verizon.net]
Sent: Thursday, May 06, 2010 9:57 AM
To: Regional Transportation Plan rtp
Subject: Comments on Metro RTP

Carol Diforio
97062

I was not able to find a specific chapter/page reference regarding the comment I am submitting. Please apply it as appropriate…

Regarding providing improved access between 99W (between Sherwood and Tualatin) and I-5 and points east. The use of Tualatin Road as any portion of a connector concerns me. Increased lanes and cars on this road will further separate the portion western portion of Tualatin from our City Center, parks and retail area. There is a high-use pedestrian/cyclist route that uses the sidewalks and bike lanes on Tualatin road between Jurgens Park and Tualatin Community Park, then on to the Library. Increasing traffic along Tualatin Road without providing a high-level of safe travel for pedestrians/children/cyclists would ultimately prevent this pocket of Tualatin from interacting with our City without the use of a car – which goes against Metro's mission. Please consider the potential significant impact that increasing traffic along this route would have on current/future families and individuals.

Sincerely
Carol Diforio 503 880 4569
Tualatin 97062

Fuji, Star

From: Star Fuji [star.fuji@verizon.net]
Sent: Wednesday, May 05, 2010 9:38 PM
To: Regional Transportation Plan rtp
Subject: Project 10731 would be a disaster

I am opposed to the inclusion of Project 10731 as part of the Regional Plan, for the following reasons:

1. **This Project destroys Community Park, adjoining neighborhoods (one of which I am a resident), and the Tualatin Golf Course.** A roadway over the Park would destroy this community's asset: families and companies would not be able to have private birthday parties and get-togethers in a quiet, serene and unpolluted environment. The annual Tualatin Crawfish Festival would likewise be destroyed and gone forever. Organized youth leagues would not be able to hold their soccer and baseball games at the park with the traffic noise, congestion, and pollution. Likewise, the kids would not use the skate park and the tennis courts would be empty, with all of the additional traffic noise and pollution.

2. **This Project would just create another Tualatin-Sherwood Road congestion nightmare, but worse since residential neighborhoods run along Tualatin Road.** The traffic coming off I-5 onto this expensive off ramp would be just another source of congestion, choking off access for residents who are doing business in the city. The traffic along Tualatin Road is already excessive, given the location of industry in the middle of Tualatin! Now, with traffic funneling off I-5 directly into directly into Tualatin Road, the traffic here will now rival that of Tualatin-Sherwood Road.

3. **This Project will destroy the attractiveness and serenity of the neighborhoods along Tualatin Road … resulting in a loss of property values and residents who are living in single family homes.** This expensive alternative to traffic congestion will most assuredly increase noise, pollution from vehicle exhaust, and more traffic … destroying home values and telling other prospective home buyers that this part of Tualatin has been reduced to a thruway for industry. (By the way, we have invested over $100,000 to make improvements in our house … all of which will be wasted if this Project is implemented.)

4. **This Project ignores other less invasive alternatives to the city's traffic problems.** For example, why not consider a connection closer to 99 and which runs more parallel to I-5, along business areas or non-residential areas. This bridge appears to be a wildly expensive and drastic attempt to ease traffic, much like cutting off one's arm to relieve the pain of a dislocated elbow.

5. **This Project ignores the adverse impact on the quality of life in Tualatin.** Such construction would destroy the attractiveness of Tualatin as a place to live. If older

neighborhoods, a beautiful and well-used community park, and golf course can easily be sacrificed for a questionable project, then why would anyone want to live in this community?

6. **Tualatin Road is also a major school bus route for Bridgeport Elementary School, Hazelbrook Middle School, and Tualatin High School.** So, how would an expensive "off ramp", funneling fast and high volume traffic into Tualatin Road affect already existing traffic here? Safety is my first concern, then congestion in the mornings and afternoons during the school year, and then the destruction of the community environment in an older part of Tualatin.

7. **Is this another bad example of expensive and ineffective urban planning?** My initial thoughts, after hearing about this project, are that it would be a major step backwards for the community and the reputation of government urban planning boards and initiatives. It appears that this project takes little consideration of the future of community-living in Tualatin, preferring to put industry on a much higher priority listing. Maybe I am wrong, but I would bet that this Project is not going to be an effective solution to the traffic congestion in Tualatin, especially when a park, neighborhoods, a golf course and local business concerns are sacrificed.

I hope Project 10731 will be removed from any plan involving the Regional Transportation Plan. As we expressed above, the costs to the community far outweigh any projected ease in traffic congestion.

Respectfully submitted,

Star Fuji and family
Tualatin

Hall, Steve and Wendy

From: Hall, Stephen [hall@pacificu.edu]
Sent: Thursday, May 06, 2010 10:15 AM
To: Regional Transportation Plan rtp
Subject: RTP Comments - Project 10731

Hi,

We are commenting on Metro Project 10731 of the RTP that proposes, in part, to widen and extend Tualatin Rd over a new bridge over the Tualatin River, passing through Tualatin Community Park. We oppose this project, and urge Metro to remove it from the RTP. It should be removed both on the merits -- it's a bad idea -- and because of the process -- Tualatin community members have never approved the idea, voicing opposition at every opportunity.

The notion of a major roadway and new bridge running right through a city park is so incongruent to the ideals of a park that it's mind boggling that the idea was even proposed. Such a road would bring huge volumes of traffic into close proximity with children playing on the playground or participating in the many sports that use the park's playing fields, creating a major safety and health risk. A park is supposed to offer an escape from the hustle and bustle and noise of the modern world. Clearly the serenity of the park would be shattered by this proposal.

Community park is blessed with some wonderful natural areas including towering old trees, which are a dwindling but important asset. Enjoyment of the riparian area boarding the Tualatin river has been enhanced by the recently built footbridge connecting Tualatin Community park to Cook park in Tigard. The proposed bridge and roadway would cut right through this natural area, destroying trees and vegetation, eliminating wildlife habitat and seriously degrading the aesthetic appeal of the area. This would be a blow to the significant investment the local communities made in the footbridge and other improvements to the area. It would be ironic, and foolish, for Metro to move forward with this project while at the same time spending millions on preserving greenspace.

In addition to these negative impacts, the proposed project would shrink Community park, removing parking, a picnic shelter, and playing field. These results would seriously degrade the park's appeal for the community. Tualatin only has 3 parks with developed playgrounds and sport fields. These parks are already insufficient for a growing community. Any reduction would be strongly felt by the community.

Finally, it should be appreciated that the citizens of Tualatin have never approved this project. Most recently, this project was resurrected as part of the I-5-99W connector planning, the final outcome of which included this project. It should be noted however that there were serious flaws in the process by which this project ended up in the final plan. Many community members feel that there was not adequate notification and comment by community

members on this project. When comment was solicited, community members were clearly, overwhelmingly in opposition. This opposition has been recognized by the Tualatin City Council, who recently voted to remove this project, after years of quietly supporting it.

We urge the Metro Council to remove project 10731 from the RTP. The negative impacts on Tualatin Community park are many and outweigh the laudable goals of improving traffic flow in the area. Tualatin community members are strongly opposed to the project.

Sincerely,

Steve and Wendy Hall

Hill, Randy and Rowena

From: Randy and Rowena [rowena.randy@verizon.net]
Sent: Wednesday, May 05, 2010 4:27 PM
To: Regional Transportation Plan rtp
Subject: Project 10731must be removed from the metro regional transportation plan

The Tualatin City Council has requested this proposed project be removed from the metro plan - they have listened to the citizens of Tualatin who have made it clear that we do NOT want this bridge over our cherished park. Here are just a few reasons why this is opposed by so many:

This bridge would bring thousands of cars and commercial trucks over our park. The park's serenity would be destroyed by noise and pollution, plus it would result in the destruction of our rustic shelter and 100 year old Heritage trees. Sensitive wildlife areas would be impacted as well.

Significant increase in traffic in a residential neighborhood that would increase hazards for children, plus the above noted noise and pollution.

Inadequate citizen involvement in a project that was forwarded without proper information provided to affected parties.

Increased traffic would add to already difficult access problems for the neighborhood that rely on this through way to get and out of their residential streets.

Rowena and Randy Hill
17995 SW Cheyenne Way

Tualatin

Koyfman, Genrikh

From: genrikh koyfman [genrikhk@yahoo.com]
Sent: Wednesday, May 05, 2010 8:20 PM
To: Regional Transportation Plan rtp
Subject: project 10731

Stop project 10731!
Take project 10731 out of the regional plan.
No project 10731!
koyfman family.

Andrews, Gail

From: Gail Here [gailtualatin@yahoo.com]
Sent: Thursday, May 06, 2010 11:19 AM
To: Regional Transportation Plan rtp
Subject: project 10731 - NO!

Please remove project 10731 from the regional plan. No roadway through Tualatin Park! Save our parks for future generations.

Gail Andrews

Green, Gary

From: Gary Green [greengary@verizon.net]
Sent: Sunday, May 02, 2010 5:39 PM
To: Regional Transportation Plan rtp
Subject: Project 10731 - Tualatin Road

Councilors:

When I moved to Tualatin with my wife 30 years ago, a Westside Bypass was planned to provide a route for commuters between Pacific Highway and I-5. It has never been built. The traffic noise from I-5 was inescapable on our patio but when we sought to have sound barriers installed we were told that they weren't provided along existing freeway. The federal government controls the interstates and we have no say. To improve traffic flow in our

downtown area we were asked to approve and fund major improvements to Tualatin Sherwood Road. We voted for the proposal. Unfortunately the result of the taxes that we helped levy upon ourselves was more congestion. Congestion so bad that it was nearly impossible at times for my wife to get to our children's school, Bridgeport Elementary. Nothing could be done because Tualatin Sherwood Road is a state route and the state decides what happens in our city. When we moved to a second home in Tualatin we decided to choose one in the established Jeffwood Estates area so that we could count on stable surroundings. A major road "improvement" has taken place on Tualatin Road since we moved in. Traffic has increased tremendously. It sometimes takes 4 or 5 minutes in the morning to be able to enter Tualatin Road because of the volume of traffic crossing through Tualatin from Pacific Highway on its way to I-5. Much of this traffic originates outside of the Metro area in cities such as McMinnville and Newberg where cars are not even required to pass DEQ inspections. I am a Trimet commuter but for some reason no Trimet bus takes this high traffic route. My route to the Park and Ride is packed with commuters who are avoiding the previous solution of Tualatin Sherwood Road.

Communities should not be allowed to benefit by setting themselves up as barriers that deflect traffic onto their neighbors. Isn't it about time that some of this traffic followed a more natural route? Isn't it time that Wilsonville accepted it's fair share of the burden? The North Wilsonville exchange provides access to a few commercial properties but no meaningful east-west commuter route. For some reason, a sometimes occupied, but mostly unoccupied office building squats near the west of the exchange just where a through road should be located. At the other Wilsonville interchange, a low quality road leads west. Freeway interchanges are terribly expensive and their benefits should extend to more than just the properties within a quarter mile.

