MAKING A GREAT PLACE
Metro

Public comment report for the

Regional Transportation Plan

June 2014
www.oregonmetro.gov/rtp

2014

Metro respects civil rights
Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

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

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

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

Project web site: www.oregonmetro.gov/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Table of contents

Introduction 1

Summary of engagement 3

- Promotion 3
- Outreach elements 3
  - Online tool and questionnaire: Where we live and work and how we get around 3
  - Opportunity to comment specifically on the draft Regional Transportation Plan 3
  - Community forums 4

Summary of comments 5

- About where we live and work and how we get around 5
  - Quality of life 5
  - Investments where we live and work 5
  - How we get around 6
  - Demographic information 8
- In response to the public review draft 9
  - Online questionnaire 9
  - Demographic information 10
  - Other comments received 11
- Community forums 11

Staff recommendations 13

Appendix A. Outreach materials

Appendix B. Unified comment period web tool and questionnaire report

Appendix C. Comments on the draft 2014 Regional Transportation Plan

Appendix D. Staff responses to the comments

Introduction

The Regional Transportation Plan is a blueprint that guides investments in the region's transportation system to manage congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight access. It sets policy and project priorities on a 25-year horizon and is updated every four years.

To meet the requirements of MAP-21, the 2014 RTP public participation plan was designed to ensure early and active public participation throughout the updating process and timely, effective notification prior to major decisions. To help remove barriers to attending meetings, all the public meetings were held at locations served by mass transit. Translators and interpreters were available as needed.

Metro advisory committees—the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC)—were forums for discussion and decision-making by elected officials and their staffs, representing cities and counties of the region, transportation agencies and providers. Three of those committees—TPAC, MPAC and MTAC—have community representatives as regular members, bringing the lay perspective to those discussions and making recommendations on decisions.

Information on RTP developments was provided to the public throughout the update process through electronic news articles and fact sheets available through the Metro website and distributed at meetings and events. The RTP project website posted information about the update process, with a timeline indicating key decision points and public comment opportunities.

Metro staff worked with cities, counties, and agencies such as TriMet and the Port of Portland on targeted outreach and communication efforts to address specific needs of each agency or jurisdiction and to facilitate collaboration among the agencies and jurisdictions in the RTP process. Throughout the process, staff presented to standing County Coordinating Committees (as well as their technical advisory committees), the Southwest Washington Regional Transportation Council as well as leading several joint MTAC/TPAC workshops covering various topics:

- Two workshops focused on updating RTP revenue projections (July 23, 2013 and September 9, 2013).
- A workshop focused on updates to Metro's regional travel demand model (August 21, 2013).
- A workshop focused on demographic/economic trends as well as draft policy edits for Safety and Active transportation (September 11, 2013).
- A workshop focused on travel trends and an overview of the RTP project solicitation process (September 23, 2013).
- A workshop focused on transportation system performance / modeling results (March 17, 2014).

On March 21, 2014, the review draft of the 2014 RTP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request and were distributed to, Metro

advisory committee members. This marked the start of a formal 45-day public comment period that ended on May 5, 2014.

This public comment report summarizes the engagement activities surrounding and comments received during the 45-day comment report of March 21 through May 5, 2014. Metro staff created a log of substantive comments, with responses recommending actions on suggested changes. Substantive comments, testimonies and supporting material submitted as part of the comment period are provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review as part of the 2014 Regional Transportation Plan decision-making process.

Summary of engagement

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Active Transportation Plan, the Regional Active Transportation Plan, the 2015-18 Metropolitan Transportation Improvement Program, and the Climate Smart Communities Scenarios Project. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information. See Appendix A for copies of these ads.

Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the RTP itself, and via email, letter, phone call and message, and other conversations.

Online tool and questionnaire: Where we live and work and how we get around

The comment period included an online tool and integrated general public focused questionnaire, asking participants about investments needed:

- for communities where we live and work
- to improve how we get around.

This online tool and questionnaire was designed to be more interactive than typical online questionnaires. The goal was to create a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

During the comment period, Metro received 1,225 responses to this questionnaire. See Appendix A for these questions; see Appendix B for a full report on the responses.

Opportunity to comment specifically on the draft Regional Transportation Plan

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by 2014 RTP and the ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs,

more detailed and specific online questionnaires were offered. See Appendix A for the RTP/ATP-specific questionnaire; see Appendix C for all comments.

The 2014 RTP and ATP online questionnaire received 176 responses. Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to for the staff recommendation. See Appendix D for staff responses.

Community forums

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- Fourteen people attended the Multnomah County event, with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- Fourteen people attended the event and participated in the discussion in Clackamas County with Councilors Collette and Craddick.
- Four people attended the event in Washington County, with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

Summary of comments

About where we live and work and how we get around

The online tool and integrated general public focused questionnaire asked questions about investments needed:

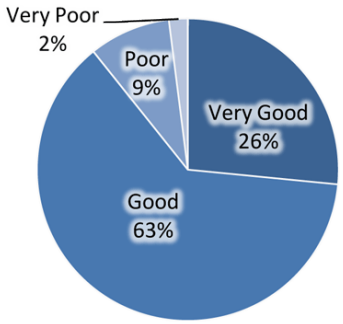
- for communities where we live and work
- to improve how we get around.

Appendix B offers a full report on the responses, which are further summarized for this section. Though the majority of questions were designed to solicit the participants own words, responses were categorized by theme for this summary and the full report.

Quality of life

Generally, people feel that the quality of life in the region is good (63 percent) or very good (26 percent). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?

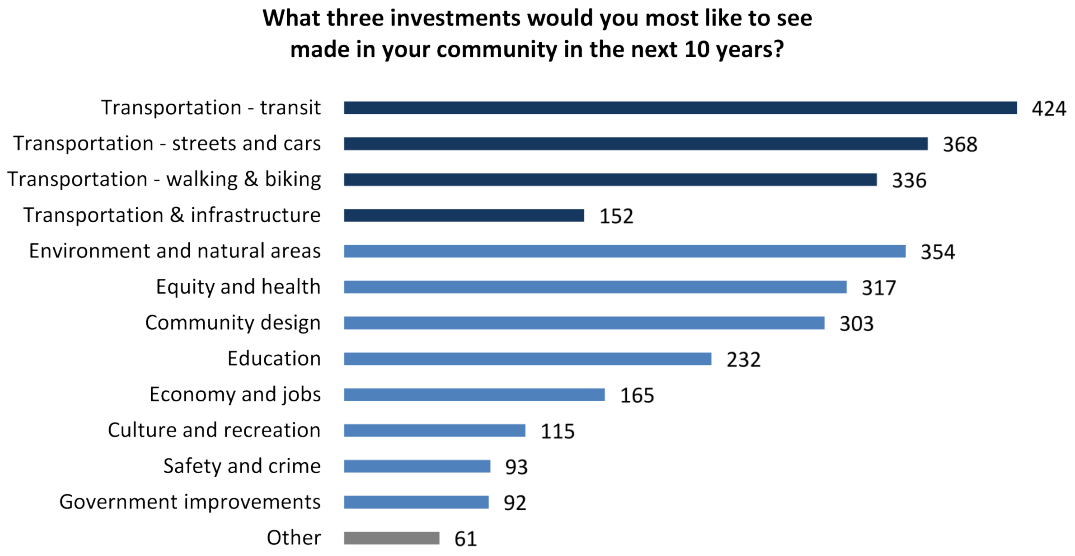


When asked what "quality of life" means to them, most participants indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes access to a variety of goods and services, opportunity for personal and economic gain, and a variety of options in how they live their life.

Most commonly, people said that quality of life means healthy environment and people, including healthy air and water and access to natural areas. Secondly, they said that having a strong economy and good jobs as well as an affordable cost of living were important to quality of life. Next, quality of life exists when it is easy to get around by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by personal happiness including enjoyment of cultural and recreational opportunities and family life.

Investments where we live and work

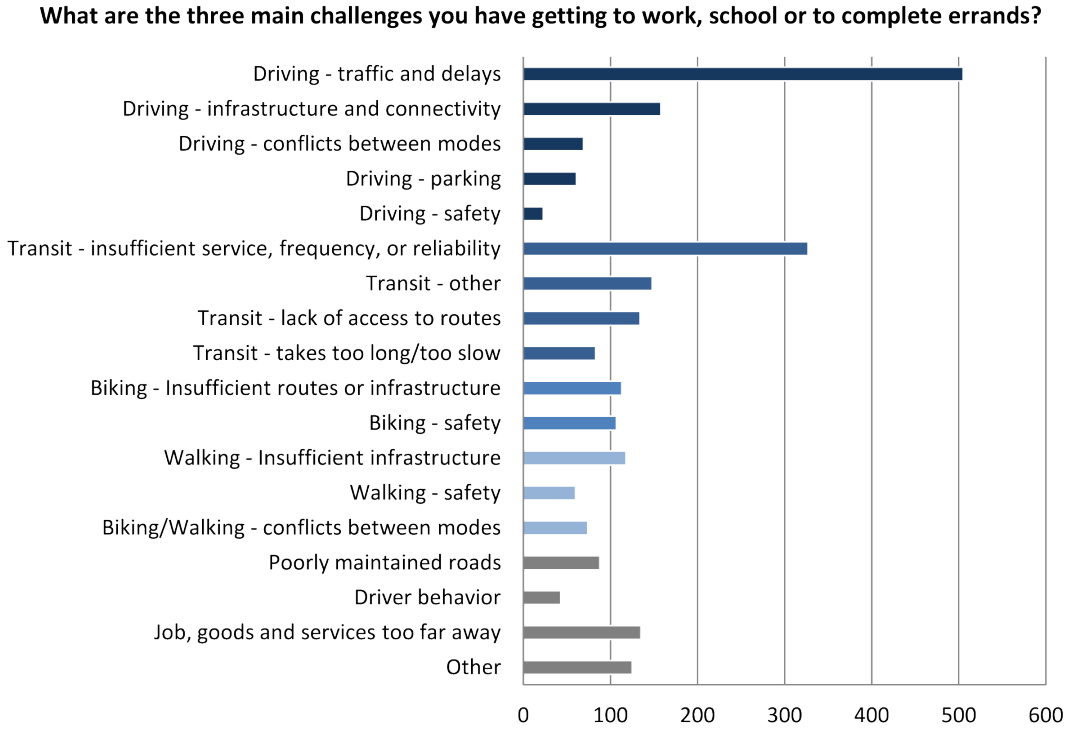
By a large majority, people want investment in the transportation system—road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the environment and natural areas, and in community design (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more equity in the region and for improving education, health and social services. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government



How we get around

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

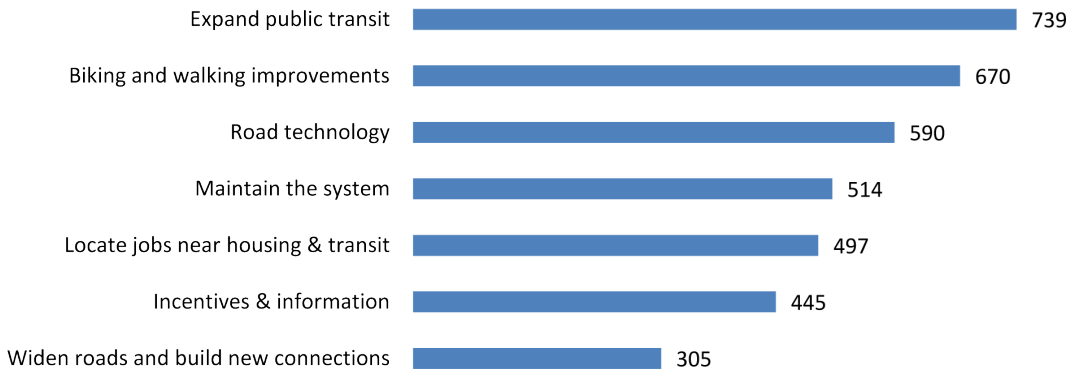
Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.



Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include expanding public transit to make it more frequent, convenient, accessible, and affordable; connecting more places with sidewalks, walking, and bicycle paths; and investing in technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

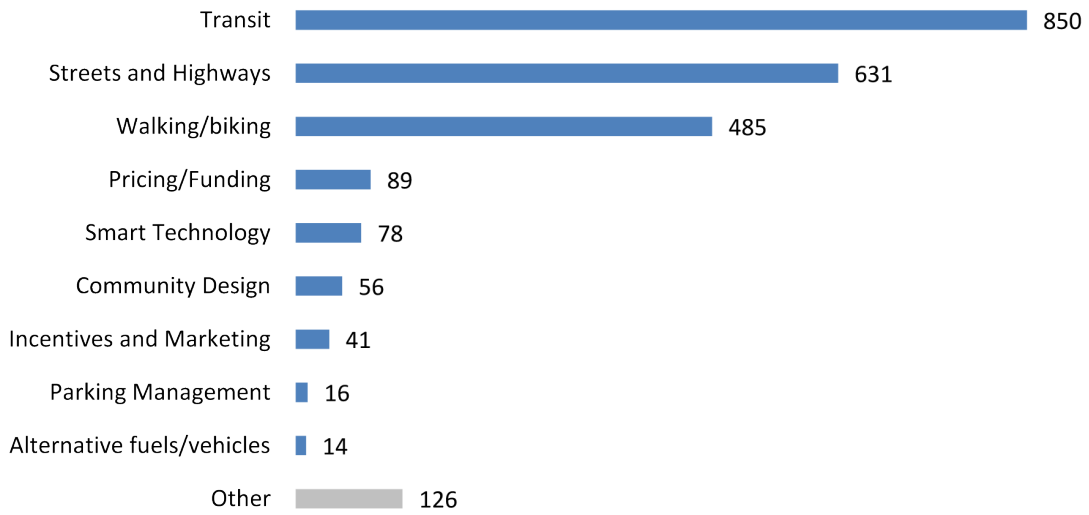
The next three most desired investments are maintaining and keeping our current transportation system in good condition; locating jobs near housing and transit; and providing incentives and information to encourage carpooling, walking, bicycling, and public transit. There is less support for widening roads and building new connections to improve vehicle flow and safety.

Which strategies do you think the region should invest in to help ease traffic congestion?



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report provided in Appendix B, the broad summary is that people want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

What three investments would you most like to see made in our transportation system in the next 10 years?



Finally, participants were asked what else needed to be considered in planning for the future of how we get around. Overall, respondents want improved transit service – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur throughout the region, including suburban areas and smaller communities.

Many identified peak hour congestion as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to locate housing close to jobs, goods and services. Another theme is the aging population and their transportation needs.

There is a healthy split between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general maintenance of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, funding was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for new revenue sources; others noted the need for fiscal responsibility and do not want any additional tax burden placed on the public to fund improvements. The need for equitable investments among geography and demographics was noted by some.

Demographic information

Participants were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

Race/ethnicity Most respondents identified as White/Caucasian (89 percent). The remaining identified as African American/Black (1 percent), Asian or Pacific Islander (2 percent), American Indian/Native American (2 percent), Hispanic/Latino (2 percent), Slavic (2 percent), or some other race (2 percent).

Geography Most respondents said that they live in Multnomah County, 13 percent said they live in Washington County, and 11 percent said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38 percent over twenty years, and 24 percent between 11 and 20 years.

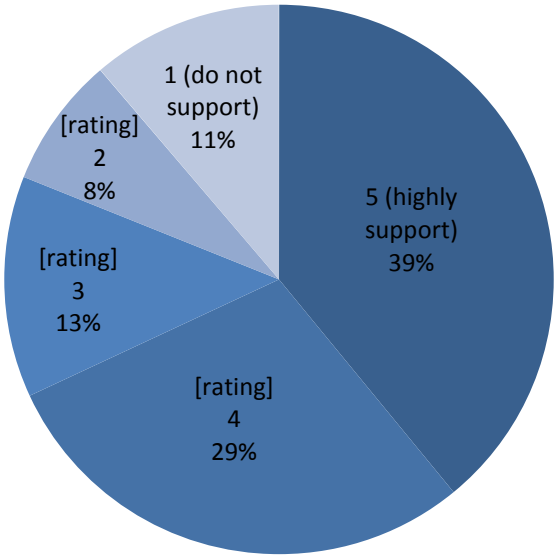
Education Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

In response to the public review draft

Online questionnaire

The RTP/ATP-specific questionnaire highlighted that the 2014 RTP would continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan, adopted in 2010, which reflects goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers Of the 169 respondents to this question, 68 percent said they support or highly support this approach.

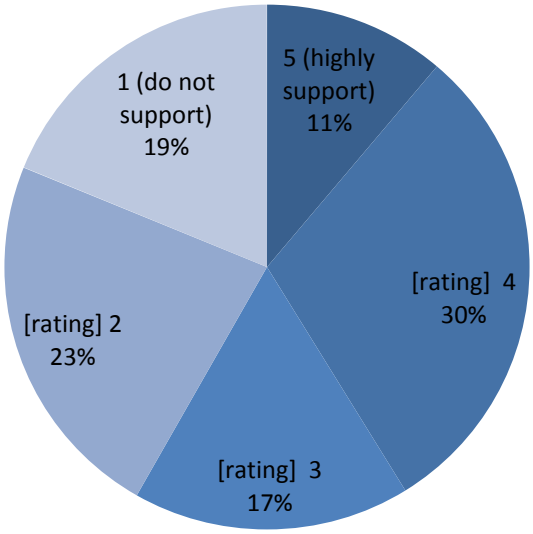
How supportive are you of this general approach?



The questionairre then summarized the levels of investment by mode by both percent of funding and the percent of total number of projects. Participants were asked to rate whether these percentages reflect the right focus for our capital investments on a scale of one (do not support) to five (highly support).

The 170 respondents to this question were split on their level of support.

Do these percentages reflect the right focus for our capital investments?



The mixed levels of support in the above question were reflected in the two open-ended-questions that were part of this questionnaire. Participants were asked:

- What do you support about or what changes would you make to these priorities?
- What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?

Since respondents were flexible with their responses, the following chart reflects the themes they expressed in responding to both of the above questions. An individual comment may have reflected more than one theme, which the tallies reflect. Substantive comments (i.e., those that were about the investment levels or policy rather than about the survey format or other procedural issue) were recorded and responded to for the staff recommendation, below.

