

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

#	Comment	Source(s)	Date
1	More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding.	Karen Buehrig	3/21/14
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/14
3	the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland	Ronald Weinman	3/21/14
4	Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.	Brittain Brewer	3/22/14
5	Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit.	Sam Jones	3/22/14
6	Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours.	K H	3/22/14

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7	As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity.	Keith Liden	3/22/14
8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/14
9	Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased.	Carl VanderZanden	3/24/14
10	Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options.	Nicholas Tahrán	3/24/14
11	More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road.	Liz Jones	3/24/14

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12	I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns.	Levi Manselle	3/24/14
13	The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs.	Michael Harrington	3/24/14
14	Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding.	Angelene Falconer	3/24/14
15	Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service.	Gerri Lent	3/25/14

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16	Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow.	Saly Quimby	3/25/14
17	Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service.	Peggy Powell	3/26/14
18	Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way.	Robert Lee	3/26/14
19	Less transit more on roads and bridges	Jerad Hampton	3/26/14
20	I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process.	Marilyn Veomett	3/26/14
21	All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason.	Ed Rae	3/26/14

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22	<p>2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings.</p>	David Morelli	3/26/14
23	<p>because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max.</p>	John Kleeve	3/26/14
24	<p>Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.</p>	Richard Whitehead	3/26/14

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25	Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers.	Thomas Riese	3/26/14
26	It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here).	Dona Hertel	3/26/14
27	Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used.	Stuart Long	3/26/14
28	We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain.	Greg Wilhelm	3/26/14
29	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	Mary Jean Williams	3/26/14
30	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland.	Paige Dickson	3/26/14
31	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	Rick Scrivns	3/26/14
32	Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence	Kelly Sweeney	3/26/14
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/14

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34	Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting.	Gerald Good	3/26/14
35	Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources.	Nancy Gibson	3/26/14
36	I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either.	Rick Michaelson	3/26/14
37	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Metcalf	3/26/14

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38	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Atherton	3/26/14
39	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	Paul Edgar	3/26/14
40	All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic foot-print and our current and planned road infrastructure does not support, economic expansion. That has to change.	Larry Conrad	3/26/14

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41	<p>Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.</p>	Seth Alford	3/26/14

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42	Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought.	Soren Impey	3/26/14
43	Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries.	J Chris Anderson	3/26/14
44	Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe.	Darlene Bensin	3/26/14
45	You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use.	Michael Halloran	3/26/14
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/14
47	Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed.	Robert Bachelder	3/26/14
48	I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City.	Helen Hays	3/26/14
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/14

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50	Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads.	P McKnight	3/27/14
51	Increase Freight decrease Transit.	D H	3/27/14
52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/14
53	I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments.	Daniel Hauser	3/27/14
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/14
55	The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :>)	Mary Lou Bonham	3/27/14
56	More Transit funding.	Mark Rogers	3/27/14
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/14

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58	So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up.	Michelle Poyourow	3/27/14
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/14
60	I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free.	Natalie Leavenworth	3/27/14
61	I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles."	Lisa Caballero	3/27/14
62	More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways.	Timur Ender	3/27/14
63	ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings.	Clinton Doxsee	3/27/14
64	the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects.	Allan Rudwick	3/27/14

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65	<p>Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools.</p>	Kari Schlosshauer	3/27/14
66	<p>Investments should be made where most needed, regardless of what category they fall into</p>	Mare Stern	3/27/14
67	<p>I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go.</p>	Carolyn Scrutton	3/28/14
68	<p>I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region</p>	Joe Hardman	3/28/14
69	<p>I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of Transportation.</p>	Sandra Doubleday	3/28/14

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70	I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast).	Jim Diamond	3/28/14
71	Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland.	Cheryl McDowell	3/28/14
72	quit wasting our money. total waste	David Goliath	3/28/14
73	Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly.	Kristi Beyer	3/29/14
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/14

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75	light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our throats	Richard Smith	3/29/14
76	More money for public transit	Jennifer Cobb	3/29/14
77	Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency.	Jim Gardner	3/29/14
78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too un-informed.	Kurt Kristensen	3/29/14
79	Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use.	Travis Camp	3/29/14
80	I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal.	Nolan Plese	3/29/14

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81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads.	K D	3/29/14
82	Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening.	Vicki McNamara	3/29/14
83	I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future Wii require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system.	Craig Loftin	3/29/14
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/14