Wilsonville isn't the only problem. To the north of Tualatin is the Carmen Drive interchange. Within a 100 yards of exiting I-5, traffic runs into a strip mall where it must turn north or south. The main east-west road in the area, Durham Road, was just improved. Incredibly to me, Durham Road is separated from the Carmen Drive interchange by a short interval of commercial property whose only purpose appears to be to impede traffic. I suggest that you assess the Domino's Pizza and other properties to see if the Metro community would be better served if they were bulldozed to allow a direct route from Durham Road to the Carmen Drive interchange. The area has plenty of vacant buildings to absorb the tenants of the obstructing properties.

I believe that the best solution to the problems of commuters from Sherwood and communities to the south and west is to build the Westside Bypass. Sherwood can contribute by providing some it's

community to the route just as Tualatin has done in the past. Please do not try to solve this problem by "improving" those parts of Tualatin that have already done their share. If the Westside Bypass is never to be built, it is time for Tigard and Wilsonville to make road improvements and for Sherwood and its hinterland to stop building bedroom communities.

Don't destroy the park where my children played to accommodate those who only want to take and never to give.

Thank you,

Gary Green
10695 S. W. Kiowa Court
Tualatin, Oregon 97062
ggreen@verizon.net

Kelleher, Barbara

From: Barbara Kelleher [kelleherbarb@gmail.com]
Sent: Wednesday, May 05, 2010 1:34 PM
To: Regional Transportation Plan rtp
Subject: Project 10731 The bridge nobody wants.

To the voting members of Metro:

The city of Tualatin and its citizens have voted down this bridge project for many reasons...here are my reasons to never build it.

1. The bridge will cost millions of our tax money that we don't want to pay.

2. The bridge will run thru our largest and most used city park...where kids play organized soccor, baseball, solftball, tennis, skateboarding and play with their families. The noise will ruin everything

3. This bridge will run thru a family neighborhood where children play, ride bikes, wait for school buses...would you want 1000's of extra cars and trucks a day interfering with your family's safety? Let alone the noise of all this traffic entering you lives and backyards.

4. This bridge, as i see it ,will be a mini-freeway for big trucks to get to Hwy 99...but it will only be one lane wide and a terrible saftey hazard and a terrible traffic mess. Don't make Tualatin be the 99 connection. There is plenty of land south of Tualatin to build a freeway. Day Road is the best route.

These are all very good and valid reason to bunch the project and I know I speak for all of my neighbors

Barbara Kelleher

Klenz, Michael

From: Michael Klenz [michael@advantagegraphics.com]
Sent: Monday, May 03, 2010 10:10 AM
To: Regional Transportation Plan rtp
Subject: Project 10731

As a Tualatin resident who commutes daily on Tualatin Road and business owner with offices at 18101 SW Boones Ferry Rd., the proposed bridge project (project 10731) has a significant impact on me. After evaluating the pros and cons I feel the overall impact will be a NEGATIVE ONE.

I am very much **OPPOSSED** to this project.

Sincerely,

Mike Klenz
President
Advantage Graphics
18101 S.W. Boones Ferry Rd.
Portland, OR 97224
Tel: 503.684.2829 or 800.881.5412
Fax: 503.684.0854
www.advantagegraphics.com

Larsen, Jerry and Jan

From: Jerry and Jan Larsen [larsen@jerryjan.com]
Sent: Tuesday, May 04, 2010 4:36 PM
To: Regional Transportation Plan rtp
Cc: North Tualatin Friends
Subject: Project 10731

To all members of the Metro Council:

Although we are not able to attend the Metro hearing on Thursday, we would like to make a very strong written appeal to you to remove Project 10731 from your new Metro Regional Transportation Plan. We live just a few blocks off of Tualatin Road, and feel that increased traffic, the noise and pollution, and the access problems would be insurmountable for those of us living in this general area. This was very poorly communicated to us, almost "zero" transparency, and it was only by dint of a huge effort by many of us citizens that the City of Tualatin has removed it from urban renewal consideration. A city charter amendment initiative is underway, almost a certainty to go into effect, which would require a positive Tualatin City voter approval prior to placing any roadway or other non park-related constuction in the city's parks.

We strongly feel that you cannot ignore the magnitute of this constituent outpouring of opposition, which was remarked about by every council and commission that was involved up to now. We are your constituents also, please heed our plea to eliminate this proposition.

Respectfully,

Jerry and Jan Larsen
10650 SW Lucas Drive
Tualatin, OR 97062
503 691-1889
larsen@jerryjan.com

Raikoglo, Dwight

From: rako@comcast.net
Sent: Wednesday, May 05, 2010 12:53 PM
To: Regional Transportation Plan rtp
Cc: raikoglo, jeanne; parker, brad; newcomb, kathy
Subject: I-5 To 99W connector projects 10731,10736,10568

The latest RTP for the I-5 to 99Wconnector projects includes 3 projects that strive to provide congestion relief in the Tualatin area,but should be revised in the following manner:
Project 10731 would spend $45 million to provide "congestion relief and employment/industrial access".Our objections remain the same as previously sent to you on

10/14/09 in that local access and traffic flows will be disrupted or worsened for all residents,schools,and small businesses that use Tualatin Road.In addition,the Durham,Tigard,Summerfield, and Bridgeport residents that use Boones Ferry will be similarly impacted.

This project will not provide congestion relief for any of us that presently live in this community.In fact,It will greatly magnify future traffic flow.
As far as future employment/industrial access,speeding up the timeframes for projects 10736 and 10568 mentioned below will provide this sooner and in a more orderly,less disruptive manner.

Project 10731 should be eliminated from the RTP and the $45 million spent on lane expansion for the following 2 projects:

Project 10736(124th avenue to I-5 at Stafford).We suggest adding project 10731's $45 million to cover the 5 lane growth cited in the project.Much more cost effective than the expensive park bridge needed in project 10731.This project is the ultimate solution to our traffic needs and many of us have been waiting for this or its equivalent since it was talked about in the 1970's.Time to get going-sooner the better.

Project 10568(tualatin-sherwood road improvements).Why wait until 2018 to get this $49 million project started?Again,use the 10731 project money to move this forward sooner if that is what it takes.This expansion to more lanes will do more good to solve congestion and future business access than 10731 could possibly attain.

In summary, project 10731 is not at all cost effective and will be disruptive to many existing Tualatin,Durham,Tigard,and Summerfield residents that use Tualatin Road and Boones Ferry and the Tualatin Park.Why not spend the $45 million more prudently on the other two projects that our community strongly supports.

Dwight Raikoglo
North Tualatin Resident since 1972

Reid, Alex

From: Alex Reid [alexander.reid@gmail.com]
Sent: Wednesday, May 05, 2010 5:35 PM
To: Regional Transportation Plan rtp
Cc: northtualatinfriends@gmail.com
Subject: Take Project 10731 Out of the Regional Plan

To whom it may be concerned,

Please take Project 10731 out of the regional plan. This project would destroy a great asset to the community of Tualatin. The Tualatin Community Park (under the proposed bypass) is an asset to our community and provides a place for families and children to meet and play. This is a quiet tranquil park that helps to unite and build a strong community in north Tualatin. Please do not ruin this park by implementing project 10731.

Thank you for your consideration

Alex Reid

Giunta, Jan

From: Jan Giunta [jan@innovamtg.com]
Sent: Tuesday, May 04, 2010 11:26 AM
To: Regional Transportation Plan rtp
Subject: Remove Project 10731

I urge you to remove project #10731 from the Metro RTP. The Tualatin City Council voted April 26th, 2010 (a vote of 6-0) that this project be removed from the Metro RTP with a letter sent to you.. I urge you to respect their vote. I have lived in Tualatin for over 20 years and frequently enjoy the community park, which if this project is built would destroy the essence and beauty of the park. Thousands of cars would travel on Tualatin Road and over the park. The quality of our neighborhood and of the park would be significantly harmed. I further urge you to reopen discussion of the "southern arterial", beginning on 124th in Tualatin, then across Tualatin Sherwood Road, onto Tonquin Road, to Day Road, and eventually then connecting with I-5.

Jan Giunta
17655 SW Shawnee Trail
Tualatin, OR 97062

Ross, Diane

From: Diane Ross [dianeofor@gmail.com]
Sent: Wednesday, May 05, 2010 8:56 PM
To: Regional Transportation Plan rtp
Subject: Project 10731

I am against the proposed Project 10731 to extend the Tualatin Road to run through the park. I live near the park and enjoy having a nice area to bring my grandkids. There has to be a better

way than destroying our park.

Diane Ross
17905 SW Shawnee Trail
Tualatin, OR 97062
(503) 482-5411

Gray, Judith/City of Tigard

From: Judith Gray <Judith@tigard-or.gov>
Date: Sun, 11 Apr 2010 18:40:13 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: Judith Gray <Judith@tigard-or.gov>
Subject: RTFP comments

Hi Kim,

I've attached some comments to the RTFP. I know you wanted these by Friday, but I couldn't get to them.

I reviewed these in large part from the perspective of being nearly done with our TSP Update in Tigard...Josh assures me we are will be in compliance, or perhaps have a few things to work out. But still, I think the language of some of the requirements is kind of unclear for me.

Also, I added some things in the parking management section. I realize you didn't make any changes to this, but I hope you'll consider my comments useful. To require a "parking managment plan" is pretty vague. Most cities won't know what to do. It could be a relatively minor data collection and analysis process. But if a city really wants a parking management plan, it will cost a lot of money and take a lot of time. As a consultant, the lowest cost I ever did was around $30k but it still took about 10 months with public meetings etc. We also did one for Corvallis for over $100k.

Finally, I am confused about some of the compliance requirements, so I've added my questions to these.

I hope this is of some use. Please feel free to contact me with any questions.

Thanks,

Judith

Judith Gray
503-718-2557

Judith Gray, Comments to the Draft RTFP, 3/22/10 version

Title 1.

3.08.110 B.
General comment: I have a problem with the standard in general. Even in close in NE Portland we don't have a 4 lane arterial every mile and we wouldn't want one. It works much better with the tight grid of 2-lane streets. Same with SE Portland.
Tigard doesn't meet the arterial spacing standard either, but the problem is the collector and local street connectivity.
What am I missing?

3.08.110 D
Should add "city or county TSP <u>or other implementing ordinances</u>",

3.08.110 D.4
Should add the caveats in Subsection B, or similar, just like for street connectivity.

3.08.110 D.5 and 6
I don't know exactly what "pursuant to Title 3 of the UGMFP" means, but it seems like both of these have significant requirements and at the same time are too vague. Water way crossings every 530 feet seems like a lot, but the caveat for when "the length of the crossing prevents a connection" seems entirely vague. If this is clarified in Title 3, then never mind.