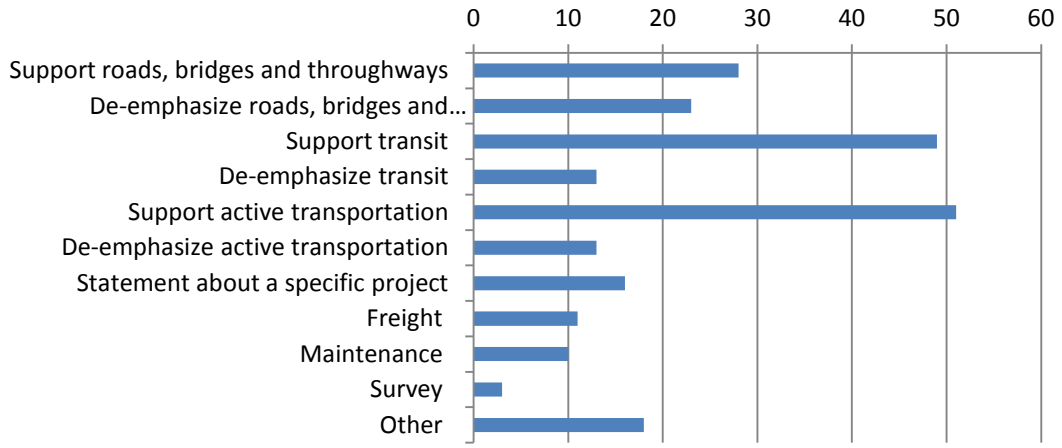
Comments most often focused on modes, calls to support or to de-emphasize investments in terms of autos, biking and walking, and transit. Though investments in "roads and bridges" and "throughways" were separated for the purposes of expressing the levels of investment, responses combined these as related to auto use. 177 statements were calls to support or to de-emphasize investments by a certain mode. Of these statements:

- 28 were for support for roads, bridges and throughways
- 23 were for a de-emphasis on roads, bridges and throughways
- 49 were for support of transit, including those who called for an expansion of the light rail system and those that supported local bus service while decrying further investments in light rail
- 13 were for a de-emphasis on transit
- 51 were for support of active transportation
- 13 were for a de-emphasis on active transportation

In addition:

- 16 respondents made comments on specific projects in the RTP project list or suggested projects to address their concern
- 11 respondents highlighted the need to invest for freight
- 10 respondents called for prioritizing or limiting funding to maintenance
- three respondents expressed frustration with the form of the survey.

Themes expressed in RTP/ATP-specific questionnaire



There were 18 other statements that ranged from calls to spend less, to find new sources of funding, to consider the needs of an aging population, focus on safety in all investments, focus on intelligent transportation systems management and cross-jurisdictional cooperation in transportation system planning as well as issues of regarding traffic enforcement, land use planning and density, and housing.

Demographic information

Participants who submitted comments via the RTP/ATP-specific online questionnaire were asked to provide some demographic

information. Responses were not required to submit responses to the other questionnaires.

Race/Ethnicity Respondents were encouraged to choose multiple ethnicities, as applicable. At 147 respondents, most identified as White/Caucasian, including most who identified as more than one ethnicity. Other identifications were:

- African American/Black: three respondents
- American Indian/Native American or Alaskan Native: three respondents
- Asian or Pacific Islander: two respondents
- Hispanic/Latino: five respondents
- Slavic: two respondents
- Middle Eastern: one respondent
- Other: six respondents

Age no respondents were 20 years old or younger. Respondents identified their ages as:

- 21 to 35: 31 respondents
- 36 to 50: 49 respondents
- 51 to 65: 61 respondents
- 66 years or older: 29 respondents.

Education The level of education of respondents skewed significantly higher than the regional rates:

- High school degree or less : three respondents
- Some college/technical/community college/2-yr degree: 26 respondents
- College degree/4-yr degree: 57 respondents
- Post graduate: 83 respondents

Income The household income of respondents was slightly more balanced than demonstrated in prior, similar questionnaires:

- Less than $20,000: 15 respondents
- $20,000 to $50,000: 34 respondents
- $50,001 to $100,000: 58 respondents
- More than $100,000: 55 respondents.

Participation on community meetings Participants were asked how often they participate in community meetings to gauge whether this online outreach was expanding public participation. Over 50 percent of respondents rarely or never attend community meetings:

- Very often: 26 respondents
- Fairly often: 53 respondents
- Rarely: 75 respondents
- Never: 15 respondents

Other comments received

Besides the RTP/ATP-specific questionnaire, Metro received comments via email, letter, phone call and message, and other conversations, including comments from other agencies and local jurisdictions. Most of these comments included requests for changes to listings in the RTP project list. All substantive comments have been recorded and responded to for the staff recommendation.

Community forums

Three community forums were offered during the comment period to allow participants to interact with staff and Metro Councilors on the upcoming decisions, including the 2014 RTP and ATP. These events were promoted as an opportunity to learn about Metro's plans and projects and participate in a wider discussion of what they would like to see in their communities and for our transportation system:

- Multnomah County on April 3 at Madison High School 14 folks attended, with 11 participating in the wider discussion
- Clackamas County on April 9 at Oak Lodge Sanitary District with 14 folks attending and participating in the wider discussion
- Washington County on April 17 at Beaverton library with four people attending and only one participating in the wider discussion.

The first two discussions included lively conversations around transportation priorities and how we should manage growth and development.

The Multnomah County participants spent a lot of time discussing funding sources, with voices advocating for more roadways and less density to address traffic issues. A lot of their perspective focused on transportation funding sources (gas tax), "subsidies" for transit riders, ideas of usage fees for bikes, more expansion to relieve density. The majority of participants stated the desire to expand active transportation facilities and expanded transit service as well as their support for the urban growth boundary.

The Clackamas County Oak Grove conversation spent a lot of time on the opportunities to encourage community benefiting development presented by the new light rail line and Oak Grove station.

Both conversations included advocacy for and against investments for autos, transit and active transportation as well as for and against land use policies such as the urban growth boundary and density.

The final conversation was an intensive conversation with the one participant about the work that Metro does, his support for a balanced approach but highlighting support for robust transit and active transportation systems, and potential ways to approach future outreach.

The discussions ended on the idea that there are a lot of competing interests that decision-makers have to balance. Though attendance was lower than projections, participants expressed that they felt their perspectives were welcome and respected.

Staff recommendations

As mentioned, all substantive comments received during the comment period have been recorded and responded to by Metro staff. See Appendix D for staff responses.

Though some changes have been made to the project list and technical fixes and clarifications for language and maps have been made to the plan, many staff responses include a recommendation of "no specific change proposed." This primarily due to either:

- the comment addressing an issue better handled through local jurisdiction transportation system or other planning effort, such as changes or additions to local jurisdiction project priorities
- the comment requesting a change in policy priorities such as more or less funding for a specific mode.

Those comments addressing issues better handled through have been forwarded to the appropriate jurisdiction to consider during its transportation system plan update or during project development for the specific item in question.

Comments requesting changes in policy will be reserved and considered as part of the development of the 2018 Regional Transportation Plan, which is envisioned as an opportunity to reassess and calibrate the regional policies of the plan.

Comments requesting a change in funding priorities have demonstrated competing interests that decision-makers have to balance. Taken in aggregate, however, comments advocating for or against investments in certain modes demonstrate the need to take a balanced and measured approach to our regional investments. This is aligned with the Regional Transportation Plan goal of developing and maintaining a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. The 2014 RTP project list continues to move the region's system toward this goal.

Overall, the comments seem to reflect a desire to increase investments in transit and active transportation. Since this is not a scientific survey, and the issues are more complex than a simple shift in resources, staff recommends continued conversations regarding transportation priorities, needs and visions both at the local regional levels. The policy conversations in preparation for the 2018 Regional Transportation Plan offers an opportunity for these conversations.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn

MAKING A GREAT PLACE

Metro

Appendix A. Outreach materials

Ads

Metro newsfeeds

Email networks notification

Online tool questions

RTP/ATP-specific questionnaire

This page intentionally left blank.

Gresham Outlook and Beaverton Valley Times, March 21, 2014

Tell us what you think: Regional planning 45-day comment period

Our decisions today will determine the future of the region for generations to come.

Climate Smart Communities Scenarios The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Your thoughts will help shape a draft recommendation that will be considered this fall.

2014 Regional Transportation Plan (RTP) The RTP is the long-term blueprint to guide transportation investments throughout the region. The 2014 RTP update compiles elements of adopted transportation plans of cities and counties across the region and includes priority projects, safety recommendations, an active transportation plan and freight updates.

2015-18 Metropolitan Transportation Improvement Program (MTIP) The MTIP is a four-year schedule of the spending of federal transportation money and state and local funds in the metropolitan region. It also demonstrates how MTIP projects comply with federal regulations regarding eligibility, air quality impacts, environmental justice and public involvement.

Previous generations have laid the groundwork for us, but we must decide how we will move forward to meet new challenges and opportunities. Metro is asking residents across the region if we are on the right track and how you want the region to look in 20 years.

Visit www.oregonmetro.gov/participate Friday, March 21 through Monday, May 5.

Metro

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Download the documents at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip or call 503-797-1776 to request copies. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1700 (de 8 a.m. a 5 p.m. los días de semana).

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường).

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1700（工作日上午8點至下午5點）。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1700로 문의하십시오(주중 오전 8시 ~ 오후 5시).

Asian Reporter, April 7, 2014

Tell us what you think: Regional planning comment period

Our decisions today will determine the future of the region for generations to come.

Climate Smart Communities Scenarios The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Your thoughts will help shape a draft recommendation that will be considered this fall.

2014 Regional Transportation Plan (RTP) The RTP is the long-term blueprint to guide transportation investments throughout the region. The 2014 RTP update compiles elements of adopted transportation plans of cities and counties across the region and includes priority projects, safety recommendations, an active transportation plan and freight updates.

2015-18 Metropolitan Transportation Improvement Program (MTIP) The MTIP is a four-year schedule of the spending of federal transportation money and state and local funds in the metropolitan region. It also demonstrates how MTIP projects comply with federal regulations regarding eligibility, air quality impacts, environmental justice and public involvement.

Previous generations have laid the groundwork for us, but we must decide how we will move forward to meet new challenges and opportunities. Metro is asking residents across the region if we are on the right track and how you want the region to look in 20 years.

Visit www.oregonmetro.gov/participate Friday, March 21 through Monday, May 5.

Metro

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Download the documents at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip or call 503-797-1776 to request copies. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường).

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1700（工作日上午8點至下午5點）。

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1700로 문의하십시오(주중 오전 8시 ~ 오후 5시).

これは、お住まいの地域の交通に関する優先事項についてコメントする機会に関する通知です。公示全文の日本語版を受け取るには、503-797-1700（平日午前8時～午後5時）までお電話ください。

Portland Observer, March 26, 2014

Tell us what you think: Regional planning 45-day comment period

Our decisions today will determine the future of the region for generations to come.

Climate Smart Communities Scenarios The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Your thoughts will help shape a draft recommendation that will be considered this fall.

2014 Regional Transportation Plan (RTP) The RTP is the long-term blueprint to guide transportation investments throughout the region. The 2014 RTP update compiles elements of adopted transportation plans of cities and counties across the region and includes priority projects, safety recommendations, an active transportation plan and freight updates.

2015-18 Metropolitan Transportation Improvement Program (MTIP) The MTIP is a four-year schedule of the spending of federal transportation money and state and local funds in the metropolitan region. It also demonstrates how MTIP projects comply with federal regulations regarding eligibility, air quality impacts, environmental justice and public involvement.

Previous generations have laid the groundwork for us, but we must decide how we will move forward to meet new challenges and opportunities. Metro is asking residents across the region if we are on the right track and how you want the region to look in 20 years.

Visit www.oregonmetro.gov/participate
Friday, March 21 through Monday, May 5.

Metro

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Download the documents at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip or call 503-797-1776 to request copies. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1700 (de 8 a.m. a 5 p.m. los días de semana).

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường).

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1700（工作日上午8點至下午5點）。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1700로 문의하십시오(주중 오전 8시 ~ 오후 5시).

Tell us what you think: Regional planning comment period

Our decisions today will determine the future of the region for generations to come.

Climate Smart Communities Scenarios The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Your thoughts will help shape a draft recommendation that will be considered this fall.

2014 Regional Transportation Plan (RTP) The RTP is the long-term blueprint to guide transportation investments throughout the region. The 2014 RTP update compiles elements of adopted transportation plans of cities and counties across the region and includes priority projects, safety recommendations, an active transportation plan and freight updates.

2015-18 Metropolitan Transportation Improvement Program (MTIP) The MTIP is a four-year schedule of the spending of federal transportation money and state and local funds in the metropolitan region. It also demonstrates how MTIP projects comply with federal regulations regarding eligibility, air quality impacts, environmental justice and public involvement.

Previous generations have laid the groundwork for us, but we must decide how we will move forward to meet new challenges and opportunities. Metro is asking residents across the region if we are on the right track and how you want the region to look in 20 years.

Visit www.oregonmetro.gov/participate Friday, March 21 through Monday, May 5.

Metro

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Download the documents at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip or call 503-797-1776 to request copies. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

Díganos lo que piensa: Período de comentarios sobre la planificación regional

Nuestras decisiones determinarán el futuro de la región para las generaciones venideras.

Sus opiniones darán forma a:

Climate Smart Communities Scenarios (Escenarios de las Comunidades con Inteligencia Climática) La Asamblea Legislativa de Oregon ha ordenado que la región metropolitana de Portland reduzca las emisiones per cápita de gases de invernadero de los automóviles y camiones pequeños hasta el año 2035. Sus ideas ayudarán a preparar una recomendación que será considerada en este otoño.

2014 Regional Transportation Plan (RTP – Plan Regional de Transporte de 2014) El RTP es el plan a largo plazo para orientar las inversiones de transporte en toda la región. La actualización del RTP de 2014 recoge elementos de los planes de transporte adoptados por las ciudades y condados de la región e incluye proyectos prioritarios, recomendaciones de seguridad, un plan de transporte activo y actualizaciones del transporte de flete.

2015-18 Metropolitan Transportation Improvement Program (MTIP – Programa Metropolitano de Mejoras al Transporte) El MTIP es un programa de cuatro años de duración para emplear los fondos federales de transporte y los fondos estatales y locales en la región metropolitana. También demuestra cómo los proyectos financiados por MTIP cumplen con las regulaciones federales con respecto a la elegibilidad, impactos en la calidad del aire, la justicia ambiental y la participación pública.

Las generaciones anteriores han preparado el terreno, pero ahora tenemos que decidir cómo vamos a hacer frente a los nuevos retos y oportunidades. Metro quiere preguntar a los residentes de la región si estamos en el camino correcto y cómo quieren que la región se vea en 20 años.

Visite www.oregonmetro.gov/participate desde el viernes 21 de marzo hasta el lunes 5 de mayo.

Metro

Metro ha preparado el RTP del 2014 y el MTIP 2014-18 como lo exige la ley federal. El proceso de participación pública de Metro para el 2014-18 MTIP está diseñado para satisfacer los requisitos de coordinación regional de SMART para programas de proyectos.

Envíe sus comentarios del 21 de marzo al 5 de mayo por correo a Metro Planning, 600 NE Grand Ave, Portland, OR 97232, por correo electrónico a rtp@oregonmetro.gov o por teléfono al 503-797-1750.

El Consejo de Metro tiene previsto celebrar una audiencia pública y tomar medidas preliminares sobre el RTP el jueves 15 de mayo del 2014 en el Metro Regional Center, 600 NE Grand Ave., Portland, a las 14:00. Si necesita asistencia con interpretación, llame al 503-797-1700 (de 8:00 a 17:00 de lunes a viernes) 7 días laborables antes de la asamblea.

Metro newsfeed, March 21, 2014

Your voice is important: Public comment period March 21 to May 5

The choices we make today about how we live, work and get around will determine the future of the region for generations to come

There's a reason our region has remained such a great place to live – decades of careful planning have preserved neighborhoods, supported our economy and protected the farms, forestland and natural areas that help create the unique sense of place and quality of life for which the region is known. Because good planning is an ongoing process, Metro is seeking your input on how you live, work and get around the region today and what changes you would like to see in the future.

Take a short survey to inform the plans below. You can also give more detailed feedback on the plans and programs that will shape our region for the next 25 years.

Information that you provide will inform:

- 2014 Regional Transportation Plan
- Regional Active Transportation Plan
- 2015-18 Metropolitan Transportation Improvement Program
- Climate Smart Communities Scenarios Project

April 3, Portland
Madison High School library
2735 NE 82nd Ave

April 9, Milwaukie
Oak Lodge Sanitary District Building
14611 SE River Road

April 17, Beaverton
Beaverton Library
Cathy Stanton Conference Room
12375 SW 5th St

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro.

Metro newsfeed, March 27, 2014

Join Metro for a community forum on the future of our transportation system

Metro is hosting a series of community discussions about the future of transportation investments. Attend April 3, at the Madison High School Library, and meet with Metro councilors Sam Chase, Bob Stacey and Shirley Craddick. Give your input on regional plans, and help shape the future of the region.

April 3, Multnomah County
Madison High School library
2735 NE 82nd Ave., Portland

Metro is seeking public comments from Thursday, March 27 through Monday, May 5. You can also give more detailed feedback on the plans and programs that will shape our region for the next 25 years.

Information you provide will inform:

- 2014 Regional Transportation Plan
- Regional Active Transportation Plan
- 2015-18 Metropolitan Transportation Improvement Program
- Climate Smart Communities Scenarios Project

Additional community forums

April 9, Clackamas County
Oak Lodge Sanitary District Building
14611 SE River Road, Milwaukie

April 17, Washington County
Beaverton Library, Cathy Stanton conference room
12375 SW 5th St, Beaverton

Metro newsfeed, April 7, 2014

Multnomah County residents debate cars, bikes, carbon and strategies for growth

Last Thursday, Multnomah County residents met to discuss their visions for the future of the region with Metro Councilors Bob Stacey, Sam Chase and Shirley Craddick as part of the public comment period for the 2014 Regional Transportation Plan.

"We heard some great conversation last week about our region's transportation priorities. It was great to see how engaged people were in these discussions," said Metro Councilor Shirley Craddick. "I look forward to this Wednesday's discussion among Clackamas County residents."

The town hall event began with the question of what issues elected officials should tackle in order to improve communities. Participants highlighted their priorities for transportation investments, including building out the bike and pedestrian network, addressing unimproved roads and maintenance, and expansion of the road and highway system. The wide ranging discussion touched on everything from natural areas and wildlife crossings to housing densities and the urban growth boundary.

Clackamas County residents will have their opportunity to tackle the issues with Metro Councilors Carlotta Collette and Shirley Craddick this Wednesday at 5:30 p.m. at the Oak Lodge Sanitary District. Washington County residents are invited to join Metro Councilors Kathryn Harrington and Craig Dirksen at the Beaverton Library on Thursday, April 17.

Wednesday, April 9, 2014
Oak Lodge Sanitary District
14611 SE River Road, Oak Grove

Thursday, April 17, 2014
Beaverton City Library Cathy Stanton Conference Room
12375 SW Fifth St., Beaverton

The public comment period, which will also includes the 2015-18 Metropolitan Transportation Improvement Program and will inform Metro’s Climate Smart Communities Scenarios Project, is open through May 5.

Metro newsfeed, April 16, 2014

Final planning forum scheduled for Thursday night in Beaverton

By Arashi Young Bylined writers are Metro staff. Stories with a byline do not necessarily represent the opinions of Metro or the Metro Council. Metro news is committed to transparency, fairness and accuracy.