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#	Comment	Source(s)	Date
85	<p>It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-notheast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project.</p>	Chase Ballew	3/30/14
86	<p>Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety.</p>	Evelyn Whitlock	3/31/14
87	<p>Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability</p>	Marlene Byrne	3/31/14
88	<p>Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect".</p>	Brian Knapp	3/31/14
89	<p>I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation</p>	Fred Dobson	3/31/14
90	<p>I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created.</p>	Sue Nelson	3/31/14

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#	Comment	Source(s)	Date
91	I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters.	Brandy Steffen	3/31/14
92	Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel.	Joseph Edge	3/31/14
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/14
94	Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.	Christopher Achterman	3/31/14
95	Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland.	Mike Warwick	3/31/14
96	Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.	Phil Richman	3/31/14
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/14

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#	Comment	Source(s)	Date
98	I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower.	Lois Moss	4/1/14
99	We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise.	Jonathan Poisner	4/1/14
100	I would invest more in Transit	Prisciliano Peralta-Ramirez	4/1/14
101	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Patricia Gardner	4/1/14
102	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Stephanie Whitchurch	4/1/14
103	Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail.	Georgeann Courts	4/2/14
104	It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process.	Michael Schoenholtz	4/2/14

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#	Comment	Source(s)	Date
105	I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration.	Matt Menely	4/3/14
106	I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank you.	Alicia Hamilton	4/3/14
107	Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion.	Eldon Lampson	4/3/14
108	Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route.	Tom Lancaster	4/3/14
109	Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.	Videan Polone	4/3/14

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#	Comment	Source(s)	Date
110	Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect.	Linn Davis	4/3/14
111	Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland.	Jeff Monaghan	4/4/14
112	We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often.	David O'Dell	4/4/14
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/14
114	I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas.	Jonathan Leto	4/4/14
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat.	Mary Vogel	4/7/14

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#	Comment	Source(s)	Date
116	More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now.	John Frewing	4/7/14
117	Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects.	Edward Miller	4/7/14
118	active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE.	Gretchin Lair	4/8/14
119	The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets.	Mike Stevens	4/9/14
120	Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better.	Leslie Doering	4/9/14
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/14
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldridge	4/9/14
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/14

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#	Comment	Source(s)	Date
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/14
125	I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance.	Mark Nunnenkamp	4/9/14
126	We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these.	Don Wolsborn	4/9/14
127	I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern.	Gayleen Guyton	4/9/14
128	I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation.	Leah Witte	4/9/14

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#	Comment	Source(s)	Date
129	More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points.	Matthew Nelson	4/9/14
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/14
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/14
132	Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/14
133	More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths.	_ Werneken	4/10/14
134	As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me.	Christopher Anderson	4/10/14
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/14

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#	Comment	Source(s)	Date
136	Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited.	Candise Coffman	4/10/14
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/14
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/14
139	lower fares, more service	Rob Powell	4/10/14
140	Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling.	Trey Cundall	4/10/14
141	I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner.	Chadwick Ferguson	4/10/14

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#	Comment	Source(s)	Date
142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/14
143	I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.	Cathy Smith	4/2/14
144	the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.	Jacob Baez	4/11/14
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	4/9/14
146	Revise project #11332 title as follows: "High Capacity Transit Capital Construction: I-205 BRT" to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	Trimet Staff	4/9/14
147	Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19).	Metro Councilor Harrington	3/25/14

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#	Comment	Source(s)	Date
148	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy	4/15/14
149	Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed.	City of Wilsonville Staff	4/15/14

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#	Comment	Source(s)	Date
150	<p>The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements).</p> <p>The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network)</p> <p>The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)</p>	Northeast Coalition of Neighborhoods (NECN)	4/16/14

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#	Comment	Source(s)	Date
151	Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park). Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).	City of Lake Oswego staff	4/18/14
152	Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections. Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union). Split Hall Blvd project into the following segments/phases: Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd. \$85,401,000 \$2,401,000. Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks. Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks.	Washington County Staff	4/22/14
153	ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update	ODOT Director	4/18/14

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#	Comment	Source(s)	Date
154	<p>Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles.</p> <p>Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.</p>	Oregon Walks	4/24/14
155	<p>The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." Is the "Access to Daily Needs" performance measure in the RTP and ATP about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included.</p>	Carol Chesarek	4/22/14
156	Transit and Active Transportation should be top two priorities, then roads and bridges.	Kara Boden	4/27/14
157	Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language.	ODOT staff	4/28/14