3.08.110 E
Why so vague for redevelopment compared to the specifics for new development? This section only requires that we "encourage adequate street connectivity." Perhaps it could say "consistent with the guidelines identified in 3.08.110 E

3.08.120B 1.
The phrase “such as signals” appears to be missing a parenthesis or has a stray one.

3.08.120B 1.e.
Note: provision of ped crossing treatments are subject to the design and engineering standards of the roadway owner. Probably ODOT. These are very restrictive.

3.08.120C
Need to add the word “of”. “…consider the needs of youth….”

3.08.130A 3.
Extra word “in” before subsection.
I believe this is referring to all of 3.08.230, not just 3.08.230A

3.08.130B 4
I don’t think Parking Management belongs in this section. Parking does impact pedestrian conditions. But the topic is too large to understand what the intent is. Parking management should be covered well enough in Title 6.

3.08.140A 5.
Bike crossings are subject to the standards and policies of the owning jurisdiction.

3.08.150A 3
I believe this is referring to all of 3.08.230, not just 3.08.230A

Title 2.

3.08.210B 4
I’m not sure what to do with the non-SOV modal targets in Table 3.08-1. My understanding is that Metro is revising the way it defines SOVs so that it will no longer include parents with a child in the car. But I thought the model is reporting it under the new definition, but that the RTP standards have not been updated to reflect the change. I’m not sure how best to go about establishing a target given these conditions.

Also, as I understand it, the base data is from 1994. If Tigard adopts a standard now, how will we measure change? Will Metro update the data? Do we just go with what the model predicts? That might be fine, but I would appreciate some clarity.

3.08.230E

I share the concerns expressed in an earlier meeting (TPAC?) about requiring cities to measure each of these:

- Safety: what is the standard methodology?
- VMT: Can we expect to get a measure from Metro's model?
- Freight reliability: what is the standard methodology?
- Congestion: is there a citywide measure we should use? Hours of congestion? Number of failing intersections?
- Accessibility: What is the standard methodology?
- Walking, biking, transit mode shares: This goes back to my earlier questions (above) about measuring mode share.

3.08.230F

I agree with doing all of these things but don't necessarily want them included in the TSP.

- Parking development and management plans: doesn't belong in the TSP; it warrants a stand alone study/plan process.
- Street design standards: we prefer to keep these in the development code, but the TSP references that.
-

Title 4.

I suggest a brief statement of purpose for this Title. In particular, that many of these measures are aimed at eliminating/reducing excess parking.

3.08.410B

Regarding variance, change "may establish variance" to "should establish variance." Clarify that the purpose should be to reduce the overall parking supply (where alternative travel options or adequate parking supply are available) and also to support redevelopment. These procedures should also allow for parking studies to demonstrated parking needs in cases that aren't a good fit to the land use categories in the code.

I do not like the idea of submitting a report to Metro at the end of each year. That seems overly burdensome. Unless there is a very good reason, such as Metro intends to maintain a comprehensive inventory to track general practice. However, if it's just for compliance, it is too burdensome to cities.

3.08.410C
Toward the end, change "cities and counties should" to "cities and counties may count adjacent on-street parking spaces, nearby public parking, and shared parking toward required parking minimum standards".

This is fine for shared parking and should be encouraged. However, it is different if we're talking about public resources, such as on-street parking or nearby public parking. If private development doesn't have to provide parking and they will be relying on public parking and it hasn't demonstrated that alternative access is available, at the very least they should pay a fee in lieu for the use of public parking. Otherwise, it is a public subsidy. And in the case of on-street, it effectively gives away the right of way that may one day be wanted for bike lanes or landscaping or some other public good.

Title 5.

3.08.510C
Why does the 30% apply only in centers? If these practices are effective for reducing vehicle trip generation, then why not apply it anywhere? I'm thinking the Tigard Triangle, but there could be many examples.

Also, I still struggle with whether there is one approach that works for a single parcel as well as for a large master plan area. Does this work for a 1-acre site with a single developer as well as for a 150 acre or larger area, such as a town center?

Title 6

I have a lot of confusion over this one.

In general, I believe an Amendment to a TSP is not the same as an Update. I believe that an amendment does not change the forecast year for the plan. It would be good to clarify.
If that is the case, is it expected that most cities will simply Amend their TSPs to be in compliance?

Also, what is the difference between the "compliance date" in 3.08.610A and the Acknowledgement date in 3.08.610B?

Also, it is likely that most cities will be due to update their TSPs anyway. But 2 years seems unrealistic. Tigard will be in good shape, as will Beaverton. But how many others? It could easily

take 2 years just to get funding if it's through TGM. And will TGM have enough to fund all of them at the same time Metro is trying to do corridor refinement plans?

Scott, John

From: John Scott [johnscott707@comcast.net]
Sent: Wednesday, May 05, 2010 4:09 PM
To: Regional Transportation Plan rtp
Subject: Comments on Regional Transportation Plan

Dear Metro Planning and Development,

I am writing to urge you to remove the planned bridge over Tualatin Community Park and the Tualatin Road Extension from any Regional Transportation Plan that is currently being considered. I think it is a horrendous idea to place a busy highway extension over a beautiful green, peaceful park. I also think it is a horrendous idea to convert the portion of Tualatin Road that fronts the beautiful Tualatin Country Club and numerous residential neighborhoods into a 5-lane highway that will carry a high volume of tractor trailers and other trucks and commercial traffic past these now peaceful residential neighborhoods. This plan sacrifices the green, peaceful, and serene for the sake of supposed commercial driving efficiency.

The bridge over the park will also create a dangerous hazard in an area frequented by children and families. As we all know, it is not uncommon for objects to be thrown, whether voluntarily or involuntarily, off of elevated roadways. Hub caps come off, rocks get shot out from under tires, and, yes, people throw things out of car windows on occasion. Any of these items can strike a person in the park below causing grievous bodily injury or death. The smell and noise of the highway above will also seriously impact a citizen's enjoyment of the park. The resulting increase in pollution will be unhealthy for people in the park, especially for the ballplayers on the nearby fields.

In addition, there are many attractive alternatives to the bridge and the Tualatin Road Extension. The widening of Tualatin-Sherwood Road is one that comes to mind. It would appear logical to first widen this already commercial road as far as possible, and analyze its impact on traffic, before making ugly, noisy, and dangerous changes that effect residential communities. Another option would be to create a major road from I5 to 99W straight across from the area where Boeckman Road intersects I5. This option would impact very few residential areas. Also, westbound traffic on 205 would be able to continue westward by simply going south a short distance on I5 and then getting onto the new road to 99W. As you can see, there are many options that will impact less people, be more attractive, and be safer than the crazy idea of desecrating a park and long established residential neighborhoods with a commercial highway.

Please do the right thing and remove the bridge and Tualatin Road Extension from the Regional Transportation Plan.

Regards,
John Scott

Solomonik, Ida

From: Ida Solomonik [ida_solomonik@hotmail.com]
Sent: Thursday, May 06, 2010 11:15 AM
To: Regional Transportation Plan rtp
Subject: Project 1073

Stop project 10731!
Take project 10731 out of the regional plan.

Ida Solomonik

Sonnen, John/West Linn

From: "Sonnen, John" <jsonnen@westlinnoregon.gov>
Date: Fri, 9 Apr 2010 08:47:22 -0700
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: <chris.deffabach@oregonmetro.gov>
Subject: promised scientific findings re stream crossings

Hi Kim,

Attached is a compilation of findings from scientific studies regarding roads crossing streams. I hope it helps. Given the damaging impacts of stream crossings evidenced in these studies, I think an exception from the road spacing standards is warranted for streams supporting listed species (or any stream that supports wild fish really). Thanks for considering this suggestion.

John Sonnen

John Sonnen
jsonnen@westlinnoregon.gov
Planning Director
22500 Salamo Rd.
West Linn, OR, 97068

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Scentific Findings Regarding Road and Utility Crossings.

• The Cumulative Effects Of Urbanization On Small Streams In The Puget Sound Lowland Ecoregion, May. pg 6: The longitudinal continuity of the riparian corridor is at least as important as the lateral riparian buffer width. A near-continuous riparian zone is the typical natural condition in the PNW (Naiman, 1992). Fragmentation of the riparian corridor in urban watersheds can come from a variety of human impacts; the most common and potentially damaging being road crossings. In the Puget Sound lowlands (PSL) stream study, the number of stream -crossings (roads, trails, and utilities) increased in proportion to basin development intensity. All but one undeveloped stream (%TIA < 10%) had. on average. less than one riparian break per km of stream. Of the highly urbanized streams (%TIA > 40%). all but one had greater than two breaks per km. Based on current development patterns in the PSl only rural land use consistently maintained breaks in the riparian corridor to < 2 per Km of stream length. In general. the more fragmented and asymmetrical the upstream buffer the wider it needs to be to perform the desired functions (Barton et al.. 1985).

• Alberti, M., D. Booth, K. Hill, B.Coburn, C. Avolio, S. Coe, and D. Spirandelli. 2003. The impact of urban patterns on aquatic ecosytems: An empirical analysis in Puget Lowland sub-basins. U.W., Dept. of Urban Design and Planning, Seattle: "The important effect of road crossing can be related to the cumulative effect of various road related stresses including streambanks and channel alteration, leaking of petroleum products, and increased pollution and sediment loadings."

Patterns of biological conditions in forty-two sub-basin were best predicted by number of road crossing per km upstream from the B-IBI measurement points (R2= 0.68, P. < 0.00l) and basin scale road density (R2 = 0.67, P < 0.001) (Figure 6). The data show a linear relationship between number of road crossings and biological conditions in the stream, with B-IBI values approaching poor biological conditions after two crossing per kilometer. Strong relationships also were found between B-IBI and population density (R2= 0.52, P < 0.001) at the basin scale and between B-IBI and population density (R2 = 0.60, P < 0.001) at the local scale. Statistically significant relationships were found also between land use and B-IBI, which strength varies with diverse patterns of land use intensity ranging from %Transportation (R2 = 0.56, P < 0.001), % Institutional (R2 =

O.44, P < 0.001), % Commercial{R2 = 0.20, P < 0;001), % MFR (R2 = 0.18, P< 0.001), to % Mixed use (R2 = 0;12, P < 0.001).