The region's residents will have a last opportunity Thursday to join in on a forum discussing the next 20 years of transportation investments, and help shape the course of the communities they call home.

The forum, scheduled for 5:30 p.m. in Beaverton, is the final of three scheduled discussions on several of Metro's long-term planning efforts. Metro Councilors Kathryn Harrington and Craig Dirksen are scheduled to attend the forum at the Beaverton Library.

The big question leaders are hoping to answer: What issues would residents like their local and regional elected officials to address to improve communities, right now and in the next 20 years?

In the previous forums – one in northeast Portland and another in Oak Grove – answers to this question were varied. There was no general consensus, but Metro staff members said residents appreciated the opportunity have their voices heard.

The biggest topic of discussion in Portland was funding resources for transportation. Metro staff said many ideas for funding were voiced, including a gas tax, usage fees for bike riders and subsidies for transit riders. Another important idea was the strengthening of active transportation infrastructure: the expansion of active areas and the repair of sidewalks.

Safety was a large concern for Clackamas County residents who want safer crossings for those walking across McLoughlin Boulevard. There was overwhelming appeal to use the Trolley Trail as a main way to get around. Connecting the trail to light rail would strengthen transit connections, residents said. These ideas of safety and connection came up frequently during this forum, according to Metro staff.

Opposing viewpoints were represented at both forums, with some people saying that the urban growth boundary was not an issue in their lives whereas others thought that it was necessary to maintain, Metro staff said.

The biggest division of viewpoints concerned how to spend transportation funds. Cliff Higgins, a Metro public involvement specialist, said that there are completely different ideas on how to invest in our transportation future.

“People want to find a balance between transit investments, modest roadway improvements and alternative transportation, such as biking, walking, and high capacity transit,” Higgins said, whereas others at the forums wanted to focus solely on roadway expansion.

Similar ideas are expected to surface at the forum in Beaverton on Thursday night, with the particular needs of Washington County represented by the community members who chose to share their views.

Higgins said these forums provide an opportunity to hear a variety of voices – which helps Metro plan.

"The councilors are hearing a lot of different voices, and being exposed to different points of view, which helps to balance different interests," Higgins said.

Insights from these forums will be recorded and sent to the Metro Council to help inform its decision on the Regional Transportation Plan, the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee, and Metropolitan Transportation Improvement Program.

After the forums, Metro will continue to seek comments at the survey site www.makeagreatplace.org until the end of the public comment period on May 5.

Arashi Young can be reached at arashi.young@oregonmetro.gov. Follow Metro on Twitter @oregonmetro.

From: Clifford Higgins
Sent: Friday, March 21, 2014 12:03 PM
To: Trans System Accounts
Subject: Planning enews: Public comment period March 21 to May 5

Your voice is important: Public comment period March 21 to May 5

The choices we make today about how we live, work and get around will determine the future of the region for generations to come.

There's a reason our region has remained such a great place to live – decades of careful planning have preserved neighborhoods, supported our economy and protected the farms, forestland and natural areas that help create the unique sense of place and quality of life for which the region is known. Because good planning is an ongoing process, Metro is seeking your input on how you live, work and get around the region today and what changes you would like to see in the future.

Visit www.makeagreatplace.org Friday, March 21 through Monday, May 5 to take a short survey to inform the plans below. You can also give more detailed feedback on the plans and programs that will shape our region for the next 25 years.

Information that you provide will inform:

- 2014 Regional Transportation Plan
- Regional Active Transportation Plan
- 2015-18 Metropolitan Improvement Program
- Climate Smart Communities Scenarios Project

Join us at a community forum

5:30 open house
6:00 Metro Councilor welcome
6:20 discussion tables
7:30 adjourn

April 3, Madison High School library 2735 NE 82nd Ave, Portland
April 9, Oak Lodge Sanitary District Building 14611 SE River Road, Milwaukie
April 17, Beaverton Library, Cathy Stanton Conference Room 12375 SW 5th St, Beaverton

Metro | *Making a great place*

Metro has prepared the 2014 RTP and 2014-18 MTIP as required by federal law. The documents are available for public review and comment through this comment period. Download the documents at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip or call 503-797-1776 to request copies. Metro's public participation process for the 2014-18 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

March 21 through May 5, submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov or by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a public hearing and take preliminary action on the RTP 2 p.m. Thursday, May 15 at Metro Regional Center, 600 NE Grand Ave., Portland.

You have received this message as a member of Metro's Planning enews interested persons list. To be removed from this list, notify trans@oregonmetro.gov.

Clifford Higgins
Public involvement specialist

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | Making a great place

Stay in touch with news, stories and things to do.
www.oregonmetro.gov/connect

This page intentionally left blank.

MAKING A GREAT PLACE

Metro

INVESTING IN GREAT COMMUNITIES

Share your vision for the future of your community and the region and help shape the investments and actions to make that vision a reality.

There's a reason our region has remained such a great place to live – decades of careful planning have preserved neighborhoods, supported our economy and protected the farms, forestland and natural areas that help create the unique sense of place and quality of life for which the region is known.

Because good planning is an ongoing process, Metro is seeking your input on how you live, work and get around the region today and what changes you would like to see in the future.

Your voice is important.

Public comment period open from Friday, March 21 to Monday, May 5

Learn about the land use and transportation investments and actions that have made our region what it is today by following a brief narrative and answering a few questions.

How your input will be used

Your input will be presented to Metro's regional policy advisory committees to help inform their recommendation to the Metro Council on what mix of investments and actions best support the region's vision for healthy and equitable communities and a strong economy.

Join us at a community forum

5:30 to 7:30 p.m.

April 3, Madison High School library
2735 NE 82nd Ave, Portland

April 9, Oak Lodge Sanitary District Building
14611 SE River Road, Milwaukie

April 17, Beaverton Library, Cathy Stanton Conference Room
2375 SW 5th St, Beaverton

BE HEARD

Public comment period March 21 to May 5

- Visit **www.makeagreatplace.org** to answer these questions online.
- Mail or drop off your responses to Metro Planning and Development Department | 600 NE Grand Ave. | Portland, Or 97232.
- Join us at a community forum.
- Provide detailed comments on the 2014 Regional Transportation Plan and Regional Active Transportation Plan at **www.oregonmetro.gov/rtp**.
- Provide detailed comments on the 2015-18 Metropolitan Transportation Improvement Program at **www.oregonmetro.gov/mtip**.

Where we live and work

"(Our) one household with three people in 1977 has become three households with 11 people. Likewise, Tigard has grown from about 14,000 people when we moved here to nearly 50,000 today, and it's going to continue to grow – because it's a great place."

Metro Councilor Craig Dirksen, District 3

Nearly two decades ago, the residents of this region set a course for growth with the adoption of a plan for how the region grows over the next 50 years. Since its adoption, each community has decided the best way to create vibrant downtowns, provide good jobs, and offer housing and transportation options that are affordable for everyone.

Together, the regional blueprint and these community visions encourage growth in downtowns, main streets and employment areas to help preserve the farms, forestland and natural areas that our region values. These community visions help build a strong regional economy, while celebrating and strengthening the local character of our diverse communities.

The choices made for the past 20 years have shaped where we are today.

How are we doing?

Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor?

Very good Good Poor Very poor

What does "quality of life" mean to you?

_____

_____

_____

Shape the future

Our region is changing, shaped by a global economy, a growing and diverse population, public health and safety concerns, and changes in how we live and travel. Understanding how our region looks today can help stimulate thinking about our choices for the future and the possible impacts they may have on where we live, work and get around.

What three investments would you most like to see made in your community (where we live and work) in the next 10 years?

_____

_____

_____

"Because we've focused development and investment where it makes sense – in downtowns, main streets and employment areas – we've created a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home."

Metro Councilor Carlotta Collette, District 2

How we get around

How are we doing?

To meet the region's transportation needs, regional partners have developed strategies to provide transportation options for people to access work, school, services and recreation. Together, we have set goals to develop and maintain a well-connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers.

What are the three main challenges you have getting to work, school or to complete errands?

_____

_____

_____

Many people have said that traffic congestion is the main challenge they have in getting around the Portland region. There are many ways to address traffic congestion such as providing more transportation options, locating jobs near housing and transit, widening roads, using traffic signal timing and improving transit.

Which strategies do you think the region should invest in to help ease traffic congestion?

- ☐ Maintain and keep our current transportation system in good condition
- ☐ Widen roads and build new connections to improve vehicle flow and safety
- ☐ Expand public transit and make it more frequent, convenient, accessible, and affordable
- ☐ Connect more places with sidewalks, walking, and bicycle paths
- ☐ Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals
- ☐ Provide incentives and information to encourage carpooling, walking, bicycling, and public transit
- ☐ Locating jobs near housing and transit
- ☐ Other: _____

Shape the future

Our need for a safe, reliable and efficient transportation system has never been greater, but the traditional funding sources that support our roads, bridges and transit systems are falling short of our needs. In order to ensure our system can accommodate a growing region, investment is needed to provide a well-maintained system that connects people to jobs and services and goods to market.

What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years?

_____

_____

_____

About you

Metro wants to make sure we hear from people all across the region. If you have concerns about sharing the information below, you do not have to provide this information.

What is your five digit ZIP code? _____

How long have you lived in your community?

- ☐ Fewer than 6 years
- ☐ 6-10 years
- ☐ 11-20 years
- ☐ More than 20 years

What is the highest level of education you have completed?

- ☐ High school degree or less
- ☐ Some college/technical//community college/2 year degree
- ☐ College degree/4 year degree
- ☐ Post graduate

Select one or more of the following racial categories to describe yourself:

- ☐ African
- ☐ African American/Black
- ☐ American Indian/Native American or Alaskan Native
- ☐ Asian or Pacific Islander
- ☐ Hispanic/Latino
- ☐ Slavic
- ☐ White/Caucasian
- ☐ Middle Eastern
- ☐ Other: _____

Exit this survey >>

2014 Regional Transportation Plan and Regional Active Transportation Plan

The Regional Transportation Plan is a blueprint that guides investments in the region's transportation system to manage congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight access. It sets policy and project priorities on a 25-year horizon and is updated every four years. You may review the full 2014 Regional Transportation Plan document here.

The Regional Active Transportation Plan compiles local plans to strive for a regional network for walking and biking. Review the full Regional Active Transportation Plan document here.

✱ 1. What is your name and ZIP code?

First name

Last name

ZIP code

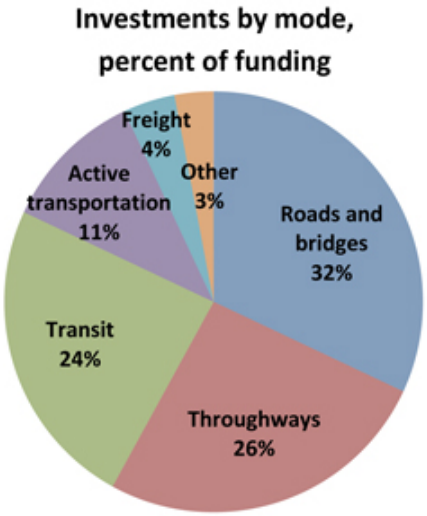
Rather than starting from scratch, the 2014 update will continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan. Adopted in 2010, the 2035 Regional Transportation Plan calls for transportation investments that support the region's economy, foster vibrant communities and expand safe, affordable transportation options for people to access work, school, services and recreation. Together, we have set goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. The relatively significant change to the 2014 Regional Transportation Plan is that biking and walking maps and policies are proposed to be updated to reflect the direction of the Active Transportation Plan.

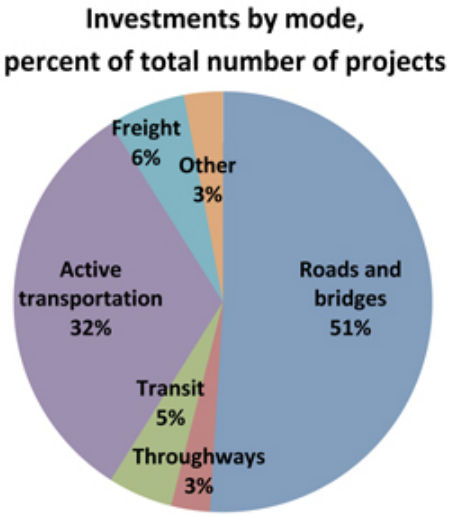
2. How supportive are you of this general approach?

1 (do not support)	2	3	4	5 (highly support)

Since the 2035 Regional Transportation Plan, some projects have been completed, others are moving forward, and still others have become less of a priority to local communities due to other changes on the ground. The 2014 update gives local, county, state and regional governments the opportunity to choose investments that make the most of available transportation dollars and potential funding strategies.

The list of projects in the 2014 Regional Transportation Plan would can be summarized in the following ways.





Roads and bridges: 32 percent Investments in roads and bridges includes widening roads, reconstructing roads to meet higher safety standards and building new connections for automobiles. It also includes funds for rehabilitation and replacement of bridges. Road widenings and new connections include sidewalk and bike facilities as required by state law.

Throughways: 26 percent Throughway investments include resurfacing of and other preservation activities for the interstate freeway system.

Transit: 24 percent Transit investments include capital purchases such as buses and transit maintenance facilities and high capacity transit investments such as the Portland-Milwaukie light rail.

Active transportation: 11 percent Active transportation investments include sidewalks, bicycle facilities and trail connections in downtowns and along main streets to make it safer and more practical for people to walk, ride bikes or take transit to where they want to go. This category does not include sidewalks and bike facilities required to be built as part of projects that widen (or add new) roads.

Freight: 4 percent Freight investments include improvements that provide critical access from industrial and employment areas to the interstate highway system to help businesses and industry in those areas stay competitive.

Other: 3 percent Systems management investments (1 percent) include new technologies to improve travel time reliability, provide traveler information, increase transit on-time arrival and balance travel demand across existing facilities. Regional programs (2 percent) include regional planning and other efforts to increase safety and reliability on the transportation network.

3. Do these percentages reflect the right focus for our capital investments?

1 (do not support) 2 3 4 5 (highly support)

4. What do you support about or what changes would you make to these priorities?

5. What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?

Comments about individual projects in the 2014 RTP will be forwarded to the agency

that sponsored project. You may review the projects in the 2014 RTP document here.

About you

Thank you for taking a moment to answer these demographic questions that help us respond to our independently elected auditor's recommendations to engage a diverse audience and seek demographic information in order to measure whether we're reaching a cross-section of the public.

Answers to these questions help us know whether we're hearing from a representative group of people that really reflects our diverse communities and help us target future outreach to underrepresented populations. If you have concerns, we are happy to accept your responses above without any personal information.

6. Your age (optional)

20 years or younger

21 to 35

36 to 50

51 to 65

66 years or older

7. What is the highest level of education you have had the opportunity to complete? (optional)

High school degree or less

Some college/technical/community college/2-yr degree

College degree/4-yr degree

Post graduate

8. What is your race or ethnicity? (optional)

African

African American/Black

American Indian/Native American or Alaskan Native

Asian or Pacific Islander

Hispanic/Latino

Slavic

White/Caucasian

Middle Eastern

Other (please specify)

9. How often do you participate in community meetings? (optional)

Very often

Fairly often

Rarely

Never

10. What is your annual household income? (optional)

Less than $20,000

$20,000 to $50,000

$50,001 to $100,000

More than $100,000

11. If we would like to follow up with you, how may we contact you?

Address (street)	
Address (city, state)	
Email	
Phone	

Done >>

Appendix C. Unified comment period responses

Unified comment period web tool and questionnaire report

Community forum comment forms

This page intentionally left blank.

www.oregonmetro.gov

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Online public comment tool report

March 21 to May 5, 2014

Prepared for Metro by

JLA Public Involvement, Inc.

May 7, 2014

MAKING A GREAT PLACE

Metro

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn

Visit the project website for more information about the climate Smart Communities Scenarios Project at www.oregonmetro.gov/climatescenarios

The preparation of this report was partially financed by the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

CONTENTS

Executive Summary **1**

Introduction *1*

Summary of responses by policy area *1*

Introduction and Background **4**

Investing in Great Communities online comment period *4*

Level of participation *4*

Where We Live and Work **5**

Question 1. Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor? *5*

Question 2. What does "quality of life" mean to you? *5*

Question 3. What three investments would you most like to see made in your community (where you live and work) in the next 10 years? *8*

Question 4. What else do we need to know as we continue to plan for the future of how we live and work? *16*

How We Get Around **17**

Question 1. What are the three main challenges you have getting to work, school or to complete errands? *17*

Question 2. Which strategies do you think the region should invest in to help ease traffic congestion? *21*

Question 3. What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years? *22*

Question 4. What else do we need to know as we continue to plan for the future of how we get around? *26*

Demographic Information **28**

EXECUTIVE SUMMARY

Introduction

Metro hosted an online public comment tool – Investing in Great Communities – to get feedback from the public about the kinds of investments people would like to see made in their communities and the transportation system. The results and responses will be used to help shape the:

- Climate Smart Communities Scenarios Project preferred approach for reducing greenhouse gas emissions and creating great communities
- 2014 Regional Transportation Plan and Regional Active Transportation Plan
- 2015-2018 Metropolitan Transportation Improvement Program

Between March 21 and May 6, 2014, there were 2,321 unique visitors to the online survey and 1,217 comments were submitted. The majority of visits were from the Portland area (68%). Other significant participation from within the Portland metropolitan region included Beaverton (7%), Hillsboro (4%), and Tigard (3%).

This executive summary outlines the main themes provided by the public through the online survey. It is organized around the seven policy areas being considered by the region's policymakers. The full report provides a summary of responses to each question in the online survey.

Summary of responses by policy area

1. Make transit more convenient, frequent, accessible and affordable

Increased and improved transit service is the most desired investment by respondents. People want to see **more frequent service**, **faster options** like express bus and trains; **expanded route options** that extend to suburban and smaller communities; and **cross-town connectivity** that does not feed into downtown Portland. Many people said they lack access to a transit stop within walking distance of their home or job. An **increase in light rail** was requested by many respondents, although a minority preferred more bus service or Bus Rapid Transit due to lower costs and greater flexibility. There is support for investing in the Southwest Corridor light rail, Powell-Division High Capacity Transit project, and light rail to Vancouver, Wash.

Some respondents said that transit fares are **too expensive** and want reduced prices. Investments including more bus shelters and park-and-ride options, and better security and fare enforcement are also desired by a few.

2. Use technology to actively manage the transportation system

Few people made specific comments about transportation technology. Nevertheless, when asked about the importance of investing in technology to reduce traffic congestion and improve the reliability of transit, respondents chose it as the third most important investment (after expanding transit and biking and walking improvements). Some drivers did note that poorly synchronized traffic signals are a major challenge to getting around. Some suggested smart traffic lights, blinking

yellow lights, and right-turn-on-red signals to improve traffic flow. Some noted that it is important to ensure investments that improve traffic flow be designed and implemented in ways that make it safer for walking and biking, particularly at intersections.