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#	Comment	Source(s)	Date
158	The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list.	North Tabor Neighborhood Association (NTNA)	4/28/14
159	Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road.	Linda Bauer	4/30/14
160a	<p>I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan:</p> <ol style="list-style-type: none"> 1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best. 2. Address I-5 congestion piecemeal: <ol style="list-style-type: none"> a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B. b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the North-bound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C. 	Steven Tubbs	5/2/14

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - May 5

#	Comment	Source(s)	Date
160b	<p>c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way.</p> <p>d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on 1-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decried any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area.</p>	Steven Tubbs continued	
161	I love that active transportation doesn't take up much \$, but it nearly a third of the projects... we need more of this!	Barb Damon	5/1/14
162	More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only \$44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the \$500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP transportation projects.	David Hampsten	5/1/14
163	The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSIs. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends.	Wendie Kellington	5/1/14

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#	Comment	Source(s)	Date
164	I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a 2040 Plan Priority.	Jim Labbe	5/1/14
165	Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alignment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be shown in this Powell-Division corridor but the exact mode and alignment should remain undefined	City of Gresham staff	5/1/14
166	High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road.	City of Gresham staff	5/1/14
167	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/14
168	Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps	City of Gresham staff	5/1/14
169	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/14
170	Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to be summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	City of Gresham staff	5/1/14
171	Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alignment. I provided a shapefile with the alignment via email to you 04/29/2014 and it is already reflected in the Bicycle and Pedestrian network maps.	City of Gresham staff	5/1/14

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#	Comment	Source(s)	Date
172	TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extending Burnside to Palmquist; Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.	City of Gresham staff	5/1/14
173	Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results.	City of Gresham staff	5/1/14
174	Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throughout the document	City of Gresham staff	5/1/14
175	Page 3-14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example.	City of Gresham staff	5/1/14
176	Page 3-32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement.	City of Gresham staff	5/1/14
177	Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal?	City of Gresham staff	5/1/14

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#	Comment	Source(s)	Date
178	<p>Mobility corridors: In 2003 a Phase 1 Foster-Powell Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section.</p>	City of Gresham staff	5/1/14
179	<p>Page 5-25: Edit the “Edgefield/Halsey main street implementation” project title to “Halsey Main Street Implementation” as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale.</p>	City of Gresham staff	5/1/14
180	<p>CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Colubmbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. 2) Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges.</p>	City of Portland staff	4/30/14

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#	Comment	Source(s)	Date
181a	<p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez - 60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets)"; 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division PI): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements);</p>	City of Portland staff	4/30/14

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#	Comment	Source(s)	Date
181b	<p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Hogate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Hogate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Hogate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);</p>	City of Portland staff	4/30/14

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#	Comment	Source(s)	Date
181c	<p>CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster PI): Pedestrian Improvements); 10349 (174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));</p>	City of Portland staff	4/30/14

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#	Comment	Source(s)	Date
181d	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2);	City of Portland staff	4/30/14

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#	Comment	Source(s)	Date
182	CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd)	City of Portland staff	4/30/14
183	CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317.	City of Portland staff	4/30/14
184	CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Breaded Ramps; 10376: Columbia Blvd Widening	Port of Portland staff	4/30/14

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#	Comment	Source(s)	Date
185	PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658; Fix typo on project list for 10343 - submitted as FC, miscoded in project list as state:	Port of Portland staff	4/30/14

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#	Comment	Source(s)	Date
186	<ul style="list-style-type: none"> • Section 5.3.1.4 / Project 11305 Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP. • Section 2.5.5.1 / Figure 2.18 Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times. • Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a “bikeway”. • Project 10291 Street improvements to 82nd Avenue must include completed sidewalks. 	Lents Neighborhood Association	5/4/14

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#	Comment	Source(s)	Date
187	<p>Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (5.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section. Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.</p> <p>As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.</p> <p>It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.</p>	Mayors of Tualatin & Wilsonville	5/5/14
188	<p>One of the proposed routes already existing on Metro planning maps is to develop a “Burlington and Northern Rail to Trail.” This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the “Forest Park to North Plains” trail linkage concept in the graphic.</p> <p>This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative</p>	National Coast Trail Association	5/5/14