The findings indicate that roads are a key stressor in urbanizing landscapes; This is particularly relevant given that the land use land cover analysis indicates that road intensity is correlated with total impervious surface in basins. Since roads increase impervious surface, and ditches are built to channel water from roads into streams, the rate of water runoff is higher in basins with a greater amount of roads. A more specific result of our study is that both road density and number of road crossings are better predictors of BIBI score than taw total impervious area. In particular, road crossing is a better predictor than road density. The important effect of road crossing can be related to the cumulative effect of various road-related stresses including streambanks and channel alteration, leaking of petroleum products, and increased pollution and sediment loadings.
The following graph shows the relationship of the Benthic Index of Biological Integrity to road density and number stream crossings
.
• Stream–Riparian Ecosystems. A Review of Best Available Science May 2000, pg 57:
Riparian corridor connectivity is also an ecologically critical and often underemphasized component of riparian integrity. The natural riparian corridors of the PNW are nearly continuous, with few breaks and little unvegetated area. Fragmentation tends to be a direct result of human interactions with the stream-riparian network. Road crossings and land clearing are the most common human activities that fragment the riparian corridor. Riparian fragmentation must be minimized if we are to protect the remaining natural systems and restore those already compromised by human incursions. In addition to minimizing breaks in the stream-riparian corridor, we should attempt to reduce the impact of those crossings deemed necessary. Stream-riparian crossings should be designed for minimal stormwater and other impacts. In general, riparian encroachment must be prevented. This can be done through landowner education and clear delineation of RMZ and buffers.

As has been emphasized, it is also extremely important from an ecological standpoint, that the riparian corridor be nearly continuous (May et al., 1997; Naiman and Bilby, 1998; Wenger, 1999). As stated by Fischer et al. (2000): “Continuous buffers are more effective at moderating stream temperatures, reducing gaps in protection from non-point source pollution, and providing better habitat and movement corridors for wildlife.”
Road crossings, utility-line gaps, and other breaks in this corridor fragment the streamriparian ecosystem and allow direct access of surface runoff into the stream system. This not only compromises the effectiveness of the natural buffer surrounding the stream, but allows

pollutants and sediment to enter the stream untreated (May et al., 1997). Nearcontinuous riparian corridors are especially important along smaller headwater and tributary streams, which make up the majority of stream length in any watershed. These streams are closely linked to the surrounding riparian and upland areas of the watershed. This is where organic matter, LWD, and sediment are most likely to enter the stream system. These headwater and tributary streams tend to have a significant amount of wetland habitat as well. Protection of natural corridors along small headwater and tributary streams may offer the greatest benefits to the stream-riparian ecosystem
(Osborne and Kovavic, 1993; Hubbard and Lowrance, 1994; May et al., 1997). Even ephemeral, seasonal, and intermittent streams should have protected riparian corridors. These channels can retain a significant amount of water and sediment and may carry an appreciable flow (surface and sub-surface) and sediment load during large storm events (Hewlett and Hibbert, 1967; Daniels and Gilliam, 1986; Binford and Buchenau, 1993; Wenger, 1999). In summary, the effectiveness of a riparian corridor protection program depends on the amount of stream miles that are protected; the more miles protected, the more effective a program will be (Wenger 1999).

The entire stream network functions as a system, thus removing the connection between intermittent and perennial streams may have detrimental consequences to the physical and biological components of stream ecosystems, particularly in the long term (FEMAT 1993). Naiman et al. (1992) stated that intermittent streams are an important, often overlooked, component of aquatic ecosystems. As a result, riparian buffers tend to be especially important along the small headwater streams that typically make up the majority of stream miles in any basin (Osborne and Kovacic, 1993; Binford and Buchenau, 1993; Hubbard and Lowrance, 1994; Lowrance et al., 1997; May et al., 1997; Fischer et al., 2000). These smaller streams often have more interaction with the land and riparian vegetation plays an integral role in reducing sediment and other pollutants, maintaining temperature regimes, and providing large woody debris and other organic inputs (FEMAT 1993). Riparian buffers along larger streams may actually have less of an impact on water quality, however they often need to be wider to provide better wildlife habitat (Fischer et al. 2000).

Management Recommendations for Washington's Priority Habitats, 1997, pg 52:
Whether constructed as a part of forest practices, agriculture, recreation, or urbanization, roads may have significant and long-lasting impacts on riparian and instream habitat and their fish and wildlife populations (Larse 1970, Thomas et al. 1979, Oakley et al. 1985, Furniss et al. 1991, Hicks et al. 1991b, Noss and Cooperrider 1994). Roads of all types and locations (not including foot trails) affect riparian or stream systems by changing the

drainage of a watershed, removing riparian habitat, or by causing mass soil movement, erosion, and subsequent sedimentation into streams. The degree of these effects is related to the road location, construction and maintenance techniques, and to the manner in which roads cross streams. Roads more directly affect fish and wildlife populations by removing riparian habitat, altering instream habitat, introducing human disturbance to riparian and stream areas, acting as a barrier to movement, and causing vehicle related mortality of wildlife. To prevent or reduce impacts, road planning and route selection by an interdisciplinary team is perhaps the most important single element of road development (Larse 1970)….As the density of roads increases, road impacts on riparian and stream systems will inevitably worsen. Roads may have unavoidable effects on streams, no matter how well they are located, designed, or maintained (U.S. For. Serv. et al. 1993).

Roads within riparian habitat reduce the ability of the area to support wildlife by removing or altering habitat, introducing disturbance which makes areas unsuitable to sensitive species, and by vehicle mortality of wildlife (Thomas et al. 1979, Oakley et al. 1985, Noss and Cooperrider 1994). Roads are commonly constructed parallel to stream and river courses for scenic reasons and for ease of construction because valley bottoms generally have more gentle topography than side slopes. Roads parallel to streams isolate the stream system from uplands and remove or alter substantial amounts of riparian habitat. Roads and highways parallel to streams and rivers constrain the natural development of meanders, side channels, and attached wetlands (Everett et al. 1994). In low gradient areas, the development of sinuous stream channels creates well developed riparian habitat and slow moving water that is good fish habitat, especially for rearing. Roads provide easy access to live and dead wood collected for firewood. Snags are particular targets for firewood collection, but they provide a key habitat feature for cavity-nesting ducks, osprey, bald eagle, and a variety of other cavity-using species that are drawn to riparian areas (Rodrick and Milner 1991, Noss and Cooperrider 1994). Roads are often entry points and avenues for the introduction and expansion of plants and animals, including exotic species, that thrive in disturbed environments. These invading species often out-compete native plants and animals, thereby inhibiting the reestablishment of healthy riparian communities. In the Pacific Northwest, Port Orford cedar root rot fungus, black-stain root disease fungus, spotted knapweed, and the gypsy moth are all known to disperse and invade natural habitats via roads and vehicles (Schowalter 1988).

Roads act as barriers to the movement of some small animals (Noss and Cooperrider 1994). When wildlife is hesitant or unable to cross roads, habitat parcels effectively

become isolated. This segregates some populations in small habitat fragments, thereby increasing their likelihood of local extinction. Roads parallel to riparian areas prevent the movement of some species between upland and riparian areas, including those whose requirements may include both ecosystems.

• Management Recommendations for Washington's Priority Habitats, 1997: Roads, Stream Crossings, and Utility Lines Roads and their associated drainage systems alter water flows. These alterations can substantially increase erosion and decrease slope stability, especially if the roads are improperly located and designed. The result is usually an increase in stream sediments which can adversely impact riparian and aquatic habitats and the fish and wildlife that inhabit them. The following recommendations will help reduce road impacts on riparian and their associated aquatic habitats.
Avoid constructing roads, utility lines, or conducting activities involving stream crossings within RHAs - Where no viable alternative exists, road alignment should be perpendicular to streams to minimize riparian vegetation loss and habitat fragmentation (Oakley et al. 1985). Streams are preferably crossed by bridges instead of culverts. If culverts are used, they should be designed to convey a minimum 100-year peak flow event and ensure passage for both adult and juvenile fish per WDFW guidelines (WAC 220-110-070). These guidelines include a minimum culvert diameter of 46 cm (18 in). Culverts with deep road fill [>1.8 m (6 ft) above top of culvert inlet] should be avoided where streams are at risk of conveying debris flows to the crossing. Seek information and assistance from WDFW and DNR on culvert installation.

Roads in riparian areas, especially those running parallel to the stream course, remove valuable riparian habitat. Roads are a travel barrier for many species; hence, they can isolate riparian habitat from uplands. Vehicles disturb wildlife, and roads make riparian areas more accessible to people. Subjecting fish and wildlife to increased disturbance may cause sensitive species to leave an area or may reduce their productivity. Roads adjacent to riparian areas increase vehicle-related mortality of wildlife. Roads adjacent to streams can contribute excessive sedimentation to streams because of altered water flow, bare ground, and rapid water flow over impervious surfaces. All of these factors may result in a reduced ability of riparian and stream habitats to support diverse and abundant fish and wildlife populations. When roads must enter riparian habitat, careful design and maintenance can reduce but not eliminate these impacts. Roads that cross streams perpendicularly and then exit the riparian area will minimize habitat fragmentation and loss. Adequately-sized culverts will prevent debris build-up and massive erosion when this debris dam breaks. It is unlikely that culverts large enough to pass debris will block fish migration.

Improve road drainage network - Improve the road drainage network throughout watersheds by removing unnecessary culverts, increasing the size of inadequate culverts, or replacing culverts with bridges. Properly designed culverts can help control erosion, while poorly designed ones can exacerbate it. When culverts do not regularly pass debris, it accumulates and impedes water flow and fish passage. These debris dams are vulnerable to breaking during storm events, and then large quantities of water and debris stored behind the dam are sluiced downstream causing channel and bank erosion. While an individual event is not always undesirable and may resemble natural disturbances, the cumulative effect of many such occurrences can increase the frequency of sediment delivery and stream destabilization well beyond natural rates. Spawning and rearing habitat may then be damaged, stream turbidity may increase, and the frequent movement of woody debris may preclude the development of instream habitat features of importance to fish and wildlife. Road drainage improvements can reduce debris accumulations and reduce stream risks during storm and flooding events.
Close unnecessary roads and retain roadless areas - Close roads when not in use and deactivate unnecessary roads in unstable or erosive terrain. Deactivation should include restoration of natural drainage paths, removal of organic debris from fill, recovery of side-cast materials onto road surface, and revegetation. Fish and wildlife will best be served if areas that are currently roadless remain so; alternative means of resource removal should be explored (Reeves and Sedell 1992).

Limiting road densities and properly designing and maintaining roads will minimize the impacts to hydrology, wildlife, and habitat. By keeping presently roadless areas in a roadless condition, large areas of intact, undisturbed habitat used by species requiring large areas (e.g., lynx, bear, cougar, mountain caribou*)* can be sustained in Washington.
Minimize road mileage across the landscape - Significant effects of roads on fish and wildlife habitat can only be minimized, not eliminated, with careful road design and maintenance. Roads change basin hydrology through the replacement of largely pervious surfaces with impervious surfaces, alteration of water drainage patterns, and destabilization of some slopes. The effects of erosion and stream sedimentation can be minimized with proper location, design and maintenance of road systems. Limiting the extent of roads can further minimize negative impacts. In addition, roads provide human access to areas, thereby resulting in increased disturbance and potential poaching on fish and wildlife. Some species (e.g., elk) avoid roads and roadside areas, thereby reducing available habitat. Other species are negatively affected by roads because of increased stress during critical periods (e.g., wintering deer). Roads act as a barrier to the movement of some animals (e.g., small mammals, amphibians, black bear) because of

their sensitivity to disturbed areas, limitations in mobility, or because of an increased susceptibility to predation, road kill, or poaching while crossing open roads.
All new roads should be designed and constructed according to current best management standards; existing roads should be improved to meet these standards. Long-term commitment to road maintenance is essential.