3. Provide information and incentives to expand the use of travel options

Very few people made comments about information and incentives. A small number of people said they would like to see more incentives for those who carpool, use transit, walk or bike; employers that allow employees to telecommute; businesses that locate near transit lines; and more public information to encourage walking, biking, carpooling and use of transit.

4. Make biking and walking more safe and convenient

Improved bicycle and pedestrian facilities are highly desired by many respondents. They want more **sidewalks and bike lanes**, and a more **comprehensive network of infrastructure**. Many said that **safety** is their biggest concern when they choose to walk or bike, and that sidewalks and bike lanes separate from auto traffic are needed. **Crosswalks** and efforts to improve safety at intersections are a priority.

5. Make streets and highways more safe, reliable and connected

Respondents cited **traffic and congestion** as the biggest challenge to getting around. Another main concern is the **lack of street connectivity in some parts of the region.** There are many routes to access Portland and the eastside of the region has a well-connected grid pattern, but there are insufficient connections between growing suburban communities, particularly in Clackamas and Washington counties. **Maintaining current roads** and bridges is a higher priority than creating new infrastructure, although there is a healthy amount of support for **widening roads** experiencing major congestion and adding new bridges and roads.

Many people supported specific road projects, including the Columbia River Crossing or some alternative river crossing; the widening of Highway 217; a Westside Bypass or other connectivity in the southwest part of the region; I-5 improvements, particularly in the Rose Quarter area; the widening of Highway 26; and capacity improvements on I-205 and Highway 99W.

6. Manage parking to make efficient use of parking resources

Few people made comments about parking. Those that did said that parking in downtown Portland is **too expensive**, and it is **difficult to find parking** in urban areas and, increasingly, in neighborhoods with denser residential development. People suggested a range of parking management strategies including providing more free parking to encourage retail shopping, removing parking, timing parking or creating more paid parking to better manage parking resources so spaces are frequently occupied.

7. Identify potential ways to pay for our investment choices

Few people made specific comments about funding mechanisms. Some said jurisdictions should engage citizens in decision-making and employ fiscal responsibility, and that investments should be made equitably across the entire region. There was a split among people who want to see efforts to make driving more expensive versus investing more in roads and easing congestion.

Many respondents support increased and stable funding for walking, biking and transit. A few respondents mentioned more paid parking, tolling on roads or bridges, congestion pricing, an increase in the gas tax, instituting a vehicle miles driven fee, and instituting a bicycling tax or fee.

INTRODUCTION AND BACKGROUND

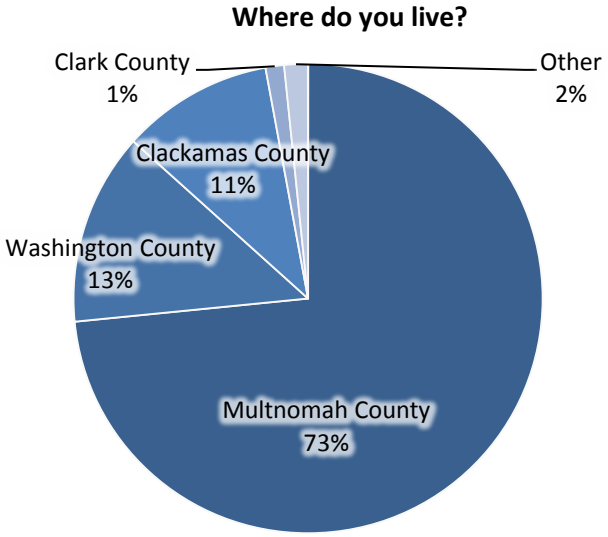
Investing in Great Communities online comment period

Metro hosted the online public comment tool to invite area residents to share their vision for the future of their communities and the region in order to help shape the investments and actions to make that vision a reality. The online survey asked general questions about the kinds of investments people would like to see made in their communities – where they live and work – and in the transportation system.

A non-functional version of the online comment tool can be viewed at http://www.makeagreatplace.org/start.

Level of participation

From March 21 to May 5, 2014, there were 2,321 unique visitors to the online tool and 1,217 comments were submitted. The majority of people who submitted a comment said that they live in Multnomah County (73%). Thirteen percent said they live in Washington County, and 11 percent said they live in Clackamas County.



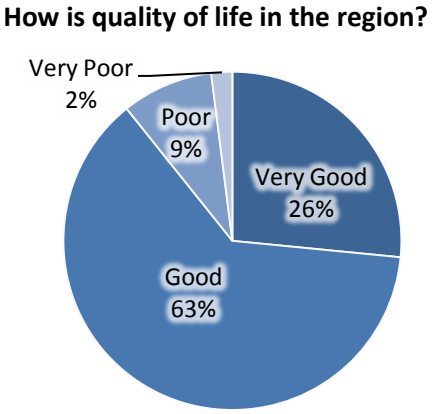
WHERE WE LIVE AND WORK

The online public comment included a series of questions to get feedback about community and land use investment in the Portland metropolitan region. These questions began by asking respondents how they define "quality of life" and how they feel about the quality of life in the region; and then asked participants to list the investments they would most like to see made in their communities over the next ten years.

The following portion of this report summarizes responses to these questions.

Question 1. Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor?

Generally, people feel that the quality of life in the region is good (63%) or very good (26%). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.



Quality of life means… having a good balance between urban amenities, rural recreation, and sufficient transportation options throughout.

Question 2. What does "quality of life" mean to you?

Most people didn't respond to this question with one phrase or word, but indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes *access* to a variety of goods and services, *opportunity* for personal and economic gain, and a variety of *options* in how they live their life. Most commonly, people said that quality of life means **healthy environment and people**, including healthy air and water and access to natural areas. Secondly, they said that having a **strong economy and good jobs** as well as an **affordable cost of living** were important to quality of life. Next, quality of life exists when it is **easy to get around** by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by **personal happiness** including enjoyment of cultural and recreational opportunities and family life.

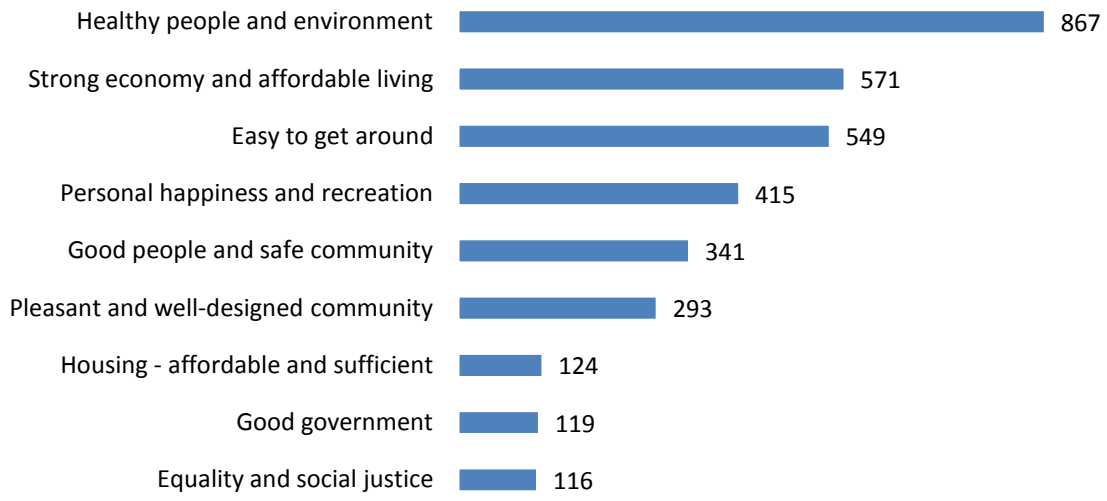
For some, a **well-designed community** is important, which can mean more walkable communities or less density. **Safety,** including low crime, a **sense of community** and good neighbors are also important to quality of life. Some define quality of life as including **government** that allows both freedom of choice and provides important services, as well as ensuring **equality and social justice**

so that everybody in the community has opportunity and access. **A variety of housing choices,** including affordable housing, are also important to quality of life.

Quality of life means… living in a great place to work, raise a family, and play.

The bar graph below shows the general themes that people referred to in their definition of quality of life. The chart below provides further detail on the kinds of elements that are included in each of the general themes.

What does "quality of life" mean to you?



Definitions of quality of life

Healthy people and environment	**867**
Natural areas and green spaces are accessible, located nearby and protected	171
Healthy air/low air pollution	143
Parks are plentiful, accessible and of good quality	112
Food choices and farmers markets are available; all residents have access to fresh, healthy foods	100
Clean water (including drinking water and rivers and streams)	100
Natural environment is clean and healthy	94
Health and medical care is accessible, affordable, and of excellent quality	48
Health - people are physically healthy	47
Trees - lots of street trees and tree canopy	20
Farmland is protected	19
Low carbon footprint and reduction of greenhouse gas emissions	13
Strong economy and affordable living	**571**
Jobs – there are plenty of good, family-wage jobs in the region	170
Education – excellent schools are available and accessible to all	159
Cost of living is low/reasonable	70

Strong, viable economy in the region	54
Economic prosperity for individuals – people are able to accumulate wealth, pursue dreams, and be financially comfortable	51
Basic needs – people are able to meet their basic needs	38
More small, locally owned businesses exists (fewer large businesses and big box stores)	29

Easy to get around	**549**
Transit is accessible, efficient, reliable, and affordable	138
Travel – it is easy to get around because of the excellent transportation system	117
Multi-modal transportation options are extensive and accessible	95
Low traffic/congestion	67
Biking and walking – it is easy and safe to bike or walk to work and services	67
Roads are in good shape and provide sufficient capacity	34
Infrastructure is well maintained (includes mostly roads and bridges, but also sidewalks)	31

Personal happiness, entertainment and recreation	**415**
Cultural resources – there is wide and easy access to a variety of entertainment, arts and cultural events and resources	171
Personal enjoyment, happiness, well-being – including good work/life balance, a low-stress lifestyle, the ability to pursue whatever makes one happy, and time spent with family	121
Recreational and outdoor opportunities are plentiful and accessible	110
Livability	13

Good people and safe community	**341**
Safety – it feels safe to walk around the community	182
Sense of community, including a high level of community service/volunteering	78
Crime - low crime	40
Nice people and neighbors	25
Citizens are engaged and participate actively in government and the community	16

Pleasant and well-designed community	293
Walkable communities	89
Neighborhoods are nice, clean and safe	83
Space – the region has less density and feels less crowded	29
UGB is maintained and sprawl is limited	27
Jobs are located close to home	28
Sustainability	19
Good land use and transportation planning	18

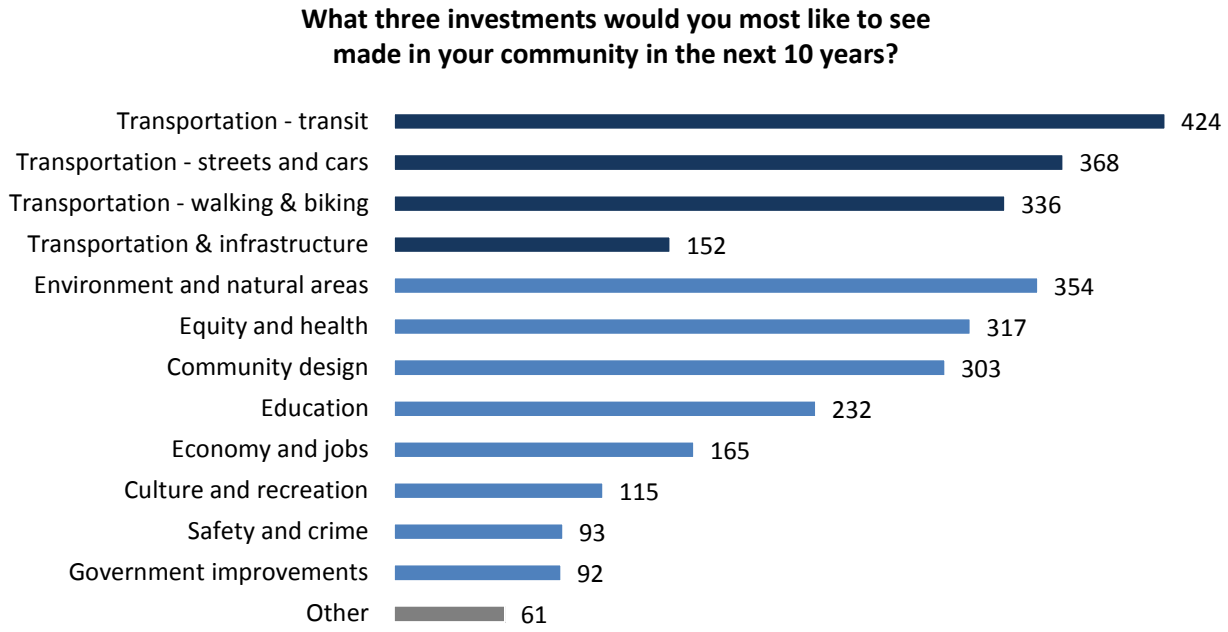
Housing - affordable and sufficient	124
Housing is affordable to all residents	85
Sufficient and diverse housing options are available	39

Good government	119
Freedom from undue government interference or regulation	39
Government is responsive to citizens' needs	30
Low taxes	21
Government spending is kept in check, and costs are kept in mind as community improvements are made	16
Emergency services are of good quality (and police are accountable for their actions)	13

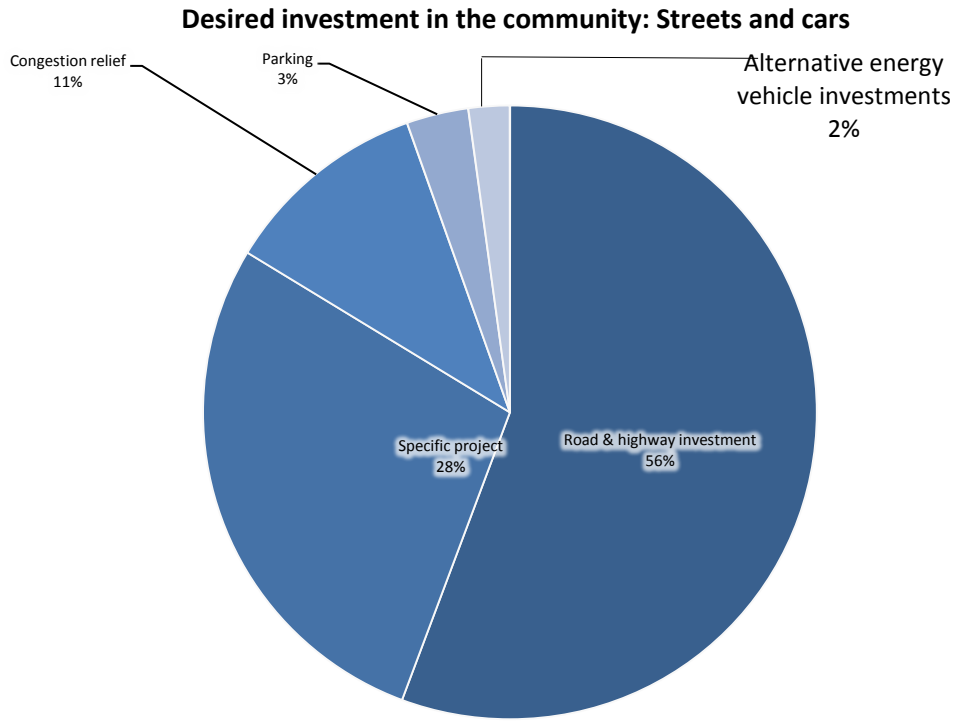
Equality and social justice	116
Equitable access to opportunities and services for all, particularly the poor and displaced	57
Diversity – the community includes a range of ethnicities, ages, and income levels	29
Social services, particularly homeless and mental health services, are available	30

Question 3. What three investments would you most like to see made in your community (where you live and work) in the next 10 years?

By a large majority, people want investment in the **transportation** system – road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the **environment and natural areas**, and in **community design** (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more **equity** in the region and for improving **education, health and social services**. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government.



Transportation – Streets and cars



Many people want to see general improvements to roads, particularly to reduce traffic congestion. While some want to add **new roads or lanes** to improve traffic flow, most want more investment in **maintaining and repairing** existing roads, highways and bridges (including fixing potholes and paving or repaving where needed). Several people suggested **smart road or technology** improvements, including better traffic signal synchronization. Several also suggested investing in

electric vehicles and charging stations, as well as subsidies to make them more affordable. Some said that **more funding** should go toward roads rather than other modes of transportation.

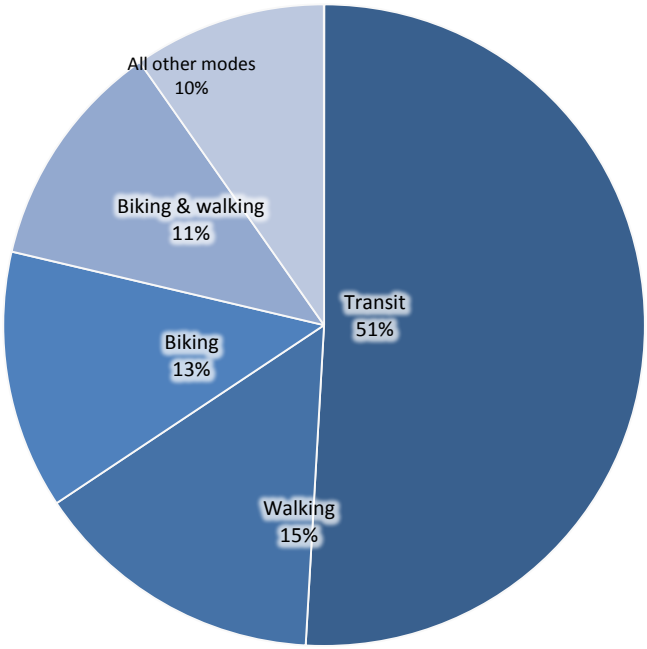
Many want to see specific **road projects** built, including:

- Columbia River Crossing or some alternative bridge across the Columbia River
- Westside bypass or some other freeway to improve regional connectivity on the west side
- Widening Highway 217
- Widening Highway 26 and improving the Sunset Tunnel
- I-5 improvements to reduce traffic, particularly in the Rose Quarter/I-84 area and near Highway 217
- Burying I-5/I-405 around downtown to bring back access to the Willamette River
- Road paving and improvements in East Portland

Some also want more **parking**, particularly parking required for new development and infill.

Transportation – Transit, walking and biking

Desired investment in the community: Transit, walking and biking



Among transportation investments, most people want more investment in transportation options, including increased and improved transit and better and expanded bicycle and pedestrian facilities. Some want less investment in roads that favor single occupancy vehicles.

Transit In terms of transit investments, people want **improved transit** that is more frequent, convenient and reliable. **Frequency, speed and affordability** of transit seem to be most important.