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#	Comment	Source(s)	Date
189	<p>Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small,affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including the south end of the new regional recreation destination, Gateway Green, to the east end of the proposed Sullivan’s Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center; a 2040 Plan Priority.</p>	Ted Gilbert	5/1/14
190	<p>1000 Friends supports the Active transportatin Plan (ATP) and Regional Transportatin Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region’s Climate Smart Communities’ effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region’s obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone’s views on global climate change.</p>	1000 Friends of Oregon	5/5/14

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#	Comment	Source(s)	Date
191	These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps).	Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute	5/2/14
192	Add a placeholder project for \$20M for the Troutdale Airport Master Plan Transportation Improvements	East Multnomah County Transportation Committee	5/2/14
193	Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project.	Multnomah County staff	5/5/14
194	Project #10408 - 40 Mile Loop Trail is missing from the RTP project list.	Multnomah County staff	5/5/14

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#	Comment	Source(s)	Date
195	<p>Fix the following errors for the following projects for the Chapter 3 maps of RTP projects:</p> <ul style="list-style-type: none"> • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. • Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive). • Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr). • Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north). • Project #11375 – Stark Street Bridge - Project doesn't show up on map at all • Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map. • Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map. • Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map. • Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map. • Project # 11686 – Sandy to Springwater Path design and construction – Project missing from map. 	Multnomah County staff	5/5/14
196	<p>Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), “Safety”, shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes?</p>	Multnomah County staff	5/5/14

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#	Comment	Source(s)	Date
197	Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to “2-4 Lanes”. Where did this change come from? (“Creating Livable Streets Handbook” states Community boulevards “generally consist of two vehicle travel lanes” p.58).	Multnomah County staff	5/5/14
198	Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: “Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan <u>as design guidance</u> .”	Multnomah County staff	5/5/14

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#	Comment	Source(s)	Date
199	<p>Several comments relating to clarifying language in chapter 2 of the RTP:</p> <ul style="list-style-type: none"> • Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes “should” statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed? • Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? • Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. • Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it’s confusing to the reader why the bike and ped policies are nearly identical. • Page 2-77 under “Bicycle Policy 1”, provide a little more clarifying context for the opening statistic of “Nearly 45 percent of all trips made by car in the region are less than three miles...”. Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities? • Page 2-78, “Bicycle Policy 3”, Can “green ribbon” be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise “green” is too much of a buzz word and makes the policy statement confusing. • Page 2-96, “Ped Policy 3”, narrow this policy statement. The newly added language (“...that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.”) can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and would be too repetitive with Policies 1 & 4. • General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all be needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the “Active Transportation Network Vision”. 	Multnomah County staff	5/5/14
200	Can the ATP recommended policy <i>implementing actions</i> be included in the RTP?	Multnomah County staff	5/5/14

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#	Comment	Source(s)	Date
201	Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012.	Multnomah County staff	5/5/14
202	Section 5.7.13 Best Design Practices in Transportation – Change text as follows: “Metro staff may <u>will</u> initiate an update to the Best Design Practices in Transportation...”	Multnomah County staff	5/5/14
203	Section 1.6, Page 1-39 Revise 2nd to last sentence to read: Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways. Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.	Oregon Department of Transportation staff	5/5/14
204	Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.	Oregon Department of Transportation staff	5/5/14
205	Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: “..., Metro, in collaboration with local partners, and ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan.	Oregon Department of Transportation staff	5/5/14
206	Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: ...”As directed by the FLAG’s recommendations, planning forged ahead <u>proceeded</u> on the I-84/I-5 section of the Loop under the monikers of the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning processes. “Key recommendations from the adopted 2012 N/NE Quadrant Plan include: • Adding auxiliary lanes and full-width shoulders (within existing right-of-way) to reduce dangerous- <u>improve</u> traffic weaves and allow disabled vehicles to move out of traffic lanes;”	Oregon Department of Transportation staff	5/5/14

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#	Comment	Source(s)	Date
207	Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5.	Oregon Department of Transportation staff	5/5/14
208	Page 5-15, Recommended RTP Design and Functional Classifications. Second sentence: change recommendation to decision. Next sentence, change "...will be amended..." to "...are amended"...	Oregon Department of Transportation staff	5/5/14
209	There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 .	Oregon Department of Transportation staff	5/5/14
210	<p>Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project...."</p> <p>Please change the third paragraph as follows: ..."The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections to the Lawnfield Industrial District. The Oregon Legislature approved \$100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative.</p> <p>Please revise the list of elements for the JTAC phase of the Sunrise Project as follows:</p> <ul style="list-style-type: none"> • A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. • A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue. • Bicycle and pedestrian improvements in the area, including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue. • Intersection improvements at 122nd Avenue and OR 212/224. • Intersection improvements at 162nd Avenue and OR 212. - Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive - Reconstruction of Lawnfield Road from 97th to 98th to reduce grades - Extension of Minuteman Way from Mather Road to Lawnfield Road 	Oregon Department of Transportation staff	5/5/14