• The Local Impacts of Road Crossings on Puget Lowland Creeks Christina Marie Avolio, UW, 2003: The Urban Patterns Study results confirmed that the density of road networks, and especially that of road-stream crossings, has significant relation to degraded in-stream biological health that is not explained by %TIA alone. Yet this correlation could be present for a variety of reasons. Roads contribute to impervious areas within a watershed and they correspond to concentrated drainage and runoff (Montgomery 1994). In addition, roads fragment riparian buffers (Luce and Wemple 2001) and are associated with outfall pipes, which can introduce contaminants directly to the creek. Roads alter hydraulics and intercept physical in-channel processes, such as meander migration and wood recruitment, that create habitat and refugia for macroinvertebrate as well (King et al. 2001, Statzner 1986). It is likely that roads influence biological stream conditions for all these reasons, but it is difficult to evaluate every potential influence simultaneously. This thesis focuses on only one aspect of road impacts: the processes by which road crossings of stream channels impact the physical framework that supports biological conditions.

Several studies have considered the effects of roads and road crossings on stream hydrology and sedimentology (Anderson 1987, Reid et al. 1984, Montgomery 1994, Madej 2001, La Marche and Lettenmaier 2001, Jones et al. 2000, Weaver et al. 1995, Wemple 1998, Wemple et al. 2001). In general, these studies have found roads to alter creeks in the following ways:

• Increased magnitudes of storm flows
• Decreased downstream bank and hillslope stability
• Increased fine sediment production
• Altered sediment production and transport processes
• Trapped sediment and wood behind culverts
• Promotion of landsliding during storms
• Road/ditch/culvert interception of runoff
• Promotion of gullying and channel network expansion

Jones et al. (2000) developed a conceptual framework for how roads affect stream

networks in mountainous regions, based on research from the H.J. Andrews Experimental Forest in Oregon. They suspected that road networks can both instigate and block debris flows, and can alter the balance between the intensity of flood peaks and the stream network's resilience to changes in discharge. They also considered those processes that are influenced by road usage (e.g., fine sediment production) as compared to those processes that are altered by the sheer physical presence of the road crossing (e.g., mass movement). They suggested that the location of roads and road crossings on the hillslope are significant considerations when anticipating road impacts on peak flow response, sediment production, and sediment transport. They support the idea that for mountainous watersheds, road crossings at perpendicular angles to channels along middle to lower hillslope positions can directly affect peak flows and debris flow initiation and run-out, whereas valley-floor roads that run parallel to main-stem channels have their greatest impact by inhibiting lateral movement and meander migration. In conclusion, the authors propose that streams will experience the greatest effects from peak flows and debris flows just downstream of individual road-stream crossings, but they caution that observations must also be weighed within the context of the total road density to that point in the stream network.

LaMarche and Lettenmeier (2001) examined the effects of forest roads on peak flows in the Deschutes River Basin in Oregon. They hypothesized that roads altered 1) the volume of water converted to overland flow from the interception of road runoff, and 2) the rate of delivery of road runoff to the stream network. The effects of forest floods were found to increase with greater peak floods. Using a distributed hydrologic model to simulate road effects on peak flows in smaller subcatchments, they found forest roads to increase the magnitude of the mean annual flood from 2.2 to 9.5%, and the ten-year storm between 2.9 and 12.2%.
Madej (2001) studied the impacts of abandoned forest roads and road crossings to stream erosion and sediment delivery in the Redwood Creek Basin of Northern California. She separated the impacts of nearby road reaches and the influences of stream-road crossings, and found that mass movements were generally associated with hillslope road segments while channel incision and bank erosion were the most common effects of road crossings.

Montgomery (1994) also found that the surface drainage networks associated with roads had significant impacts on channel initiation and slope stability in mountainous regions. Results indicated that channels supported by road-related runoff required smaller drainage areas for initiation than undisturbed channels of similar slope. In addition, basins with greater basin area and greater slopes were found to be more prone to

landsliding under the influence of road drainage. In conclusion, Montgomery found all roads, even ridgetop roads, to have significant influence on stream geomorphology, largely because of their association with drainage concentration. He proposed that adverse channel and slope impacts could be reduced if field data could be gathered to support theoretical thresholds for erosion initiation and if road designs could make the necessary reductions in drainage concentrations.

This study has shown that road crossings can impose significant alterations to the geomorphology, hydraulics, and hydrology of downstream channels in lowland, fluvial systems. Results confirmed the hypothesis that road structures and related bank armoring can degrade downstream channel complexity and decrease the variety of channel units through alterations of sinuosity and meander migration. As hypothesized, altered hydraulics through road crossings that confine the creek are associated with more downstream bank instability. Additionally, the armoring downstream of and associated with the different road-crossing design types did induce downstream channels to alter morphologies and channel slopes to overcome the inability to adjust laterally, while maintaining downstream water and sediment transport. Entrainment results could not confirm the hypothesis that individual stormwater outfalls could contribute to increased downstream erosion; however, stormwater outfalls were found to correlate to altered downstream physical conditions, including increased embeddedness. Contrary to the initial hypothesis that reaches in urbanized watersheds would not be as sensitive to roadcrossings impacts, urban reaches generally experienced even more downstream effects than suburban reaches, especially downstream of culverts. These findings have many implications for management, especially those related to future road-crossing designs and riparian corridor protection.

Geomorphic results implicate all road crossings; that is, for almost every road crossing, geomorphic condition was found to locally degrade in the downstream direction. These local road-crossing impacts were experienced across the entire gradient of urbanization. Therefore, to avoid impacts to natural fluvial systems, the number of road-creek crossings should be minimized. Ensuring efficient transportation networks might supersede the need to avoid physical alterations of creeks; therefore, it is important to understand which road-crossing designs might best minimize their downstream impacts. The observed impacts to local creek geomorphology, hydrology, and hydraulics imply that there are explicit road crossing attributes that cause the observed degradation of physical conditions downstream. Culverts generally have larger impacts to overall geomorphic condition than their less confining counterpart, bridges. Bridges are generally associated with a downstream channel geometry (i.e. larger W/D ratios) that

correlates to in-stream channel complexity and greater overall physical condition (PSCI). In addition, road crossings that related to downstream reaches that had higher W/D ratios, coarser sediment, and smaller hydraulic radii also had greater PSCI scores because those channels were also more stable and had the lateral space to support both gravel bars and LWD. Therefore, to allow for more stable and complex geomorphology downstream, culverts should be avoided, and road crossings should be designed with wider widths to minimize the confinement imposed on the channel.

To the same extent that the confinement related to the road design should be minimized, so the confinement imposed by bank armoring should be avoided. The longer the road crossing imposes artificial banks (whether through the road crossing itself or with riprapped banks downstream), the longer will be the lengths of downstream physical degradation. The key factor here is allowing the naturally meandering creek to reestablish its sinuosity. This requires both erodible banks and the physical space needed to make lateral channel adjustments. A lack of space is often the vital issue for urban reaches abutted by private property. To protect private property, creek banks along residences are often lined with concrete and riprap. If some downstream bank reinforcement is necessary, natural vegetation or placed LWD could be used to diffuse some of the stream power associated with discharge coming out of the road-crossing outlets. Such measures are unlikely to substitute for the loss of an unconfined planform, however.

Protecting and restoring riparian buffers along creeks can help to mitigate the local effects of road crossings on channel morphology. The results have indicated that suburban creeks with better riparian buffers are more resilient to the local impacts of a culvert than urban creeks. For example, one of the Rocky/Muck Creek sites with a wide riparian buffer and only about 16% basin TIA, had an overall downstream reach PSCI score of 19.5 even though it was downstream of a narrow culvert. Measures of the riparian zone width and integrity were shown to significantly relate to more LWD, greater channel complexity, and higher reach sinuosity. Therefore, wide and intact riparian corridors can successfully support complex geomorphic structure, even in some of the most urbanized basins. The upstream reach of TH02 (summer 2002 survey) and the upstream reach for the Miller Creek site (spring 2003 survey) both had relatively wide riparian buffers. Although the Thornton Creek sub-basin is characterized by 59% TIA it had a PSCI score of 16. Similarly, the Miller Creek sub-basin has 59% TIA but a PSCI value of 19. In these cases, wide riparian buffers apparently counteract the magnitude of basin development and provide an effective support for high-quality channel morphology. These results must be tempered, however, by earlier findings by

others that biological health does not necessarily follow from good physical habitat alone.

Field evidence strongly indicates that road-stream crossings promote local downstream geomorphic degradation. However, a particular reach's susceptibility to change relies on the road crossing's confinement, and the integrity of both the riparian buffer and the watershed as a whole. Although less-confining road crossings can potentially minimize the degree of road impacts, the effectiveness of such designs will likely be reduced if the entire watershed is characterized by a high frequency of road-stream intersections. Watersheds with road networks that exceed four or five road crossings per stream kilometer (e.g., a crossing every 200 to 250 m) will probably negate the stream's ability to achieve downstream recovery from the local impacts of one road crossing before encountering the influence of the next. Protected riparian corridors within these watersheds can be expected to provide greater resiliency, but they cannot eliminate the compounding road-crossing effects because they too would be fragmented at the same frequency as the stream. Therefore, it is important to consider both the condition of the entire watershed and the overall connectivity of the road network to the stream network before the potential impacts of a new road-stream crossing design can be assessed.

Stewart, Deborah

From: djstew@verizon.net
Sent: Wednesday, May 05, 2010 12:53 PM
To: Regional Transportation Plan rtp
Subject: Tualatin project 10731

Hello there,

I am writing to show my support and agreement of the decision Tualatin Council submitted to you in REMOVING project 10731 from Tualatin.

If you had proposed this 15 years ago, there would have been no problem. However Tualatin in the last few years has grown into a walking, family friendly town. The Tualatin Park expecially has grown into a vibrant center of the community. By linking it to Cooks Park there are many of us that use the parks extensively via bikes and walking. At any given time, citizens are using the park for skateboarding, biking, walking, tennis, softball, picnics, parties. This is a success story for Tualatin.

Project 10731 would ruin the progress that Tualatin has made for familys and citizens. We

don't want all those cars, exhaust, and noise. This is not that type of community. That is why we live here.

Thank you for acceping my position and hopefully there is another way.

Deborah Stewart
17805 SW Chippew Trail
Tualatin, OR 97062

Thompson, Gary

From: gsjayhawk@verizon.net
Sent: Wednesday, May 05, 2010 1:37 PM
To: Regional Transportation Plan rtp
Subject: Poroject 10931

I am writing in opposition to project 10731 which would extend Tualatin Road with a direct path to Interstate 5 highway.