Several also stated the need for more focus outside the urban core and for **suburban connectivity**, as well as better service to East Portland. Many want to see **more light rail** with a focus on moving commuters, although some feel that more bus service or Bus Rapid Transit would be cheaper and more flexible. A few people would like **improved security** and fare enforcement on trains and buses, as well as more investment in park and rides.

Walking and biking Among pedestrian investments, the main desire is to create **more and improved sidewalks** throughout the region, and particularly in East and Southwest Portland. There is also some support for improved **crosswalks** to improve safety, as well as **traffic calming** measures to reduce vehicle speeds.

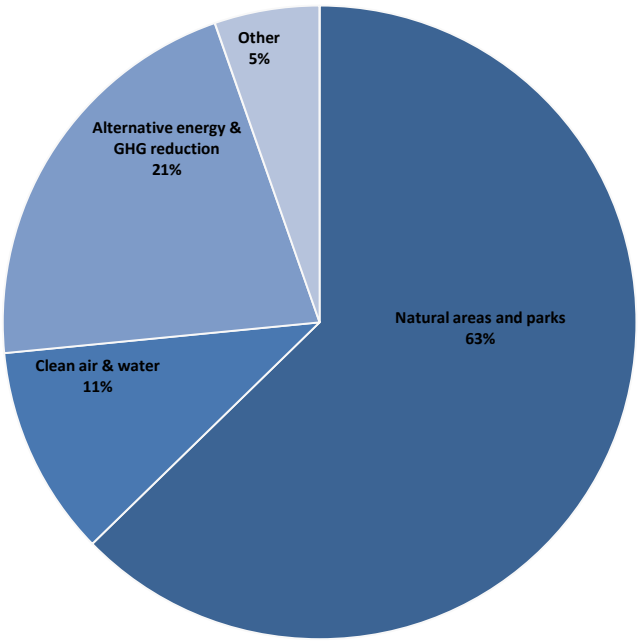
Among bike investments, there is great support for **more bike paths and lanes**, with a particular focus on improving **safety** and providing better **connectivity** to reduce gaps in the bicycle network. Several want more bike lanes and walking paths **separate from traffic** as well as **complete streets and greenways**. A few people commented that bicycles should be taken off of major streets and rerouted to lower traffic routes.

General transportation and infrastructure improvements

Many people commented that they want more investment in the **transportation system in general**, without regard to mode. They want improvements to reduce traffic and provide more public transportation options and better bike/walk options, as well as transportation affordability. Many also want to see **general infrastructure improvements** in all sectors of government – including roads and bridges, bike lanes and sidewalks, sewer and water, and public buildings. Some commented that the focus should be on infrastructure that improves sustainability and smart growth. Several people said that more transportation and infrastructure is needed to keep up with new population growth.

Environment and Natural Areas

Desired investment in the community: Environment and natural areas

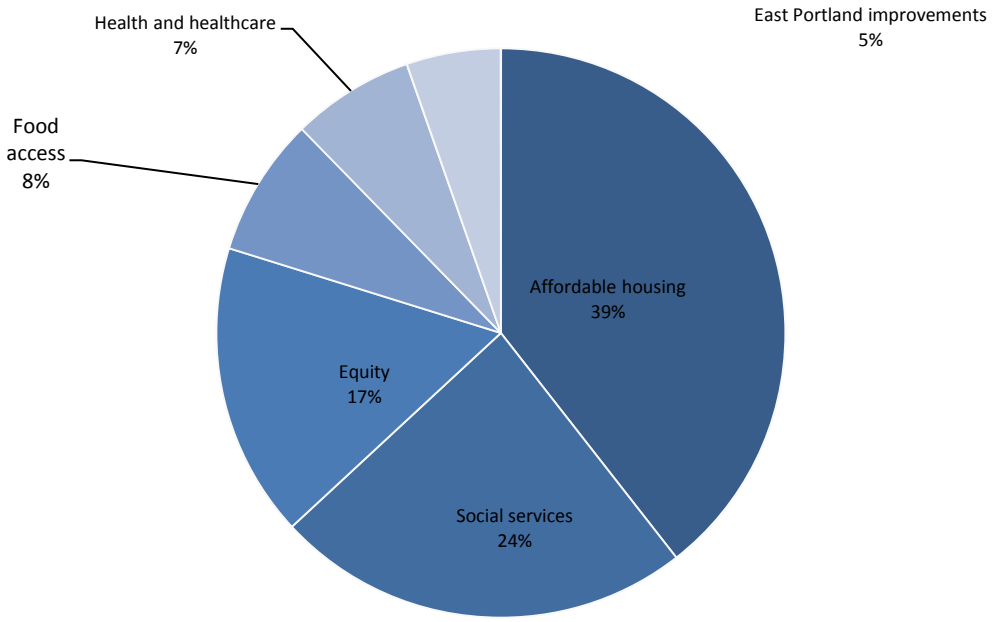


Among environmental investments, people want investment in **natural areas and parks**; they want to see more green space and open space for **recreational** purposes, as well as for **habitat and wildlife protection**. There is support for both larger natural areas and smaller greenspaces woven into the urban environment. People would particularly like more parks that are **easily accessible** in and near neighborhoods. Several respondents want more **trails** in parks, as well as connectivity between trails. Some people want to improve the urban **tree canopy** and protect trees.

Several people want greater investment to improve **air and water quality**, including reduced pollution from transportation, diesel trucks, and industry. Several support more efforts in river clean up. There is also support for **natural stormwater systems**, and green streets in particular. Several also support investment in the **alternative energy** infrastructure to provide more sustainable local energy sources and to reduce reliance on fossil fuels; and in particular solar power investment in new construction and public buildings, and incentives or subsidies for installments.

Equity and public health

Desired investment in the community: Equity and public health

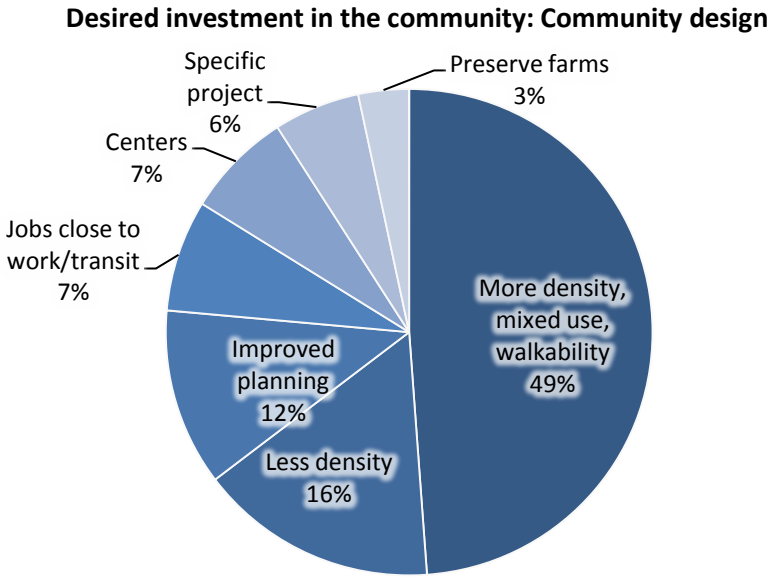


Many people want investment in more reasonably-priced and **affordable housing**, particularly closer into the central urban areas. Some also want more support for low-income and subsidized housing, as well as a **variety of housing options** for all income levels.

Many people support increased investment in **social services**, and in particular better services for the homeless and mental health. Some also want more investment in underserved areas to make the **region more equitable**, avoid displacement and ensure equitable access to transportation, schools, housing and employment. Several noted the particular need for investment in **East Portland.**

There is support for greater healthy **food access** to reduce the number of food deserts in the area; as well as for better **health care access and affordability**, including free or low-cost health insurance and care.

Community design



The key improvements that most respondents want to see in community design are **increased density** and making communities more **walkable** with **mixed uses**. Some people are interested in **more infill** development, both commercial and residential, with good design, to discourage sprawl. Development should include a mix of housing, business and retail, and **complement the neighborhood** character. Several said they want more **shopping, retail and restaurants** located near their homes, creating more neighborhood hubs to improve walkability. Several noted the need to place **jobs close to home** to reduce commute times, or to have more convenient transit access to jobs.

Many respondents want to ensure **protection of the urban growth boundary** and focus on redeveloping/developing underutilized and vacant lots within the UGB before expanding outwards. Several added that increased density should include **maintaining natural areas and parks** within urban areas as well as protection of farms and natural areas outside of the UGB.

Some also want more investment in **downtowns, centers and main streets** to make them vibrant and walkable, and attract more quality restaurants, retail and other amenities. There is support to invest in both suburban centers and downtown Portland.

Among those that want **less density** are preferences for **less infill** and fewer high density housing developments that lead to **overcrowding**. They'd like to keep larger single family lots and stop lot splitting and placing home close together. They are mainly concerned about population growth in the region and an overemphasis on growth.

Some want a focus on **improved planning** within the region, and offered diverse views on how to achieve this. Suggestions include zoning and laws to ensure that new developments fit into neighborhoods and the natural environment, regulations that require developers to provide infrastructure and community benefits, and better traffic planning coordination.

Some want **investment in a specific project**, including a public access project at Willamette Falls in Oregon City and improving the Memorial Coliseum/Rose Quarter area in the city of Portland.

Education

Many people want investment in education, particularly in **K-12 education** and Portland Public Schools. This includes more funding and innovative programs to foster true learning, as well as more investment in music and arts. Some supported education reform or an overhaul of the system to improve graduation rates. Several also support increased funding for **higher education** and making college more affordable, as well as increased funding for early childhood education.

Economy and jobs

Many people want more investment in employment and creating **good-paying, family-wage jobs**. This includes greater investment in jobs infrastructure, and creating more manufacturing and green jobs in particular. Several also want to ensure that jobs are close to home, or more jobs-housing match so that people can afford to live near their jobs.

Many also want investments to make the region more **business-friendly** and increased efforts to **encourage, support and attract new businesses**. There was a split among respondents who want more focus on attracting large businesses to the area versus those that want more support for small, family-owned local businesses.

Culture and recreation

Some people want more investment in **civic spaces and gathering places**, including community centers, low-cost community-oriented and neighborhood activities and events, and more public markets. Several also want to see more **community gardens** and **recreation opportunities**, including access to riverfront areas and more sports stadiums. Several support more investment in **public arts and culture** in the region.

Safety and crime

Some people want more safety investment in their communities. This includes efforts to **reduce crime** by investing in the police force or by doing more community policing. Many also want more **traffic enforcement** to ensure safe streets and travel, as well as greater **disaster response** in case of earthquake.

Government improvements

Some people commented that they want changes in the government, including **lower taxes** in general and **reduced scope of government,** including less government spending and less regulation on citizens. Many also want to see a government that is **responsive to citizen needs** and provides for more citizen involvement and greater oversight and transparency.

Question 4. What else do we need to know as we continue to plan for the future of how we live and work?

Many people discussed **high-density development**. The majority of people who discussed density favored denser development, but want to make sure it is done right – large "mega-homes" on small lots is a concern to many. Others support high-density but want it balanced with low-density and open space. Many noted the need to protect farmland and maintain the urban growth boundary.

Affordable housing is another key theme, many noting their inability to live close to their jobs, making commute times long, and contributing to more traffic. As people move further from jobs, the need for improved **public transit** increases.

Locating **goods, services and jobs near peoples'** homes in order to reduce the need to travel was suggested by many respondents. People indicated that this would result in walking, biking and transit options being more convenient. Enabling more **telecommuting** opportunities is also desired.

Neighborhood livability is important to people. Respondents indicated the importance of retaining neighborhood character, and improving connectivity, walkability and safety, including crime reduction, in neighborhoods. People indicated the need to be equitable geographically with public investments; East Portland and rural areas were identified as communities that need more investment and planning to improve livability.

Many respondents are concerned with i**nfrastructure** – roads, transit, utilities, and services. With growth and development comes the need to **add appropriate infrastructure** and to **maintain and upgrade** what is already in place.

Congestion in the region is a concern. Suggestions to improve congestion range from making **transit** more flexible, affordable and convenient across the **entire region**, making more investment in **roads** for cars, freight and bikes, and making communities more accessible for pedestrians (safer, sidewalks, better connectivity). The need for investment in **transportation options** is important to many.

Finally, respondents commented that whatever is done, **spending funds efficiently** is important. **Equitable investment** across the entire region is also desired. Some respondents stressed the need to continue to **engage citizens** before making decisions, and to balance the influence of a loud minority. Many stressed the need to do **long-range planning** and to make difficult choices now.

HOW WE GET AROUND

The online public comment survey asked a series of questions to get feedback about transportation investment in the Portland metropolitan region. These questions began by asking respondents what challenges they experience getting around the region, and then asked about which strategies should be invested in to help ease traffic congestion. Participants were then asked to list the top three investments they would most like to see made in the transportation system over the next ten years.

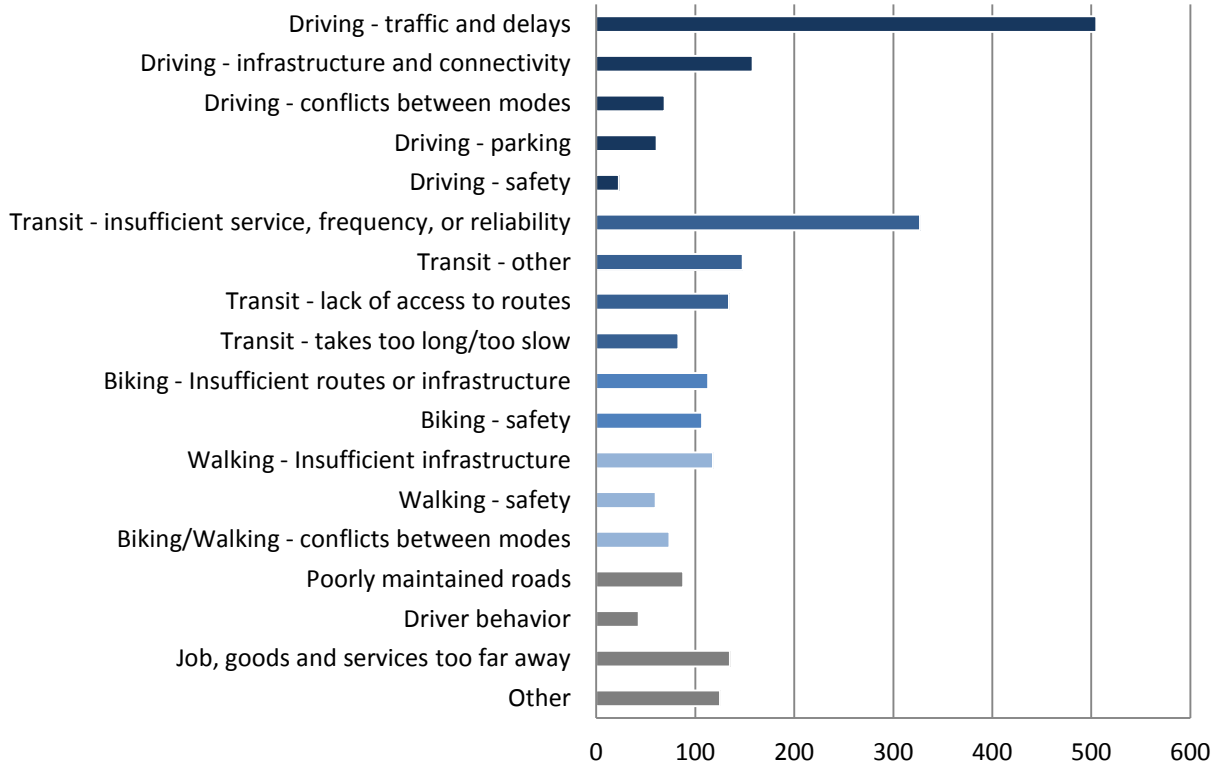
The following portion of this report summarizes responses to these questions.

Question 1. What are the three main challenges you have getting to work, school or to complete errands?

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

What are the three main challenges you have getting to work, school or to complete errands?



Driving challenges

By far the biggest challenge for drivers is **traffic and congestion**, particularly during rush hour. Many noted traffic in specific areas or roads, including: Interstate 5 around the Rose Quarter area and the Columbia River Bridge; southwest highways including Highway 99W, Highway 217, Highway 26; the Ross Island Bridge and the Sunset Tunnel through downtown; and I-84 and I-205. Some said that traffic overflows into **neighborhood streets**, causing local congestion and safety issues. A number of people also find **construction delays** to be a major challenge, as well as **downtown driving** in general due to too much traffic, expensive parking, and conflicts with cyclists and transit.

Infrastructure and connectivity is another main challenge for drivers and includes poor quality or not enough **bridges and freeways**, and **not enough lanes** on existing roads to carry the volume of traffic. Some cited issues with road lanes being removed to accommodate green streets and bike lanes. Many said there is a **lack of regional connectivity**, particularly a lack of direct routes connecting suburbs and outer communities that don't require travel through downtown Portland. Many also noted that roads lack good **traffic technology**; poorly synchronized traffic signals and traffic timing makes driving less efficient. Some suggested smart traffic lights and blinking yellow lights, and right-turn-on-red improvements to improve traffic flow.

Some drivers said that **conflict with other modes** is a challenge. In particular, they feel that some bicyclists do not obey traffic laws or seem to ride in a dangerous way, which impedes the flow of auto traffic and the safety of pedestrians and drivers. Similarly, some said that buses and MAX trains impede the smooth flow of traffic. Some said that projects seem too oriented toward improving transportation options as opposed to improving roads.

A number of people said they have trouble finding **parking**, particularly in urban areas, or that parking is too expensive. Some said that parking is becoming scarcer due to more dense residential development.

A few people commented that **safety issues** are a challenge, including a lack of enforcement of traffic violations, difficulty crossing major intersections without signals, and poor signage and street markings.

Transit challenges

The main challenge for transit riders is insufficient service, frequency, or reliability. Respondents generally said that transit service is **not frequent enough**, which makes it inconvenient or makes driving the more efficient option. There is **not enough transit service or route options**, particularly to the suburbs and smaller communities. Many noted that the transit **schedule is not convenient**; and would like to see more service on the weekends and outside of peak hours, particularly late evening/night service. Some said that transit is **not reliable**. Many said that taking transit **takes too long** because routes are circuitous, wait times are long, or routes include too many transfers. Some said that it is faster to drive than to take the bus to their destinations.

Many transit riders noted that the transit system **lacks regional connectivity**. They said that it is easy to get to inner Portland from outer areas, but difficult to move between other parts of the

region. North-south connections seem to be a particular problem. Many also **lack access** to a bus or train stop within walking distance of their home or job.

Other problems include **overcrowding** on buses and trains, particularly during rush hour, as well as **unaffordable fares**. Some feel that transit is **not safe** and would like more security and fare enforcement on trains and buses. Several noted that **park and ride options** need improvement, and some want more **bus shelters** at transit stops.