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#	Comment	Source(s)	Date
211	Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering <u>development plan amendment</u> proposals for compact development in regional and town centers that exceed current height or density limits are often- <u>sometimes</u> constrained by traditional volume-to-capacity standards...."	Oregon Department of Transportation staff	5/5/14
212	Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed-Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume-to-capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "...unless an alternative is <u>adopted-developed</u> by a local jurisdiction <u>and adopted by the OTC</u> ".	Oregon Department of Transportation staff	5/5/14
213	RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way. RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood.	Oregon Department of Transportation staff	5/5/14

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#	Comment	Source(s)	Date
214	<p>RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps.</p> <p>RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval.</p> <p>RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate.</p> <p>RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.</p>	Oregon Department of Transportation staff	5/5/14
215	<p>Page 2-80 – The 2014 RTP includes a broad statement about crosswalk spacing on arterials. “Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate.” This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p>	Washington County Staff	5/5/14
216	<p>Page 5-53: “Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region’s maximum spacing standard of 530 feet and at all transit stops,” This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p>	Washington County Staff	5/5/14

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#	Comment	Source(s)	Date
217	Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, <u>where possible</u> , with appropriate median openings for turning movements and turn lanes."	Washington County Staff	5/5/14
218	Page 2-33 - The median policy needs to reflect the need to accommodate over-dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on-going operating and maintenance costs associated with medians.	Washington County Staff	5/5/14
219	Page 2-37 – The text says "Safety is a primary concern on the regional arterial system... Efforts should include:" and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change "should" to "may" in order to provide more flexibility for jurisdictions to respond to unique situations that may occur within their jurisdictions.	Washington County Staff	5/5/14
220	Page 2-37 – The text states, "Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority." We request that you change "highest" to "high" to allow more flexibility in project selection and funding by local jurisdictions.	Washington County Staff	5/5/14
221	Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section.	Washington County staff	5/5/14
222	Page 5-13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) - Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section.	Washington County staff	5/5/14
223	The County caught a number of typos and small technical fixes.	Washington County staff	5/5/14
224	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term.	Washington County staff	5/5/14
225	NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road.	Washington County staff	5/5/14

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#	Comment	Source(s)	Date
226	NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future.	Washington County staff	5/5/14
227	Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility focus.	Washington County staff	5/5/14
228	SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map.	Washington County staff	5/5/14
229	SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning.	Washington County staff	5/5/14
230	NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps.	Washington County staff	5/5/14
231	NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub.	Washington County staff	5/5/14
232	NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose.	Washington County staff	5/5/14
233	NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity.	Washington County staff	5/5/14

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#	Comment	Source(s)	Date
234	NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area.	Washington County staff	5/5/14
235	W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/14
236	SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/14
237	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term.	Washington County staff	5/5/14
238	SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor.	Washington County staff	5/5/14
239	Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail.	Washington County staff	5/5/14

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#	Comment	Source(s)	Date
240	198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded \$14 million sidewalk and bike lane project in 2018.	Washington County staff	5/5/14
241	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County staff	3/20/14
242	Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.	Clackamas County staff	3/20/14
243	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/14
244	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/14

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#	Comment	Source(s)	Date
245	Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east.	Clackamas County staff	3/20/14
246	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/14
247	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County staff	3/20/14
248	The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County staff	3/20/14
249	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County staff	3/20/14

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#	Comment	Source(s)	Date
250	Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway.	Clackamas County staff	3/20/14
251	Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes.	Clackamas County staff	3/20/14
252	Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County staff	3/20/14
253	Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail.	Clackamas County staff	3/20/14
254	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/14
255	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County staff	3/20/14
256	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County staff	3/20/14
257	The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?	Clackamas County staff	3/20/14
258	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County staff	3/20/14

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#	Comment	Source(s)	Date
259	Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County staff	4/15/14
260	Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/14
261	Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/14
262	Delete project #11097 since it is duplicative of the combination of projects #10474, 10475, 10476.	Metro/Gresham Staff	5/5/14
263	Add text to chapter 1 summarizing public involvment activiteis to address FHWA comment at annual certification review.	Metro Staff	5/5/14