Certainly, a good, workable solution needs to be found to provide an efficient link between I-5 and 99West with minimum impact on existing businesses and residential areas. But until that is in place, project 10731 would most likely become a poor substitute for that.

This project would devastate a relatively quiet neighborhood and a serene and very popular park.

Please do the right thing and vote down this highly flawed project.

Gary Thompson
Tualatin, Oregon

Nix, Kip and Molly

From: MMossnix@aol.com
Sent: Wednesday, May 05, 2010 10:57 AM
To: Regional Transportation Plan rtp
Subject: Tualatin Community Park

Metro Planning and Development:

We strongly oppose Metro's proposal to build a bridge through our beautiful Tualatin Community Park. There are only a few parks in Tualatin for our residents to share and putting a bridge through Tualatin park will shatter the tranquility of this multi-use park. It will also further congest this area of Tualatin which is already difficult to get around at certain times of day in due to WES and the railroad crossings which the many school buses must stop at several times a day. Please don't ruin one of Tualatin's best attributes!

Sincerely,

Kip and Molly Nix and Family Tualatin residents since 2002
10205 SW Casteel Ct.
Tualatin, OR 97062

Allen, David

From: David Allen [davidpallen@gmail.com]
Sent: Tuesday, May 04, 2010 1:22 PM
To: Regional Transportation Plan rtp
Subject: Tualatin Park Bridge

Hello - I am writing to express my concern over the **proposed Tualatin Community Park Traffic Bridge** plan (Project 10731).

As I understand it, Tualatin City Council have **expressed their opposition**, but I would like my voice added to the people opposing this.

I work close to the park and use it's facilities many times each week. During my lunch break I take walks that, more often than not, **start at the trestle Rail Bridge** and then go onto Cook Park and beyond.

The Tualatin park is a **very quiet, peaceful retreat** away from the bustle of Tualatin and I think that running any extensions of existing roadways through the park, close to the **children's play area**, over the lovely Tualatin River and next to the walk and cycle path that starts in the park

next to the new water pumping transfer station, would be going against the ethos of most residents and users of the area.

Thanks for listening.

David Allen

McClure, Larry

From: Larry McClure [larry.mcclure@gmail.com]
Sent: Tuesday, May 04, 2010 9:29 PM
To: Regional Transportation Plan rtp
Subject: Tualatin Road Exension to Hwy 99

Please let me add my objections to others you have probably received about the proposed bridge over Tualatin City Park as part of an extension of Tualatin Road to the Bridgeport area. I want to point out that Tualatin Historical Society has officially expressed its concern about the impact on heritage trees just to the north of the railroad trestle. These historic trees date back to early days when Tualatin was just a village and logging was a mainstay along the river. Now we can enjoy seeing the "new" growth that has been officially listed for protection by our Society. The city and Clean Water Services have also invested heavily in a re-created Tualatin train station and picnic area in the same location as the proposed highway. This project cost millions and now we want to desecrate it with a new forest of pilings and noisy traffic? Let common sense prevail on this issue and take advantage of the existing Sherwood-Tualatin Road by widening it. Whatever happened to circling I-205 westward to link up with 99 and on to Scholls, Beaverton and Hillsboro?

Cordially,

Larry McClure
17760 SW Cheyenne Way
Tualatin OR
503-692-5489

Welsh, Jeff

From: jeffw@insource1.com
Sent: Thursday, May 06, 2010 11:00 AM
To: Regional Transportation Plan rtp
Subject: Project 10731

Dear Metro Planning and Development,

Please take RTP Project 10731 out of the regional plan.

I live in Apache Bluff and believe that dumping thousands of cars and trucks into this part of Tualatin is the WRONG solution.

Jeff Welsh
Cheyenne Way

Wyland, Sharla

From: Sharla WYLAND [swyland4@msn.com]
Sent: Wednesday, May 05, 2010 12:19 PM
To: Regional Transportation Plan rtp
Subject: No on Project 10731

Dear Metro,

Would you want a 55 plus foot wide traffic bridge running through your outdoor living room? No, this is the worse idea I've heard of in a long time!

We want to preserve our outdoor living room (Tualatin Community Park!) We like the firnishings too our 100 year old Heritage trees! This is our neighborhood and we don't want the extra noise, traffic, pollution and eye sore running through our park. ARE YOU KIDDING ME!!

Metro for the love of heaven take out project 10731 from the regional plan! NOT A GOOD PLAN!!!!

Thank you for your time in this matter,

Sharla Wyland

WASHINGTON COUNTY
OREGON

May 10, 2010

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, Or 97232-2736

Dear Chair Collette,

Upon review of the public review draft of the 2035 Regional Transportation Plan, we believe one major issue still needs to be resolved prior to finalizing the plan.

At this time, we request the following amendments to the state RTP:

a) Revise Project #10875 ($79.6 million in the federal RTP) to reflect more recent recommendations that have come from the OR 217 Interchange Management Study and add back the full OR 217 project to the RTP investment strategy (Appendix 1), with a revised estimated cost of $414.7 million. The interchange study has focused on operational improvements, but also has triggered discussions that perhaps "more can be done for less." We believe that through a combination of strategic operational and capital improvements, and utilization of least cost planning and practical design and engineering techniques the region can stretch scarce resources to achieve mobility objectives in this corridor and support 2040 implementation.

b) Amend the financial assumptions in the state RTP to include tolling revenue in the amount of $340 million and to apply the $74.7 million that remains under the Washington County funding target to OR 217. The tolling revenue assumption is consistent with the range identified in the OR 217 Corridor study recommendations (Note: state RTP projects 10599 (72nd/217 – $19.5 million) and 11302 (I-5/217 - $50 million) should remain the same).

c) This amendment would affect the modeling assumptions for this corridor. The operational improvements would be part of the financially constrained system (consistent with the draft RTP). The full 6-lane OR 217 project would only be assumed on the state RTP system project list and for the purposes of modeling would include tolling. The project description should be revised to reflect this and acknowledge that future project development activities will consider tolling, other operational improvements and use a least cost planning and practical design approach to define the longer-term improvement for this corridor.

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

We believe there have been a variety of previous decisions, promises and commitments that warrant these changes. We have made some of these points previously, but we believe many of them are worth reiterating:

- Thousands of land use decisions have been made in the County since 1988. These investment and land use decisions were premised on various commitments made in the comprehensive plan, including the principle that OR 217 would ultimately be expanded to 3-lanes in each direction. Additionally, we believe our ability to achieve the land use vision in this part of the County is dependent on an improved highway. For example, as Metro's land use models show, the ability for growth in places such as the Beaverton and Washington Square Regional centers depends on improved access to these important cores. We believe fostering the right land economics to achieve the land use vision for these centers will be impossible without highway access improvements.

- In the late 90's, after several years of rigorous and costly analysis, the Western Bypass study concluded that the Western Bypass was not needed. This conclusion was based largely on the notion that a 3-lane OR 217 in each direction would provide the needed capacity, if a series of additional improvements were made. In June, 1997, the Metro Council endorsed the study's recommendations and amended the 1995 RTP by adopting Resolution No. 97-2497. Since the 90's, the County, cities in Washington County and TriMet have implemented street connectivity and other improvements recommended by the study. All of the remaining recommended arterial, transit, TDM, bicycle and pedestrian improvements are included in the RTP.

- A 3-lane in each direction OR 217 is currently part of Metro's adopted and acknowledged 2004 RTP (project # 3000).

- In 2005, ODOT and Metro staff with the assistance of a policy advisory committee (PAC) that included elected officials, business interests and residents completed the *Highway 217 Corridor Study*. In February 2006, the Metro Council adopted Resolution No. 06-3658. Exhibit A to that resolution includes the PAC recommendation that the general purpose and express toll lane options be carried forward into an OR 217 EIS that would further evaluate these improvements. The resolution also approved a PAC recommendation that funding should be sought to commence a corridor study of I-5 between OR 217 and Wilsonville. In the 2009 draft RTP, Metro has narrowed the number of future corridor refinement studies for the region. The logic in doing so is sound only if the results of the previous corridor studies, such as the one for OR 217, are included in the RTP.

- Decreasing the planned capacity of OR 217 is inconsistent with ODOT's mobility performance standards, Metro's performance standards and the County's performance standards.

- Decreasing the planned capacity of OR 217 will result in additional traffic on parallel arterial facilities. To accommodate this traffic, roadways will need to be widened. Many of these roadways traverse through and provide critical connections to centers such as the Washington Square Regional Center, the Beaverton Regional Center and Tigard Town Center. The projects we have submitted for the 2035 State RTP are primarily based upon current transportation plans, which assume that OR 217 will be widened to six lanes. If this assumption is incorrect, then we will need to submit additional or expanded projects to accommodate the shifted travel demand and meet our local adopted performance measures. The ability to make these locations transit, bike and pedestrian friendly is already a challenge. Adding more regional traffic will make this challenge even more difficult

Thank you for your consideration of this request.

Sincerely,

Roy R Rogers

Roy Rogers, Chair
Washington County Coordinating Committee

Cc Jason Tell, ODOT
Carl Hosticka, Metro Councilor
Kathryn Harrington, Metro Councilor
Andy Cotugno, Metro Policy Advisor
Kim Ellis, Principal Transportation Planner
Andrew Singelakis, Director, Land Use and Transportation
Robin McArthur, Metro
Board of Commissioners

From: Kathy Rayborn [Kathy@rayborns.com]
Sent: Monday, May 03, 2010 2:24 PM
To: Regional Transportation Plan rtp
Subject: Remove Project 10731

On behalf of our Tualatin business, please remove Project 10731 from the regional plan

Thank You
Rayborn's Plumbing Inc

From: Jodie Chrisman [jodiechrisman@gmail.com]
Sent: Wednesday, May 05, 2010 7:59 PM
To: Regional Transportation Plan rtp
Subject: Metro Regional Transportation Plan Opposing Project 10731

My wife and family have lived in Tualatin for the past 15 years. The proposed project 10731 (running a bridge through Tualatin park) we are strongly opposed to. Please consider removing this project because of the impact it will have on the park due to increased noise and pollution and hinder usage of the facility by famlies.

Thank you for your consideration.
sincerely, Steve & Jodie Chrismanf

From: Aimee McAuliffe [alschendel@comcast.net]
Sent: Tuesday, May 04, 2010 2:31 PM
To: Regional Transportation Plan rtp
Subject: RE: Project 10731

To Who It May Concern:

I am writing in regards to Project 10731, specifically the 55+ foot wide bridge bring that will connect Tigard and Tualatin via Tualatin Community Park. This project does not assist the citizens of Tualatin. Once again, we are being treated as a drive through community, which has been steadily eroding away at the quality of life we all deserve. Already, Tualatin has to deal with semi-trucks and rush hour traffic for the people of Sherwood and those heading towards 99. Why must we create a major thorough fair where we allow our children to play? Why must we once again be the sacrifice for other communities to have a straight shot through our home to theirs? Why must we ruin the park and create even more noise through one of the best aspects of our area?