Biking challenges

The main challenge to bicyclists is **insufficient routes or infrastructure** and problems with **safety**. Many said there is simply a lack of bike lanes or paths, or that routes are incomplete and lack **connectivity**. Many cyclists want a more connected, comprehensive bicycle **network**, as well as more bike lanes that are protected or **separate from auto traffic**. Some noted that there are not good North-South options on the eastside.

In terms of safety, people cited challenges with **safely crossing busy streets** by bike, and unsafe bike paths along **major streets** where cars move very quickly. Other safety issues occur when trying to cycle with children and biking on bridges. A few people noted that topography is a challenge.

Walking challenges

The main challenge to walking is a **lack of sidewalks** or incomplete sidewalks and poor pedestrian facilities, as well as a **lack of crosswalks** and safe crossings. This is a particular problem in outer East Portland and Southwest Portland. Many feel **unsafe** due to the lack of sidewalks and crosswalks.

For both bicyclists and pedestrians, **conflicts with drivers** are a major challenge. They said that automobile traffic moves too quickly in neighborhoods, or that drivers are not aware of or mindful of bicyclists and pedestrians on roads. Some also feel that transportation **planning is too car-oriented** and the presence of so many vehicles make biking and walking more difficult, less safe, and less pleasant. Some also cited car and truck emissions and pollution as a challenge to biking and walking.

Challenges for all modes

Some challenges seemed to cross multiple modes. These include:

Poorly maintained roads Many people said that more effort should be spent maintaining the roads we have. Deteriorated roads, unpaved streets, and potholes create hazards and delays, for drivers and for cyclists.

Driver inattentiveness Drivers, cyclists, and pedestrians alike said that distracted or aggressive drivers make getting around more difficult and dangerous.

Jobs, goods and services too far away Many people said that goods and services, particularly grocery stores, are too far away from their homes, which makes their chosen mode of travel more difficult. Some live in sprawled areas that make it too difficult or dangerous to get to destinations by

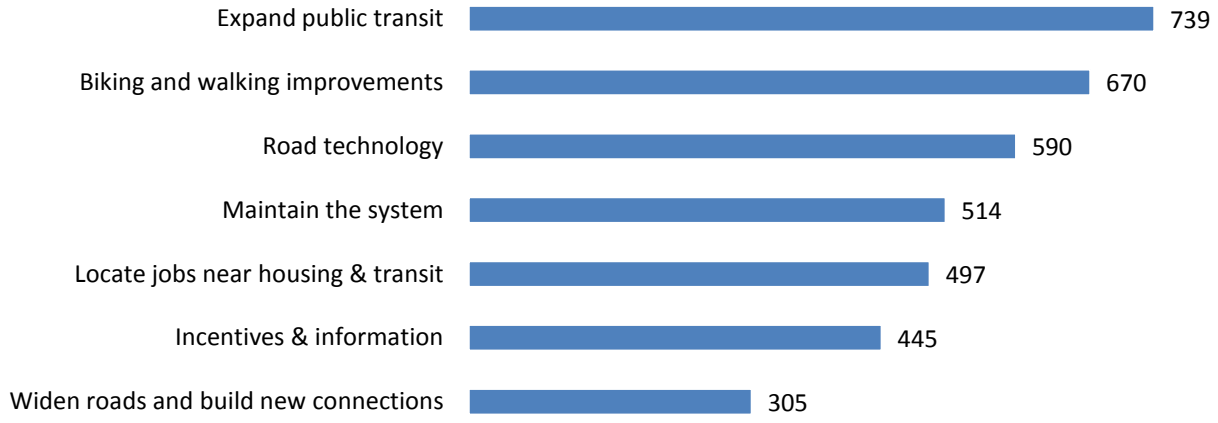
any mode other than a car. Many want more options within walking distance or a shorter drive. Some said that their **commute is too long**, which affects their choice of mode; many said they would take transit but it takes too long or there is a lack of access.

Question 2. Which strategies do you think the region should invest in to help ease traffic congestion?

Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include **expanding public transit** to make it more frequent, convenient, accessible, and affordable; connecting more places with **sidewalks, walking, and bicycle paths**; and investing in **technology to improve vehicle flow and safety on roads** including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

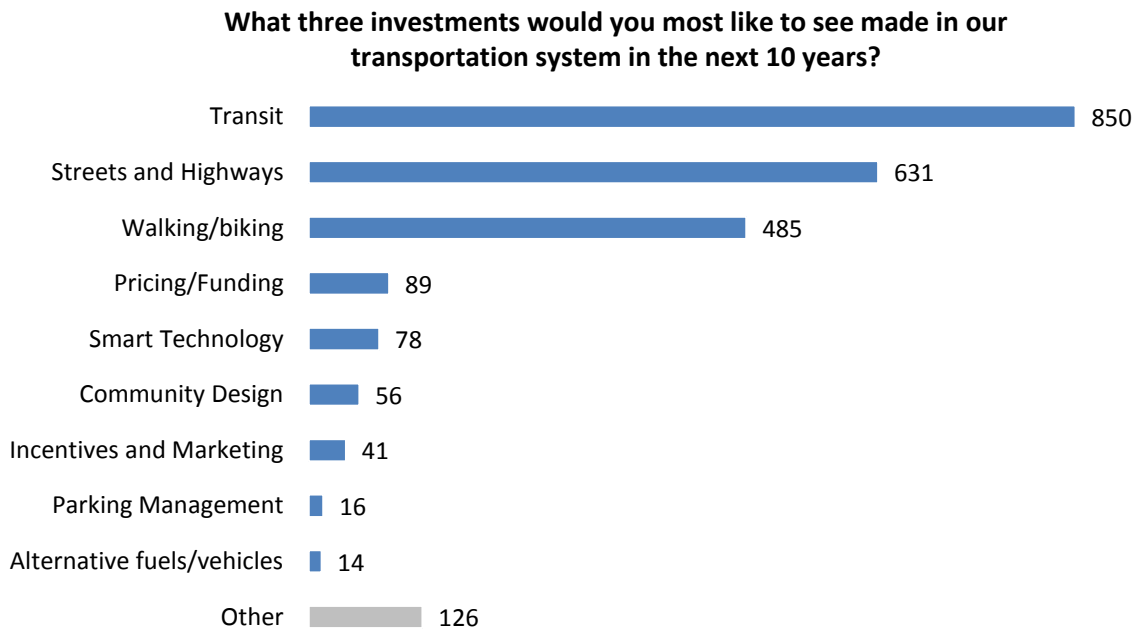
The next three most desired investments are **maintaining** and keeping our current transportation system in good condition; locating **jobs near housing and transit**; and providing **incentives and information** to encourage carpooling, walking, bicycling, and public transit. There is less support for **widening roads** and building new connections to improve vehicle flow and safety.

Which strategies do you think the region should invest in to help ease traffic congestion?

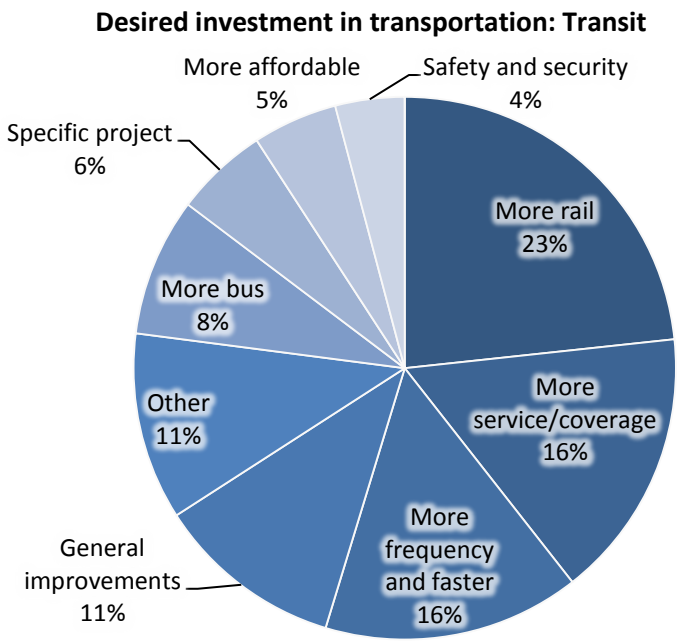


Question 3. What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years?

Generally, people want to see investment in transit (35%) and streets and highways (26%). Many also want investments to make walking and biking safer and more convenient (20%).



Transit



Many people simply want to see **better, affordable, faster and reliable** public transportation. Many people want investments to **expand service** to areas that are not currently served or that are

poorly served, particularly in suburban and outlying areas that do not have to go through downtown Portland. Many desire **increased frequency** of transit lines, including more express lines, and some desire for longer and later hours of operation. Some suggested more creative transit options like small shuttles and feeder buses to major lines and MAX stops.

In terms of types of transit investments, many support **more light rail** by either expanding current MAX lines or creating new ones. A minority supports **increased bus service** or Bus Rapid Transit instead of MAX because it is cheaper and more flexible. Those who support light rail particularly want it catering to commuters. There is some support for streetcar expansion. A minority want to see a halt to construction of any new MAX lines.

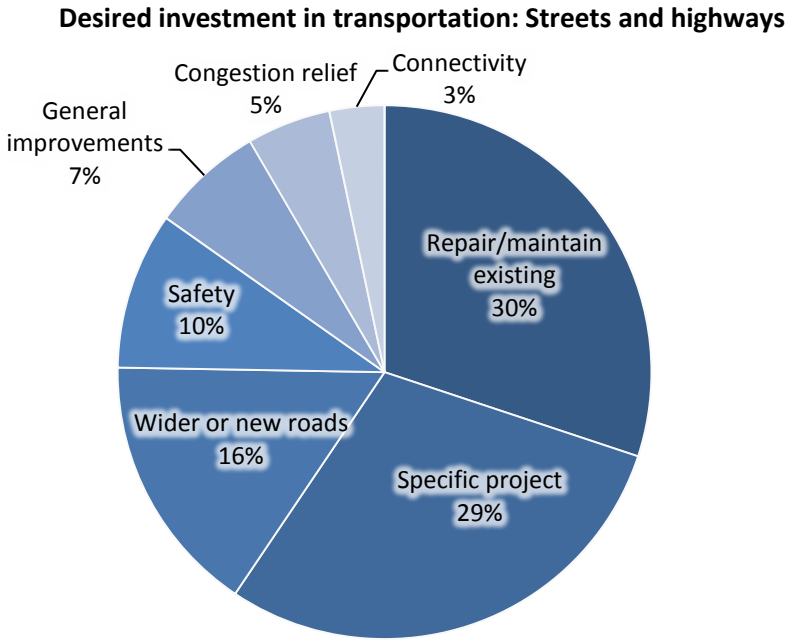
Some people want **safety and security** improvements, including greater fare enforcement, security on trains and buses, and better lighting and shelters at stations.

In terms of other improvements, some people commented that they want more **park and ride** options, **dedicated bus lanes** to improve speeds and reliability, increased **passenger rail**, and more **fuel efficient** or electric buses. A few also commented that transit must better serve **under-served populations**.

There is also support for particular **projects**, including:

- Southwest Corridor to serve Tigard, Tualatin and Sherwood; or some other MAX service in the south metro area
- More light rail in Southwest (to Lake Oswego, along Highways 26 and 217, or further into Washington County)
- Powell-Division High Capacity Transit
- Light rail to Vancouver, Wash.
- WES (Westside Express Service) commuter rail expansion

Streets and highways



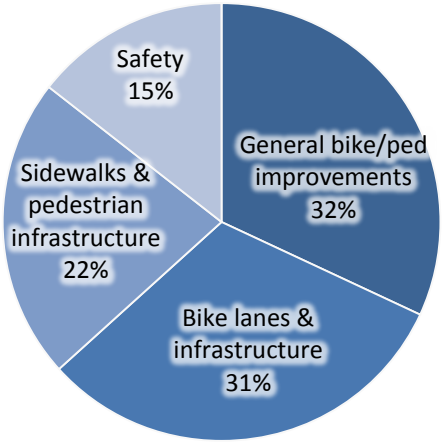
Participants who want to see improvements in roads are most interested in a specific **road project**, or want to see **repair or maintenance** of existing roads and bridges, mostly paving and repairing potholes or maintenance of bridges. Some people support **widening roads** and freeways to improve traffic flow, or for **building more roads** and better freeways to improve connectivity. Some want more improvements in **safety** on roads, including seismic upgrades on bridges and more enforcement of traffic law violations. A smaller number of people are interested in **more funding** to support road improvements, or any measures to provide **congestion relief**, particularly on highways and bottleneck areas. A few noted that **connectivity** to suburban areas and smaller communities needs improvement.

Some of the **projects** that have the most support include:

- Columbia River Crossing or an alternative bridge across the Columbia River. Alternatively, a number of people supported no longer pursuing the Columbia River Crossing project.
- Widening Highway 217
- I-5 improvements or expansion, especially north of downtown and in the Rose Quarter area.
- Building the Westside Bypass or some other major road to provide connectivity in the western/southwest part of the region (such as expanding I-205 to the west).
- Highway 26 improvements or widening.
- I-205 capacity improvements.
- Highway 99W capacity improvements.
- Improvements to Powell Blvd. and other eastside roads.

Walking and biking

Desired investment in transportation: Walking and biking



Of those who want more investment in walking and biking, there is support for more bike lanes and paths and more pedestrian amenities, mostly sidewalks. There is a desire for more **bike lanes and paths** in general, and some support for more bike trails or lanes separate from auto traffic. Many support investment in pedestrian infrastructure, particularly **sidewalks** and **crosswalks**. A few people want **traffic calming measures** and more walking trails. Several comments support bike lanes and sidewalks to connect to schools. Many are also concerned about biking and walking **safety**, and want investment in safer sidewalks, lighted crosswalks, better street lighting, safer bikeways and trails, and well-maintained bike lanes that are cleaned of debris. A few also want to prioritize pedestrian safety in underserved neighborhoods.

Some people commented that greater biking and walking **connectivity** is needed, including regional connectivity and **complete streets**. They want more seamless transitions between alternative modes – walking, biking and transit. Several support repurposing car lanes for active transportation use or limiting road widening. A few people support specific bicycle/pedestrian projects, including the Sullivan Gulch Trail, Barbur Boulevard bike lane, completing the gap in the 40-mile Loop trail network, and building a bicycle/pedestrian bridge over the Willamette River in Wilsonville.

Some also support less investment in roads and highways or projects that favor single occupancy vehicles, and more investment in providing transportation options.

Pricing/funding

Four percent of responses support some kind of pricing or funding mechanism. Some want to see generally improved funding for transportation, particularly **increased and stable funding for alternative transportation**, or more accountability for how funds are spent. The most commonly supported funding mechanism is **tolling** on roads or bridges, particularly during rush hours, and an increase in the **gas tax**, **vehicle miles driven fee** or other measure to make driving more expensive; as well as a **bicycling tax or fee**. There is some support for more private investment in transportation or a sales tax.

Smart technology

Three percent of responses want more investment technology to improve efficiency and smooth traffic flow. Most commonly, they want to see improved **traffic signal timing/synchronized traffic lights** and **Intelligent Transportation Systems**. A few support more use of flashing yellow turn signals and real time traffic updates.

Other

A smaller number of people support investment in the following:

- ***Community design*** including development that makes neighborhoods more walkable, brings services and jobs closer to neighborhoods, or transit oriented development.
- ***Incentives and marketing*** including incentives for those who carpool, use transit, walk or bike; incentives to employers who allow employees to telecommute; incentives for businesses that locate near transit lines; and more public information to encourage alternative transportation.
- ***Parking management*** including a wide range of strategies including providing more free parking to encourage retail shopping, and removing parking or creating more paid parking to encourage alternative transportation use.
- ***Alternative fuels/vehicles*** including incentives and investment in electric and fuel-efficient vehicles, Smart cars, and electric vehicle charging stations.
- ***Carshare and carpooling*** investments to increase carsharing and carpooling programs
- ***Equity*** considerations ensuring transportation investments are equitably distributed throughout the region and accessible to low-income communities.

Question 4. What else do we need to know as we continue to plan for the future of how we get around?

Overall, respondents want **improved transit service** – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur **throughout the region**, including suburban areas and smaller communities. The **reduction of bus lines** is a concern. Some fear the additional reductions that will occur when Portland to Milwaukie Light Rail begins operating in 2015. Others are concerned the system doesn't work well for those who are most dependent on it. In other portions of the online comment survey, respondents favored greater light rail expansion; but for this question many respondents said they support public bus service, including Bus Rapid Transit, but not light rail. The need to **educate the public** about transit and other available transportation options was noted many times. Finally, **improved safety** for public transportation is another key transit theme.

Many identified **peak hour congestion** as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to **locate housing close to jobs, goods and services**. Another theme is the **aging population** and their transportation needs.

There is a **healthy split** between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general **maintenance** of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, **funding** was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for **new revenue sources**; others noted the need for **fiscal responsibility** and do not want any additional tax burden placed on the public to fund improvements. The need for **equitable investments** among geography and demographics was noted by some.

DEMOGRAPHIC INFORMATION

Race/Ethnicity 89% of respondents identified as White/Caucasian. The remaining identified as African American/Black (1%), Asian or Pacific Islander (2%), American Indian/Native American (2%), Hispanic/Latino (2%), Slavic (2%), or some other race (2%).

Geography Most respondents said that they live in Multnomah County, 13% said they live in Washington County, and 11% said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38% over twenty years, and 24% between 11 and 20 years.

Education Respondents are highly educated, with 34% having completed a college degree and 48% a post-graduate degree.

Multco
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

Build out the Active Transportation System & do it as a first priority to address health, equity, active mode share, and climate issues and targets.

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Keep the UGB under control and continue to help create dense, livable neighborhoods that are walkable & accessible by active transport.

Muffie
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

- Build out the entire planned pedestrian and bicycle system.
- Protect more wild lands and habitat corridors; especially those needed to connect to other wild areas.
  For example, the Tualatin Mountains beyond Forest Park, in Washington County, could use more protected areas, and wildlife and recreation corridors.

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

- Focus on improving the regional transit system:
  - Transition to a zero-emission fleet
  - Additional streetcar service
  - Electric intercity passenger rail (work w/ state & feds)
- Rehabilitation of rivers & riparian areas; increased nature in cities.