This is a project that affects our life, the value of our homes, our school system and more. We should be allowed to say NO. Enough is enough. I oppose Project 10731 on the grounds that it does nothing to help the citizens of Tualatin.

Thank you,
Aimee McAuliffe
City of Tualatin

From: Greg Doering [doering1@verizon.net]
Sent: Tuesday, May 04, 2010 5:38 AM
To: Regional Transportation Plan rtp
Subject: 10731

Importance: High

Dear Metro Committee:

As a citizen of Tualatin and Washington county, I strongly oppose proposal 10731! I ask you to remove it from the docket! The community of Tualatin has spoken about a bridge through our park. Please listen.

Greg Doering
9770 SW Pawnee Path
Tualatin, OR 97062
503-869-4153

APPENDIX A: Notification and Outreach

Outreach and notification

Electronic notices
Three electronic notices were sent out to more than 2500 individuals and organizations promoting the third and final public comment opportunity. The first notice was sent 45 days before the opening of the comment opportunity to allow organizations that meet monthly to inform their members. A second notice was sent a week before the comment period opened, and a reminder notice was sent about two weeks before the end of the comment period. The text of these notices is included in the following pages.

Legal notice and display ads
In the week before the comment period opened, a legal notice was placed in The Oregonian and display ads were published in community, ethnic and minority publications. A copy of the display ad is included in the following pages.

Web pages
The RTP web page noticed the public comment period and also provided a link to an on-line comment form. The online form provided a free-text opportunity for residents to enter comments of any length. The web page also provided electronic copies for viewing or downloading of the RTP and links to the related plans and documents.

Public hearing
A public hearing was held on May 6, 2010, to provide residents an opportunity to address the Council in person. Each testifier was allowed three minutes to speak. Testifiers were asked to prepare written summaries of their remarks to ensure that the public record reflected their thoughts accurately and completely. Written comments were also accepted without oral testimony. The public hearing was promoted in all outreach and notification material, all published display ads, and noticed in *The Oregonian* on March 18, 2010 as well as in the weekly public notice of the Metro Council agenda.

2035 Regional Transportation Plan and Air-Quality Conformity Report

The Regional Transportation Plan guides investments in the region's transportation system for all forms of travel. To review these documents, visit www.oregonmetro.gov/rtp.

Public comment period

March 22 through May 6, 2010

Submit written comments by:

US Mail: RTP Comments, Metro,
600 NE Grand Ave., Portland, OR 97232

Web: www.oregonmetro.gov/rtp

Public hearing
5 p.m. Thursday, May 6, 2010

Metro Council Chamber
600 NE Grand Ave., Portland
(www.trimet.org for current public transit information)

Testimony time is three minutes per person. For the public record, please bring a written summary of your remarks or be prepared to summarize them on a comment form at the hearing.

All Metro meetings are wheelchair accessible. To request language or sign interpretation or a hearing device, please call Metro 48 hours in advance at 503-797-1551 or TDD 503-797-1804.

Questions: Call Pat Emmerson at 503-797-1551 or send e-mail to rtp@oregonmetro.gov.

Metro

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All Metro meetings are wheelchair accessible. To request language or sign interpretation or a hearing device, please call Metro 48 hours in advance at 503-797-1551 or TDD 503-797-1804.

Questions: Call Pat Emmerson at 503-797-1551 or send e-mail to rtp@oregonmetro.gov.

Metro

Comment on the 2035 Regional Transportation Plan and air-quality determination

On Monday, March 22, 2010, Metro will open a third, and final 45-day public comment opportunity on the final draft 2035 Regional Transportation Plan and an air quality conformity analysis that indicates the region will continue to meet federal and state clean-air standards. The comment period closes at midnight on Thursday, May 6, 2010.

The RTP is a 25-year blueprint that guides transportation planning and investments throughout the region to improve safety, revitalize downtowns, protect the environment and support the region's economy. Metro updates the RTP every four years. The final RTP reflects the policies, projects and funding strategy accepted by the Joint Policy Advisory Committee on Transportation and the Metro Council in December 2009.

The Air Quality Conformity Determination estimates carbon monoxide emissions and precursors of smog (volatile organic compounds and oxides of nitrogen) from cars and trucks in the greater Portland air shed to the year 2035, assuming all the transportation facilities in the RTP are built. The estimate must not exceed a "budget" approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

The final draft RTP, air quality conformity analysis, and web-based comment forms are available at www.oregonmetro/rtp and www.oregonmetro/airquality. CDs or printed versions of these documents are available by calling 503-797-1735.

You may also send written comments to: 2035 Regional Transportation Plan, Planning and Development, 600 NE Grand Avenue, Portland, OR 97232.

There will be a public hearing at 5 p.m. on Thursday, May 6, 2010, in the Metro Council Chamber, 600 NE Grand Avenue, Portland. Testimony time is limited to three minutes per person. Please either bring a written summary or summarize your comments at the hearing on a Metro comment form for the public record.

All Metro meetings are wheelchair accessible. Listening devices for are available upon request. Language and sign interpretation are available with 48-hour advance notice by calling 503-797-1551 or T.D.D. 503-797–1804. For other questions, call 503-797-1551 or send e-mail to rtp@oregonmetro.gov.

King Neighborhood Association

News and Information about the King Neighborhood, Portland, Oregon

- Board Members/Committees
- Contact Us
- King Bylaws
- Land Use/Development
- Meetings

Posted by: **Trace Salmon** | February 12, 2010

PUBLIC COMMENT OPPORTUNITY: 2035 REGIONAL TRANSPORTATION PLAN

On Monday, March 22, 2010, Metro will open a third and final 45-day public comment opportunity on the draft 2035 Regional Transportation Plan and an air quality conformity analysis that indicates the region will continue to meet federal and state clean air standards. The comment period for both of these documents will close at midnight on Thursday, May 6, 2010. Comments received after that time will not be included in the formal public record.

The RTP is a long-term blueprint that guides transportation planning and investments throughout the region. Metro is required to update the plan every four years. The plan proposes investing more than $20 billion in local, regional, state and federal funds during the next 25 years. The plan seeks to improve safety and travel choices for everyone, revitalize downtowns, main streets, create jobs and enhance our economy, maintain clean air and reduce our region's carbon footprint. The final RTP reflects the policies, project list and funding strategy as accepted by the Joint Policy Advisory Committee on Transportation and the Metro Council in December 2009.

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HOW TO COMMENT
* Mail or hand-deliver to 2035 Regional Transportation Plan, Planning and Development, 600 NE Grand Avenue, Portland, OR 97232
* Comment online at www.oregonmetro.gov/rtp
* Testify at a public hearing starting at 5 p.m. on Thursday, May 6, 2010, in the Metro Council Chamber, 600 NE Grande Avenue, Portland.

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Possibly related posts: (automatically generated)

- **CITY SEEKS INPUT ON PROPOSED PORTLAND BICYCLE PLAN FOR 2030**
- **Input Needed on Community Needs**
- **2030 Bicycle Plan Final Draft Available**

Posted in Bicycling, Environment, land use, livability, sustainability, traffic safety, transportation planning | Tags: 2035 Transportation plan, metro

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Miracles Club Good Neighbor Agreement in Arbitration »

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- gardening
- History

- housing
- King Farmers Market
- King School
- land use
- livability
- politics
- sustainability
- traffic safety
- transportation planning
- Uncategorized
  - Economic Development
  - Fundraiser
- volunteer opportunity

Land Use Notices

- 375 NE Shaver: LU 09-130242 AD DZ,
- 412 NE Beech Street: FP 09-110487
- 5136 NE Garfield: LU 09-174594 DZ

Links

- King Neighborhood Association Meeting Minutes
- King Neighborhood Calendar
- King Neighborhood Website/Archive–eNewsletter Sign-up
- KNA Facebook Page
- MLK in Motion
- NE Portland/King History

New Development

- 14th/Alberta–Fowler|Andrews
- 17th/Alberta–Alberta Central
- MLK/Beech–Planned Parenthood
- MLK/Skidmore–Head Start

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Twitter Updates

- Sunday Parkways NE is May 16th: http://wp.me/plCZA-r9 1 day ago
- Vanport Project Advisory Committee Meeting: http://wp.me/plCZA-qw 6 days ago
- Equity and Accountability Forum: Primary Election 2010: http://wp.me/plCZA-rf 1 week ago

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- Watch Obama's Speech to 100th NAACP Convention

Neighborhood Notes – King

- Last Thursday's Summer Ranks Swell with the Heat

Portland Sentinel

- St Johns Parade and Bizarre 2010: an IM Q&A

Oregonian News Updates

- Salem man survives 300-foot plunge in SUV on U.S. 20 near Santiam Pass

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passes, cutting to Aldridge in the post or to a cutting teammate through the lane.

The Blazers' offense was as precise and pretty as it has been all season during much of their latest victory, 109-98 over the Toronto Raptors on Sunday night, and Camby was a significant part of the flow in the early going. On the Blazers' first possession, positioned in the high post, Camby tossed a bullet pass to Aldridge near the basket for an easy layup attempt. Aldridge missed, but it was clear the chemistry was there.

defense and that remains his strength. But Camby is providing a new wrinkle that Joel Przybilla and Greg Oden could not, and that is allowing McMillan to throw another dimension at opposing teams.

And there's no disputing Camby's impact. Since he arrived in Portland, the Blazers are 10-4 and they've won seven of their last eight games.

From the get-go, Camby has been a vocal leader for the young Blazers and, even though he's only been in town for roughly a month, he has not been shy about challenging teammates

Dallas 113, Chicago 106

CHICAGO	Min	FG M-A	FT M-A	3pt M-A	O-T	A	PF	Pts
Johnson	25:03	5-9	0-0	1-3	2-7	2	1	11
Gibson	33:37	4-9	4-6	2-4	1-1	1	1	12
Miller	33:49	5-10	2-2	1-3	4-5	4	3	12
Pargo	17:14	4-10	0-0	1-2	4-3	2	2	9
Hinrich	40:45	4-8	1-2	2-7	3-4	3	4	9
Nocioni	34:13	3-5	1-1	0-3	7-1	1	1	7
Parker	30:12	1-7	0-0	2-4	3-2	3	2	2
Varejao	27:56	6-9	1-1	1-4	2-2	2	2	13
West	24:43	4-10	1-2	1-4	2-0	2	0	9
Powe	9:48	1-3	1-2	1-2	0-2	0	2	3
Williams	19:41	1-3	0-0	0-1	0-0	0	0	3
Totals	**240**	**40-83**	**14-20**	**8-38**	**23-11**			**99**

Percentages: FG .482, FT .700, 3-Point Goals: 5-16, .313 (James 2-4, Jamison 2-4, J.Williams 1-1, M.Williams 0-1, West 0-2, Parker 0-4). Team Rebounds: 10. Team Turnovers: 11 (15 PTS) Blocked Shots: 2 (James 2). Turnovers: 11 (James 6, M.Williams 3, Jamison, West); Steals: 9 (James 3, Parker 2, Jamison, Varejao, West, M.Williams). Technical Fouls: None.