Multi Co
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

- Active Transportation Funding
  - Fix the most affible gaps in Active Transp. Corridors —
    ex: Burnside 41st - 68th, and in Gresham
  - Create a Sidewalk Infill Fund
    Fund Including Crosswalks

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Mass Transit Including 24 hour Frequent Bus-Corridors
- SW Corridor
- Powell-Division BRT

Multiple
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

BUILD-OUT A GRID NETWORK OF FREQUENT SERVICE TRANSIT AND BIKE LANES
SIDEWALKS

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

BUILD-OUT THE MAX SYSTEM; BUFFERED BIKEWAYS

- S.W. CORRIDOR MAX-TUNNEL (S. WATERFRONT - BARBUR T.C.)
- INNER S.E. BIKE-MAX CONNECTOR (ROSE Q - OMSI)
- EXTEND YELLOW LINE TO HAYDEN IS./DOWNTOWN VANC.)
- BARBUR ROAD DIET / BUFFERED CYCLE TRACK)
- DOUBLE TRACK WES
- EXTEND MAX TO FOREST GROVE; TROUTDALE
- E-W MAX TUNNEL (LLOYD DISTRICT - GOOSE HOLLOW)
- REPURPOSE INNERCITY MAX TRACKS TO STREETCARS.
- CONNECT PEARL DISTRICT TO TRANSIT MALL WITH STREETCARS.
- BANFIELD BIKE-WAY

Multo
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

regional economic growth to incorporate with ~~an~~ high density and population

Transportation improvement for A) medical, ADA,
B) education for children & disabled.

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Mullo
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

SAFE WALKING ACCESS FOR LOCAL IMMEDIATE COMMUNITY

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

~~SAFE WALKING ACCESS FOR LOCAL IMMEDIATE COMMUNITY~~

SMARTER ROAD SYSTEM TO BETTER FLOW TRAFFIC

BARBUR/TAYLORS FERRY/CAPITOL/I5 IN SW CORRIDOR

Metro
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now?** MANDATE BICYCLIST PAID USER FEES TO PAY FOR BIKE LANES & SPECIALIZE BICYCLE INFRASTRUCTURE – NOT FROM GAS TAXES.

MAKE TRANSIT MORE FINANCIALLY SELF-SUSTAINABLE

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years?** BETTER & EQUITABLE REPRESENTATION FROM DRIVERS & MOTORISTS ON METRO TRANSPORTATION ADVISORY COMMITTEES

METRO COMMITTEES ARE CURRENTLY ONE-SIDED STACKED DECK (PEOPLE THAT REPRESENT THE NON-TAXPAYING MODE.

Muffie
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

ADMINISTER TRIMET

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

INFILL WITH PARKING
& PRIVATE GREEN SPACE.

KEEP UGB!!

CREATE INCENTIVES TO
TO GET UNUSED
COMMERCIAL & INDUSTRIAL
PROPERTY UTILIZED.

Muffle
4/3

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

Stop infill
stop increasing neighborhood density

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Reduce Congestion by increasing road capacity

Cloverdale
4/9

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

Stop forcing density

Stop spending money on light rail — more buses

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Improve freeways

Clark Co
4/9

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

STREET LIGHTS ON 99E

SIDEWALKS & BIKE PATH ON EAST-WEST ROUTES
(JENNINGS AVE, THIESEN AVE)

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

REDEVELOP 99E TO MIXED USE w/ STREETSCAPE,

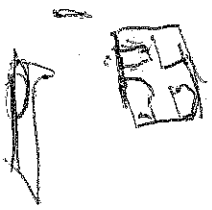
w/ 3 NODAL PLAZA COMMUNITY CENTERS (4)

IE: JENNINGS AVE, CONCORD, OAK GROVE.

Clackamas Co
4/9

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?



Milw. Market Place
I-205
Towncenter
] Create a East West Connection

Concern:
Why invest in corridor without "thinking out the traffic plan"

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Clack Co
4/9

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

- Inform public on fish restoration on Kellogg Crk watershed relative to 4(d) Rule (yr 2000) ESA established by NOAA-NMFS Metro Rule
- eliminate 80% rule on R-10 zoned Areas in No. Clack. urban unincorporated Area
  (strengthen protection of NATIVE trees & HCA Areas - REQUIRE restoration of All HCA Area regardless of ~~retaining~~ rated QUALITY of Area (treat high quality & mid, low-quality the same)
  Remove density credits for site such As wetlands, steep slopes, trees & flexible lot subd & P.U.D.s.
- Put high priority on RTP projects As rec'd by Clack TSP Update in the North urban unincorporated Area of Oak Grove, Jennings Lodge & CLACKAMAS

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

- Invest in more density in Clackamas Regional Center Residential. (1 mi ~~to~~ W/O I-205, BTWN Milw Expressway & Johnson Crk Blvd.) ABT 3 sq mi. = 10,000 D.U.s
- MORE local E-W BUS Service in NO. URBAN Clack Co.
- Singular gov't unit providing A Full range of public services vs. the special districts & A county Administrative Center 10 miles

Wash Co
4/17

Community forum, April 2014

What issues you would like your local and regional elected officials do to **improve your community right now**?

Easing congestion (traffic)!
Have county re-evaluate timing of signals during peak commute periods to try and keep traffic flowing.
Also, get Tri-Met to increase frequency of service on major bus lines and MAX during peak commute periods.
Ask them to extend transfer time to 3 hours!!

What issues you would like your local and regional elected officials do to **improve your community in the next 20 years**?

Partner with corporations and local businesses for naming rights.
For example, they would contribute funding for a medium/large scale project. Like a sponsor.
In exchange, it would be named after them.
"The McDonald's Jumping Station" for example.
Or use the program in place with the streetcar; I think each stop/platform is sponsored by a nearby business along the route.

OVER →

Appendix C. Comments on the draft 2014 Regional Transportation Plan

This page intentionally left blank.

What is your name and ZIP code?			How supportive are you of this general approach?	Do these percentages reflect the right focus for our capital investments?	What do you support about or what changes would you make to these priorities?	What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?
First name	**Last name**	**ZIP code**	**Response**	**Response**	**Open-Ended Response**	**Open-Ended Response**
glen	ropella	97222	1 (do not support)	1 (do not support)	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	
Karen	Buehrig	97045	5 (highly support)	4	More funding should be spent on bus service.	There is good guidance and flexibilty in the ATP. This will be necessary as jurisdictions are faced with restricted funding.
Ronald	Weinman	97007	3	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
bilbo	baggins	97202	4	2	just look at it. left does not match right. A problem?	
Brittain	Brewer	97232	5 (highly support)	5 (highly support)	Moving percent of funding closer to actual percent of total number of projects.	I am embarassed to say I dod not have the background to answer this qweustion nor I am I likely to develop it in time to contribute to this particualr request. I will work on it. Thank you. I would like ot see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.
Sam	Jones	97007	3	1 (do not support)	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.
K	H	97045	3	2	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.
Keith	Liden	97221	4	1 (do not support)	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.
Jim M	Alder	97006	1 (do not support)	1 (do not support)	Roads and Bridges 75%	Hwy 217 in a couple of decades! get real do it now. NOW.
Carl	VanderZand	97212	5 (highly support)	2	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.
Nicholas	Tahran	97035	4	4		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.
Liz	Jones	97219	4	3	More Active Transportation funding	More improvements needed in teh active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road.
Michael	Harrington	97217	1 (do not support)	1 (do not support)	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.

Levi	Manselle	97027	4	4	I would like to see expansion of throuways, 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.
Angelene	Falconer	97222	3	1 (do not support)	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.	Same as above: 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 in SE Portland and Milwaukie. 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. Looks like this related to project ID 11620.
Gerri	Lent	97202	5 (highly support)		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.
Vince N	Alexander	97070	4	3		
saly	quimby	97068	4	5 (highly support)	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.	None
Peggy	Powell	97045		2	Bridges thoroughfares	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.
Robert	Lee	97209	2	2	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.
James	Jardee-Borq	97211	5 (highly support)	5 (highly support)	None	None
Natalie	Averill	97201	5 (highly support)	5 (highly support)		
Jerad	Hampton	97020	2	2	Less transit more on roads and bridges	
Marilyn	Veomett	97202	4	4	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.	
ed	rae	97215	5 (highly support)	2	Mistake to put widening / expansion of roads in same category as maintenance of same. Start with flawed parameters and the rest is skewed .	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.

john	kleev	97220	4		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.	
Richard	Whitehead	97006	1 (do not support)	1 (do not support)	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	LOUSY!
Thomas	Riese	97219	5 (highly support)	5 (highly support)	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.
Stuart	Long	97214	5 (highly support)	2	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.
Greg	Wilhelm	97203	2	2	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
Dona	Hertel	97207	4	4	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).	
David	Morelli	97116	3	3	There should be more emphasis on timed traffic flow on one-way couplets serving business zones rather than boulevards that cannot be safely crossed by pedestrians, and limited access highways that prevent local traffic connections.	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 adjecent 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 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
Paige	Dickson	97229	4	4	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unicorporated 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.	see comment above
MaryJean	Williams	97045	5 (highly support)	4	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	
Kelly	Sweeney	97212	1 (do not support)	1 (do not support)	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
Heather	Young	97030	4	4		
Rick	Scrivns	97055	4	4	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	
Susan	O'Neill	97213	2	2	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or StreetCar lines.	See #4
Carol	Earle	97068	5 (highly support)	5 (highly support)		
Gerald	Good	97034	2	3	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

Nancy	Gibson	97267	5 (highly support)	4	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.
Rick	Michaelson	97210	5 (highly support)	3		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.
Pam	Quinlan	97206			I really don't like the drafting of this survey. It stinks visually, and the questions are poorly worded. Anyone at Metro familiar with basic survey rules?	I really think that compound questions make it hard for me to express myself.
John	Metcalf	97229	3	2	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	97211	2	1 (do not support)	Less money to active transportation	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance
Larry	Conrad	97232	4	4		
soren	impey	97214	2	1 (do not support)	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 decomissioning of unnecessary roads and highways should be sought.
Seth	Alford	97225	1 (do not support)	3	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.
J Chris	Anderson	97211	5 (highly support)	4	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.
Paul	Edgar	97045	1 (do not support)	1 (do not support)	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.

Darlene	Bensin	97230	1 (do not support)	1 (do not support)	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.	
Michael	Halloran	97305	1 (do not support)	2	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.
Barbara	Walden	97239	4	2	I would like to see public transit receive higher priority	
Robert	Bachelder	97038	3	1 (do not support)	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.	
Helen	Hays	97045	5 (highly support)	4	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.	None - at this time. (My needs change too, as does my area's needs)
Don	Darby	97223	5 (highly support)	5 (highly support)	Improved ... Frequency and speed in Sw	
P	McKnight	97223	2	3	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.
D	H	97204	2	1 (do not support)	Increase Freight decrease Transit.	
Jan	Tysoe	97224	5 (highly support)	4		Need better outreach to general public so that public will support the investments. Find more funding
Randall	Murray	97006	2	2	Not enough for roads and bridges in the city of bridges	Have you determined off truly effective transit is here?
Daniel	Hauser	97219	4	2	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.
Dennis	Hodge	97212	4	4	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	need more information to see what has been successful
Mark	Rogers	97223	5 (highly support)	1 (do not support)	More Transit funding.	
Mary Lou	Bonham	97266	5 (highly support)	4	The money is still weighted heavily in the direction of supporting individual drivers (ie. 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? :>)
Kathleen	Sharp	97210	4	3	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	The plan shoud consider the impact of transportation on the Air Quality in the communities.
Michelle	Poyourow	97214	4	2	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.	
Katy	Asher	97217	4	4		

Kathleen	Anson	97205	5 (highly support)	4	More emphasis on Transit and Active Transportation is always welcome.	
Natalie	Leavenwort	97217	5 (highly support)	1 (do not support)	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.
Lisa	Caballero	97201	5 (highly support)	2	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."	
Timur	Ender	97219	4	4	More funding for active transportation and less for throughways	regional bicycle connections should be a priority, either through trails or neighborhood greenways.
Clinton	Doxsee	97203	5 (highly support)	3		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.
Davis	Guthrie	97201	5 (highly support)	4		
Allan	Rudwick	97212	1 (do not support)	2	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	it doesn't include enough bicycle projects
Kari	Schlosshaue	97202	5 (highly support)	1 (do not support)	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.
Mare	Stern	97048	3	4	Investments should be made where most needed, regardless of what category they fall into	None
Carolyn	Scrutton	97267	1 (do not support)	1 (do not support)	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.
Joe	Hardman	97213	5 (highly support)	2	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	
Sandra	Doubleday	97068	4	4	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.
Jim	Diamond	97219	5 (highly support)	4	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).
Cheryl	McDowell	97239	3	3	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.
David	Goliath	97219	1 (do not support)	1 (do not support)	quit wasting our money	total waste

Kristi	Beyer	97045	4	3	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.
Cliff	Lehman	97214	3	1 (do not support)	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	
Richard	Smith	97123	1 (do not support)	1 (do not support)	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
Jennifer	Cobb	97209	4	4		More money for public transit
Jim	Gardner	97201	4	4		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.
Kurt	Kristensen	97140	4	3	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.
Travis	camp	92301	1 (do not support)	1 (do not support)	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.	
k	d	97140	3	2	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.
Nolan	Plese	97214	4	4	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.
Vicki	McNamara	97219	2	3	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.
Richard	Hess	97007	4	4		
Katherine	Stevens	97223		4		
Janet	Arndorfer	97212	5 (highly support)	5 (highly support)	It seems evenly decided among all transportation areas.	Keep progressing.
Craig	Loftin	97201	3	2	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.
Dawn	Rhoads	98661		4		

Chase	Ballew	97213	4	3	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 livibility and bikeability of NE Portland neighborhoods consistant 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 10302 - "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
Evelyn	Whitlock	97217	5 (highly support)	4	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.	I can't download it, but hope to review it and add comments later if I can get the website to let me read it. Thanks.
Marlene	Byrne	970807331	5 (highly support)	4	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
Brian	Knapp	97048	5 (highly support)	5 (highly support)	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".
Fred	Dobson	97217	5 (highly support)	4	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	
Sue	Nelson	97124	5 (highly support)	3	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.
Brandy	steffen	97214	5 (highly support)	4	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.	
Joseph	Edge	97209			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.
Sarah	Larsen	97218	4	4	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	
Fred	Gilmore	97223	5 (highly support)	4		
Christopher	Achterman	97232	5 (highly support)	4		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 bikeshare programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.

Mike	Warwick	97212	5 (highly support)	2	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.
Phil	Richman	97219	4	4	Any increase in Active Transportation would be welcomed	Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.
Tara	Brock	97202	4	2	a greater percentage of the regional investments should be made in active transportation and transit	
Brenda	Palmer	98663	5 (highly support)	5 (highly support)		
Lois	Moss	97202	5 (highly support)	5 (highly support)	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.	
Jonathan	Poisner	97214	4	2	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.
PRISCILIANO	PERALTA-RA	97128	5 (highly support)	4	I would invest more in Transit	
patricia	gardner	97209	5 (highly support)	3	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	97215	5 (highly support)	4		I would very much like to ride a bike more into town if I was safe and away from high traffic areas & had safe places to lock my bike.
Anthony	Mills	97006	4	4		
Jessica	Schimkowitz	97219	3	3		
Georgeann	Courts	97202	4	4	Would like to see more crosswalks and pedestrian safety	Would like to see fewer big trucks on our roads and revival of rail
Michael	Schoenholtz	97229	4	3	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.
Matt	Menely	97222	5 (highly support)	2	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.
Alicia	Hamilton	97222	5 (highly support)	4		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.

Eldon	Lampson	97236	1 (do not support)	1 (do not support)	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.
Tom	Lancaster	97203	2	2	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.
Videan	Polone	97627	5 (highly support)	5 (highly support)	Bridges and bike ways.	Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.
Linn	Davis	97206	5 (highly support)	2	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.	
Jeff	Monaghan	97219	5 (highly support)	2	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.
John	Chilson	97267		1 (do not support)		
David	O'Dell	97267-1025	5 (highly support)	1 (do not support)	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.
Chris	Carter	97222	4	3	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	
Jonathan	Leto	97222	4	3		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.
Mary	Vogel	97205	5 (highly support)	3	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDED 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.
John	Frewing	97232	4	3	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.
Edward	Miller	97224	5 (highly support)	4	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.
Gretchin	Lair	97236	5 (highly support)	4	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.

A	Yap	97206	2	2	I want to know who and how Metro has determined who supports and how outreach and priorities are set, I do not believe that the range of community views are represented, especially the east Portland and immigrant and refugee communities have been actively engaged, if at all	Active transportation advocates do not include underrepresented communities and equity focus
Mike	Stevens	97070	1 (do not support)	1 (do not support)	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 prevaling wage problem for public projects. It's helping kill future budgets.
Leslie	Doering	97213	4	5 (highly support)	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.	
pamela	rodgers	97008		2	more money sent on sidewalks and crosswalks	
97007	Keiser	97007	4	3		
John	Baldridge	97219	3	2	Better bus service, especially on the west side. MAX would be an improvement.	
Darik	Dvorshak	97086	4	2	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.	
Karen	Smith	97124	4	2	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.
Mark	Nunnenkam	97214	3	4	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.	see above
Don	Wolsborn	97080	1 (do not support)	1 (do not support)	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.
Debbie	Nolan	97217	5 (highly support)	5 (highly support)		
GAYLEEN	GUYTON	97007	3	3	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 unicorporated 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.	
Leah	Witte	97206	4	3	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 liveability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation.
Matthew	Nelson	97210	5 (highly support)	1 (do not support)	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.	

Becca	Dike	97006	4	4	Increasing public transportation and adding Max rails.	
Gary	Stanfield	97220	3	1 (do not support)	Transit to 33% Minimum. 10% or more on union accountability legal fees.	
Sean	Carey	97216	4	4	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.
cerrie	tuski	97007	5 (highly support)	5 (highly support)		
98661	werneken	98661	4	4	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.
Christopher	Anderson	97216	5 (highly support)	5 (highly support)	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.	
Jonathan	Nagar	97202	4	2	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	
Candise	Coffman	97230	5 (highly support)	2	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.
S. Theo	Burke	97213	3	4	Always more for mass transit and less for highways and parking lots.	I literally can no longer afford to ride the bus/MAX now that monthly passes are priced at $100 per month. I much prefer taking transit around Portland, even though I own a car. Sadly, I will have to go to 100% car usage now. I am not being dramatic: you have priced the fares out of the reach of an average low-to-middle income resident. Neil McFarland, GM of TriMet, has said that TriMet has feedback from regular riders saying they would be willing to pay a little more to continue to have the same level of service. You have now taken that justification to the extreme. I can't afford to ride.
jeanne	quan	97218	5 (highly support)	2	Greater investment in public transportation infrastructure, maintenance and expansion.	
Rob	Powell	76201	3	3	lower fares, more service	see above
Trey	Cundall	97202	5 (highly support)	2	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.
John	Schoolcraft	97124	4	3		
Chadwick	Ferguson	97231	5 (highly support)	3	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.
mark	scattergood	97214	5 (highly support)	5 (highly support)		
Steve	Boughton	97224	5 (highly support)	4	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	
Jacob	Baez	97204	5 (highly support)	5 (highly support)	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.
Jane	Doe	97223	1 (do not support)	1 (do not support)	No funding of Transit and active transportation...put that money into Roads...take all the money from CRC and put it into roads...we need Westside Bypass, Interstate 5-Highway 99W connector, widening of Highway 26,217, Interstates 5, 205, 405, 84.	Stop wasting money on HCT...put the money into roads...we need Westside Bypass, Interstate 5-Highway 99W connector, widening of Highway 26,217, Interstates 5, 205, 405, 84.
Gregory	Ramsower	97213	5 (highly support)	4		
Kara	Boden	97239	5 (highly support)	2	Transit and Active Transportation should be top two priorities, then roads and bridges.	