Indiana	**25**	**23**	**17**	**29**	**– 94**
Cleveland	**30**	**20**	**31**	**18**	**– 99**

A-20,562 (20,562). T-2:13.

TUESDAY'S RESULTS

Indiana 99, Charlotte 94
Cleveland 113, Detroit 101
Atlanta 108, New Jersey 84
San Antonio 88, Miami 76
Memphis 104, Chicago 97
Denver 97, Washington 87

FRIDAY'S GAMES

Detroit at Indiana, 4 p.m.
Oklahoma City at Toronto, 4 p.m.
Charlotte at Atlanta, 4:30 p.m.
Philadelphia at New York, 4:30 p.m.
Cleveland at Chicago, 5 p.m.
Boston at Houston, 5:30 p.m.
Golden St. at S. Antonio, 5:30 p.m.

CHARLOTTE 100, OKC 92	[illegible]
CLEVELAND 99, Indiana 94	LeBron James scores 32 as Cava
TORONTO 106, Atlanta 105	Chris Bosh scores with 2.1 secon
PHILADELPHIA 108, N.J. 97	Andre Iguodala scores 20, J'rue H
BOSTON 109, N.Y. 97	Paul Pierce scores 29, Kevin Gar
ORLANDO 110, S. Antonio 84	Tim Duncan is 1 of 10 in career-v
DALLAS 113, Chicago 106	J.J. Barea scores 10 consecutive
HOUSTON 107, Memphis 94	Aaron Brooks sets record with 7
UTAH 122, Minnesota 100	Kyle Korver scores a season-hig
GOLDEN ST. 131, N. Orleans 121	Warriors score 43 points in fina
L.A. CLIPPERS 101, Milwaukee 93	All five Clippers starters in dou

apologizes

d. "He with ace Felix Hernandez at the
he was top of the rotation.
The Mariners open the season

ALMANAC

RIVER LEVELS

Readings as of 1 p.m. Wednesday:

Station	Stage	Change
Eugene (Willamette)	10.0	-0.1
Harrisburg (Willamette)	3.4	-0.1
Salem (Willamette)	8.2	-0.4
Oregon City (upper)	55.9	NC
Oregon City (lower)	7.4	-0.3
Vancouver (Columbia)	3.3	NC
Mehama (N. Santiam)	4.0	+0.1
Jefferson (Santiam)	3.9	NC
Estacada (Clackamas)	12.2	NC
Sandy (Bull Run)	9.4	NC
Foss (Nehalem)	6.9	-0.4
Tillamook (Wilson)	4.8	-0.1
Beaver (Nestucca)	5.7	-0.1
Siletz (Siletz)	4.9	-0.2
Tidewater (Alsea)	5.1	-0.4
Winchester (N. Umpqua)	4.1	NC

The river levels are also available at: tinyurl.com/cehy7

FISH COUNTS

Upstream movement of chinook, coho, steelhead, shad and sockeye at Columbia and Snake river dams on March 16:

	CK	CO	ST	SH	SK
Bonneville	11	0	8	0	0
The Dalles	-	-	-	-	-
John Day	-	-	-	-	-
McNary	-	-	-	-	-
Ice Harbor	-	-	-	-	-
L.Monumental	-	-	-	-	-
Little Goose	-	-	-	-	-
Lower Granite	-	-	-	-	-
Priest Rapids	-	-	-	-	-
Rock Island	-	-	-	-	-
Rocky Reach	-	-	-	-	-
Wells	-	-	-	-	-

Willamette Falls passage of chinook, steelhead and wild steelhead through March 14:

	CK	ST	WS
Daily	1	36	n/a
Cumulative	35	3243	n/a

The fish count is also accessible via the internet at: tinyurl.com/c9pzvc

EDULE

hursday

6A

at Benson, 4:15 p.m.
Aloha, 4:30 p.m
t Grove at Barlow, 4:10

Jesuit at Oregon City,

n at Newberg, 4 p.m.
rd, 4 p.m.
Southridge at North Sa
Beaverton at West Sa

5A

gon: Madison at Liberty,
t St. Helens, 4 p.m.

EP GOLF

ednesday

Boys

333. Grant 366, Wilson
Will Guitteau, Grant, 77;
nt, 80; James Demopou-

e 318, Glencoe 332, Sher-
rty 350, St. Helens 359,
shoro 380, Parkrose Inc.
Salzwedel, Wilsonville,
Glencoe, 75; Dillon Myers,
and Spencer Gordon, St.

Saturday, April 10, 7 p.m.

The Oregonian

CLASSIFIED

BUY A HOUSE
12,400 Properties Listed in Print and Online

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1,300 Jobs & Careers Listed in Print and Online

PETS

FIND A PET
300 Pets & Animals Listed in Print and Online

STUFF

GET STUFF
2,100 Items Listed in Print and Online

Find An Ad

PUBLIC NOTICES

CLASSIFICATION 8

Public Notices 8

IMPORTANT

Public Notices 8

PUBLIC NOTICE
Oak Lodge Sanitary District's Board of Directors currently has a vacancy and is seeking volunteers who are interested in serving as a Board member to apply. The Board's role is to create, adopt, and revise public policy consistent with the public service purpose of the District. The Board of Directors for Oak Lodge Sanitary District regularly

BY 503-884-0206

METRO

Comment on the 2035 Regional Transportation Plan and air-quality determination

On Monday, March 22, 2010, Metro will open a third, and final 45-day public comment opportunity on the final draft 2035 Regional Transportation Plan and an air quality conformity analysis that indicates the region will continue to meet federal and state clean-air standards. The comment period closes at midnight on Thursday, May 6, 2010.

The RTP is a 25-year blueprint that guides transportation planning and investments throughout the region to improve safety, revitalize downtowns, protect the environment and support the region's economy. Metro updates the RTP every four years. The final RTP reflects the policies, projects and funding strategy accepted by the Joint Policy Advisory Committee on Transportation and the Metro Council in December 2009.

The Air Quality Conformity Determination estimates carbon monoxide emissions and precursors of smog (volatile organic compounds and oxides of nitrogen) from cars and trucks in the greater Portland air shed to the year 2035, assuming all the transportation facilities in the RTP are built. The estimate must not exceed a "budget" approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

The final draft RTP, air quality conformity analysis, and web-based comment forms are available at www.oregonmetro/rtp and www.oregonmetro/airquality. CDs or printed versions of these documents are available by calling 503-797-1735.

You may also send written comments to:
2035 Regional Transportation Plan, Planning and Development, 600 NE Grand Avenue, Portland, OR 97232.

There will be a public hearing at 5 p.m. on Thursday, May 6, 2010, in the Metro Council Chamber, 600 NE Grand Avenue, Portland. Testimony time is limited to three minutes per person. Please either bring a written summary or summarize your comments at the hearing on a Metro comment form for the public record.

All Metro meetings are wheelchair accessible. Listening devices for are available upon request. Language and sign interpretation are available with 48-hour advance notice by calling 503-797-1551 or T.D.D. 503-797-1804. For other questions, call 503-797-1551 or send e-mail to rtp@oregonmetro.gov.

NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS (NOI/RROF)
March 18, 2010
City of Portland, Oregon
421 SW Sixth Avenue, Suite 500
Portland, OR 97204 503-823-2383

REQUEST FOR RELEASE OF FUNDS
On or about March 25, 2010 the City of Portland, Oregon will submit a request to the U.S. Department of Housing and Urban Development (HUD) for the release HUD Public Housing Capital Grant Funds to undertake the following projects:

The Housing Authority of Portland plans to renovate the following properties:

Carlton Court Apartments:
5241-5327 NE Killingsworth Avenue, Portland, Oregon
The Carlton Court Apartments is a Public Housing Property comprised of 7 buildings containing 14 two-bedroom and 10 three-bedroom apartments (24 total units).

Lexington Court Apartments:

Comment Book

Metro News Advisory

March 3, 2010

For Immediate Release

Contact:
Pat Emmerson, Sr. Public Affairs Specialist, 503-797-1551, Pat.Emmerson@oregonmetro.gov
Kim Ellis, RTP Project Manager, 503-797-1617, Kim.Ellis@oregonmetro.gov

Comment on the Region's Transportation Future

45-day public comment period on the Regional Transportation Plan begins March 22

Metro will open a third and final 45-day public comment period on the draft 2035 Regional Transportation Plan (RTP) on March 22. The RTP is a long-term blueprint that guides transportation planning and investments throughout the region, and is updated every four years. Comments received from March 22 through midnight on May 6 will be included in the formal public record and considered before final approval early this summer.

The draft 2035 RTP accepted by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) in December 2009 proposes investing more than $20 billion in local, regional, state and federal funds during the next 25 years. The plan seeks to improve safety and travel choices , revitalize downtowns and main streets and create jobs and enhance our economy while maintaining clean air and reducing our region's carbon footprint.

A component of the draft 2035 RTP is an Air Quality Conformity Determination which is also open for public comment during the same period. This analysis predicts the impact that proposed transportation improvements will have on the metropolitan area's air quality and is required by federal and state regulations.

During the comment period, residents can share their opinions with Metro online, by mail or in person at a public hearing at the Metro Regional Center on May 6. Those who plan to testify at the hearing will be limited to three minutes and need to bring a written summary of their remarks for the public record or come prepared to summarize their remarks on a comment form that will be available at the hearing. The Metro Council and JPACT will take final action on the RTP on June 10.

Further information and copies of the 2035 RTP and the Air Quality Conformity Determination can be found online at www.oregonmetro.gov/rtp and www.oregonmetro.gov/airquality CDs or printed versions of the documents are available on request by calling Metro at 503-797-1735.

Metro, the regional government that serves 1.5 million people who live in the 25 cities and three counties of the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region. More information about Metro can be found at www.oregonmetro.gov

###

Public Comment Opportunity

2035Regional Transportation Plan

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Final approval process

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ACKNOWLEDGEMENTS

Metro is required to update the Regional Transportation Plan (RTP) every four years. This is the first major update since 2000. Public comment is a crucial part of any update, but it is especially important for an update of this magnitude. This work could not be done without the help of many people representing many disciplines, skills, interests and parts of the region.

Thanks are due to the elected officials and staff at Metro and every jurisdiction and agency across the region that came to numerous workshops and meetings to wrestle through complex problems. Many have reviewed this material line by line. Thanks also to the business, trade, community and professional groups who contributed to this plan through their expertise insights, suggestions and comments.

And special thanks are due to the people of the region who took time out of their busy lives to attend workshops, provide feedback, contact Metro Councilors, complete surveys and comment on this important planning effort. Our region is a great place because of it.

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

Metro | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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