Zephyr	Moore	97005	3		Weight on vehicles wear pavement. Your plan does not encourage vehicle users to remove weight to reduce the vehicle's tax on pavement and the local Planet. Look at the number of vehicles with 24 carat useless car dealer advertising rectangles on license plates. Metal rectangles--front and back--are a POUND. There are 135,000 cars using U.S. Hwy 26 West of Portland, daily. Check out these numbers from my document file: If all the daily 135,000 cars traveling the three lane Freeway through the Vista Ridge Tunnels on the West side of Portland, Oregon had a pound of DICK'S Dodge car dealer advertising rectangles screwed to their plates, that is the weight equivalent in advertising of 45 3,000 pound cars. If each car traveled 20 mpg, then every 20 miles 45 gallons of fossil fuel are oxidized. Burning a gallon of fuel generates 20 pounds of carbon dioxide. So every 20 miles, 900 pounds of carbon dioxide are added to the local atmosphere as a result of punting advertising. A Monarch butterfly is 0.41 - 0.5 grams. The advertising rectangles are a pound, 454 grams. The advertising is the weight of 1100 butterflies. When the car with advertising is traveling at butterfly	The gas tax pays for repair of pavement. Imagine if the supplier of oil and other items used to maintain and operate motor vehicles and tools donated the profit on purchases to support lofty causes of the buyer's choice? Users of Amsoil.com referral 2017327 can direct profit on purchases to nonprofit causes of their choice. We can set up a buying account so profit and commission on monthly purchases go to fund the Regional Transportation Plan. Please contact me at itlbfun@gmail.com or 503 641-2798 to complete paperwork to direct cash on purchases to Metro's plan. How much money can roll out of this? I purchased supplies for engine, transmission and differential for 1600 cc automatic transmission car. Wholesale $93, retail $122. If 20 people purchased a similar amount, 10 at wholesale, 10 at retail; profit and commissions accumulate to $425-that month. With Amsoil the oil change interval can be extended to one-year or 25,000 miles. Transmission and differental lubes will go twice the manufacturer's mileage interval. See Performance Tests and Why Amsoil at amsoil.com. Respectfully, Zephyr Moore CoolOil Amsoil.com Dealer 2017327
Barb	Damon	97223	5 (highly support)	5 (highly support)	I love that active transportation doesn't take up much $, but it nearly a third of the projects... we need more of this!	
David	Hampsten	97216	1 (do not support)	1 (do not support)	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
Wendie	Kellington	97034	3	1 (do not support)	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 RSIAs.	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
Jim	Labbe	97236	3	2	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.

AL LEPAGE EXECUTIVE DIRECTOR	NATIONAL COAST TRAIL ASSOCIATION	97211	5 (highly support)			May 5, 2014 Metro 600 NE Grand Ave. Portland, Oregon 97232 The purpose of this letter is to provide our comments on the the Regional Transportation Plan and Regional Active Transportation Plan currently being developed by Metro. We believe our comments are consistent both with one of our purposes as a non-profit organization, specifically developing trails that connect out to the Oregon coast, and also that of the Regional Active Transportation Plan "to strive for a regional network for walking and biking." It's apparent that both our organization and Metro, as reflected on the various proposed and existing trail connections from Forest Park west to the Oregon coast, share the vision and goal of realizing a recreational trail from Portland to the coast! 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

Oregon
John A. Kitzhaber, MD., Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

Council President Hughes, Metro
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Council President Hughes and JPACT Chair Dirksen,

I understand that at today's JPACT meeting you shared a proposal forwarded by the Metro Council to redefine and remove elements of the Columbia River Crossing project from the region's long range planning document. While it may not be 100% certain today how exactly the project might advance over the next 30 years, it is clear to me that without undertaking a serious effort at understanding the ramifications and engaging the public, removing a project that has been considered for over a decade by all the affected jurisdictions on both sides of the river, neighborhood groups, other relevant organizations from the fiscally constrained plan by offering a last minute amendment to a "technical update" of the Regional Transportation Plan is not an appropriate step at this time.

Redefining elements of the project and stripping out pieces of the project from the fiscally constrained RTP over the course of a couple weeks does not respect the thoughtful transportation planning that has taken place up to now, or provided for the public process, coordination and collaboration necessary for making an informed public policy decision.

I want to be clear that ODOT opposes removing any elements of the CRC from the fiscally constrained RTP and/or redefining elements of the project through this technical update of the RTP as this amendment proposes to do. The Department supports the current language as included in Metro's Public Review Draft of the RTP.

I look forward to working with both of you between now and the next full Regional Transportation Plan Update to consider our path forward in this critical transportation and trade corridor and for making considered course corrections for the long term future when, and if, they are appropriate.

Respectfully,

Matt Garrett
Director, Oregon Department of Transportation

cc:
Bi-state Committee Members
JPACT Members

COPY Sent 4-10-2014

CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION

Steve
Novick
Commissioner

Leah Treat
Director

May 2, 2014

Councilor Craig Dirksen, Chair
Joint Policy Committee on Transportation
600 NE Grand Ave
Portland OR 97232

Councilor Dirksen,

Please find attached our submission of the 2014 RTP update list. This was created in partnership with the Port of Portland.

The City is in the process of updating our Comprehensive Plan and Transportation System Plan (TSP). During that process, several of the projects on the RTP list will be updated, some will be removed and others will be added.

We appreciate this opportunity to work in partnership with Metro and the region on the RTP.

We look forward to working with our partners to implement these projects.

Regards,

Leah Treat
Director
Portland Bureau of Transportation

Cc: Mr. John Mermin, Metro
Ms. Grace Cho, Metro

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

An Equal Opportunity Employer

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW Fifth Ave., Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.

CITY OF GRESHAM

Department of Environmental Services
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 618-2525
FAX (503) 661-5927
www.GreshamOregon.gov

Steve Fancher
Director

Transportation Division
Chris Strong
Manager

Watershed Division
Jennifer Belknap Williamson
Manager

Wastewater Division
Paul Eckley
Manager

Water Division
Brian R. Stahl
Manager

Recycling & Solid Waste
Dan Blue
Manager

Development Services
Ken Koblitz
Manager

May 1, 2014

Metro Planning and Development
Attn. John Mermin
600 NE Grand Ave.
Portland OR 97232

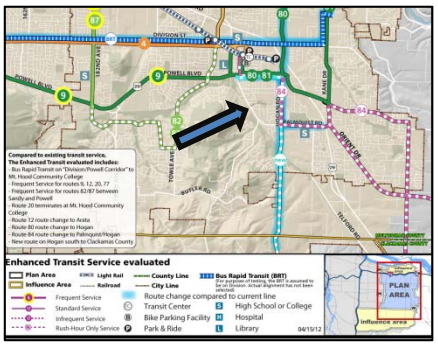
Dear John:

Thank you for the opportunity to comment on the Public Review Draft of the 2014 Regional Transportation Plan. Our comments focus largely on the maps, with a few comments and questions for clarity on the text. Page numbers refer to the track changes version of the public review draft.

Maps

Gresham recommends the following revisions to the draft RTP maps.

- 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.
- 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.



- Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.
- Existing and Planned Pedestrian Network Map:
  - 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.
- Existing and Planned Bicycle Network Maps:
  - The Rugg Road path needs to connect to Hogan Road in 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 the Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map.

Printed on recycled paper

    - Construction on the MAX Path is anticipated to begin summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?
- 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 4/29/2014 and it is already reflected in the Bicycle and Pedestrian network maps.
- TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented within 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 the Burnside system to Palmquist.
    - Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.
- 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.

Text

The following comments and questions reference the RTP text.

- 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.
- 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.
- 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.
- Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal?
- 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.
- 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.

Thank you for the opportunity to comment. We look forward to working with you and Metro staff as the draft progresses.

Sincerely,

Kelly Clarke
Senior Transportation Planner
City of Gresham
Department of Environmental Services

WASHINGTON COUNTY
OREGON

May 5, 2014

John Mermin
Metro Planning and Development
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Mermin:

Re: Washington County Land Use & Transportation Department Comments

Thank you for the opportunity to review and comment on the draft *2014 Regional Transportation Plan (2014 RTP)*. Our comments focus on three key areas:

- Comments on items related to recommendations coming from the *Regional Transportation Safety Plan* (See Attachment 1);
- Comments related to mobility corridor refinement studies for the TV Highway corridor and the I-5/99W corridor (See Attachment 2); and
- Comments related to the bicycle and pedestrian changes coming from the *Active Transportation Plan* (See Attachment 3).

In addition, we have identified a number of technical changes, in case you have not already caught them (See Attachment 4). Funding is an important part of the *2014 RTP*, and ongoing transportation planning work conducted by agencies throughout the region. We recommend you make a Technical Memorandum available documenting all of the funding assumptions included in the financial forecasts to provide the basis for future work as we consider different funding options.

We appreciate the extensive collaboration that has taken place in updating the *2014 RTP*, especially the Bicycle and Pedestrian sections through the *Regional Active Transportation Plan* process. We are interested in continuing to work with you on the development of new Performance Standards and Measures for the region. This will be especially important with the introduction of the new peak-spreading travel forecasting model, which modifies how travel demand is allocated on the transportation system.

Finally, we have not received the Mobility Corridor Technical Appendix. We may have additional comments once we have reviewed this material. Thank you again for this opportunity to comment and collaborate.

Sincerely,

Andrew Singelakis, AICP
Director of Land Use & Transportation

Department of Land Use & Transportation · Office of the Director
155 N First Avenue Ste. 350 MS 16 · Hillsboro, OR 97124-3072
phone: (503) 846-4530 · fax: (503) 846-3588 · www.co.washington.or.us

Attachment 1 – Comments Related to Transportation Safety

Page 2-80 and Page 5-53 – 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 . . . as appropriate," (page 2-80) and "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," (page 5-53). This language is new in the *Draft 2014 RTP* and constitutes a significant policy shift that needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.

Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, where possible, with appropriate median openings for turning movements and turn lanes." In addition this 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.

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.

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.

Attachment 2 – Comments Related to Mobility Corridors

Page 5-21 - 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.

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. We request that you replace the existing section with the version included below:

> A refinement plan for Tualatin Valley Highway (Maple Street to Cedar Hills Boulevard) and surrounding areas called the TV Highway Corridor Plan (TVCP) was completed in 2013. The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and recommend improvements for all modes of transportation. A number of improvements have been identified in this corridor to address existing deficiencies and safety concerns and serve increased travel demand.
>
> A long-term transit solution for Tualatin Valley Highway has yet to be identified. In advance of this transit study additional land area is to be preserved for Business Access Transit (BAT) / High Capacity Transit (HCT) uses. This land area is not intended to be used for general purpose through lanes. Development along Tualatin Valley Highway shall consider opportunities so as to not preclude a future Business Access and Transit lane in the westbound direction, and to not preclude Bus pullouts in the eastbound direction.
>
> The TVCP recommendations fall into 3 categories: 1) Near Term Actions, 2) Opportunistic Actions, and 3) Longer Term Refinement Planning Needs.
>
> **1. Near Term Actions**
> The proposed improvements described below will address existing needs, including multimodal system completeness and safety, and can reasonably be expected to be completed within the next 15 years with a strong commitment from one or more of the partner agencies that have jurisdiction over subject transportation facilities.
>
> - Complete detailed multi-agency study to determine future potential for high capacity transit solutions within the Tualatin Valley Highway corridor
> - Improve bus stops along Tualatin Valley Highway
> - More frequent bus service
> - Add street lighting on Tualatin Valley Highway
> - Improve Tualatin Valley Highway pedestrian crossings
> - Complete Planning and Conceptual design for a Multi-use path
> - Fill gaps in sidewalks and add landscape buffers along Tualatin Valley Highway

- Add directional wayfinding signs
- Complete the (currently discontinuous and narrow) bike lanes on Tualatin Valley Highway
- Improve bike crossings of Tualatin Valley Highway
- Develop continuous east-west parallel bike routes north and south of Tualatin Valley Highway
- Public community rail safety education
- Support and promote employer incentive programs to reduce driving
- Improve signal timing, transit prioritization and traffic operations monitoring
- Signal prioritization for transit
- Adaptive signal control ("smart signals" that adjust timing to congestion levels)
- Improve operations at signalized intersections along Tualatin Valley Highway
- Intersection modification to address safety and mobility
- Left-turn signal improvements

2. Opportunistic Actions

Understanding that funding opportunities (whether public funding or public funding in combination with private sources) may arise to pay for transportation improvements within the TVCP Project Area, this section includes projects that are important but whose implementation will be dependent on what funding is leveraged in the future. The recommendations discussed below include projects for partner agencies in the TVCP Project Area to work towards to meet the goals and objectives of the TVCP, while attempting to:

- Encourage private contributions by developers to implement the near term improvements, including reserving right-of-way for future transportation improvements *(City of Hillsboro, City of Beaverton, Washington County).*
- Acquire the right-of-way to develop a westbound business access transit (BAT) lane as redevelopment opportunities arise on Tualatin Valley Highway. The City of Hillsboro may also require all half-street improvements be constructed to include the set-back curb, planter strip, and sidewalk improvement to create an amenable environment for future transit solutions on Tualatin Valley Highway. This redevelopment should be consistent with ODOT standards.
- As projects arise from appropriate categories examine whether opportunities are available to use other funds to leverage this funding (e.g., safety) *(ODOT, consulting with partners).*
- As land use and transportation system conditions change and near term improvements are completed, consider the opportunity to update this adaptive corridor management strategy *(all partners).*
- Improve existing north-south routes for all modes to reduce travel demand on Tualatin Valley Highway and congestion at intersections. Improvements to roadways such as Brookwood Avenue, Century Boulevard, Cornelius Pass Road, 209th Avenue, 198th Avenue, 185th Avenue, and 170th Avenue would provide the greatest benefit to the overall transportation system. Five improvements on 198th Avenue south of Tualatin

Valley Highway are scheduled in the next five years through Washington County's Major Streets Transportation Improvement Program. The other three corridors will require a more opportunistic approach, including working with developers of South Hillsboro to help improve 209th Avenue *(City of Hillsboro, City of Beaverton, Washington County).*

3. Long Term Refinement Planning Needs

The refinement plan was unable to adequately address some longer term planning aspirations for the corridor. The following should be addressed as part of a future corridor refinement plan:

- The preferred location (e.g. on or adjacent to Tualatin Valley Highway) and most viable transit mode (e.g., bus rapid transit, express bus service, light rail, streetcar, or commuter rail) and amount of right-of-way needed for a long-term HCT solution for Tualatin Valley Highway. This transit alternative analysis study may explore enhanced signal operations for transit and/or the viability of a Business Access Transit (BAT) lane in appropriate locations.
- The location of a multi-use pathway parallel to Tualatin Valley Highway.
- The location of new local street connections, in concert with access management along Tualatin Valley Highway.
- While grade separated intersections are not included in the plan, it is recognized that in the long term, all tools should be considered to maintain acceptable intersection performance to serve future transportation and community needs.

Attachment 3 – Comments Related to Bicycle and Pedestrian Maps

Segment	Requested Change	Rationale
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 in the long term.
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.
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.
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.
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.

Segment	Requested Change	Rationale
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.
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.
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.
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.
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.
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. On the map, the route appears interrupted here.
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.

Segment	Requested Change	Rationale
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.
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.
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.
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.

Segment	Requested Change	Rationale
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.
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.
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.

Attachment 4: Technical Comments

Page	Current Language	Comment and Requested Change
1-8	Second, the Urbanized Area Boundary	Third, the Urbanized Area Boundary
1-8	Third, MPO's are required	Fourth, MPO's are required
1-33	Figure (Percentage of adults who are obese. . .)	Needs a figure number. May need to renumber subsequent figures.
1-34	Figures (1989 and 2010)	Need figure numbers. May need to renumber subsequent figures.
1-38	Safety fears prevent many from choosing to walk or bike. . .	There is no documentation for such a strong statement. Suggest re-wording to: Safety concerns may prevent people from choosing to walk or bike.
1-38	This represents 43% of Oregon's crashes	This represented 43% of Oregon's crashes
1-46	Other strategies and actions the region is pursuing to address congestion include:	The bulleted items under this sentence are inconsistent in form. In some cases full sentences are used; in others it's only a phrase. Consider rewriting to maintain consistency in the list.
1-46	. . . drivers eligible to use that travel lane are able to travel significant faster	. . . drivers eligible to use that travel lane are able to travel significantly faster. . .
2-5	Table 2.11 (in text and on Table)	Should be Table 2.1
2-5	Table 2.12 (in text and Table)	Should be Table 2.2
2.9	Appendix X.X	Need actual Appendix number.
2-10	The first Atlas was published in 2009 as part of the last RTP update.	The first Atlas was published in 2009 as part of the 2010 RTP update.
2-21	Table 2.4 – OR 8 (Murray Boulevard to Brookwood Avenue)	Remove footnote reference. This does not show up in the list of corridor refinement plans in Chapter 5.
2-21	Footnote B – Chapter 6	Change to Chapter 5.
2-37	Safety is a primary concern . . .Efforts should include:	Safety is a primary concern . . . Efforts may include:
2-40	Photo caption	Caption is not clear. Is there something missing from the caption?
2-43	Figure 2.10	The legend includes "Regional bike-transit facility" but none are shown on the map. Is there a layer missing on the map? Are there any of these facilities?

2-46	Photo caption	Caption not clear. Is something missing from the caption?
2-60	Photo	Needs caption.
2-76	Map needs title.	
2-76	Bicycle facilities map	A table with requested map changes is included below.
2-77	Footnote at end of first paragraph.	This footnote is unnecessary unless Metro is proposing to change the term from pedestrian to people.
3-1	Long-range transportation plans like the 2040 RTP. . .	Long-range transportation plans like the 2014 RTP. . .
3-1	Two levels of investment were developed for the 2040 RTP. . .	Two levels of investment were developed for the 2014 RTP. . .
3-1	The first level, the 2040 RTP. . .	The first level, the 2014 RTP. . .
3-1	(also known as the Financially Constrained System) will represent	(also known as the Financially Constrained System) represents
3-1	The second level, the “state” 2035 RTP	The second level, the “state” 2014 RTP
3-1	Will represent	represents
3-1	Footnote	Change 2035 to 2014.
3-2	Footnote	Change 2035 to 2014
4-39	Photo	Photo needs caption.
5-2	Adoption of regional policies and strategies in local plans.	How is this to be accomplished? Must the regional language be adopted verbatim in local TSPs?
5-3	The RTP Technical Appendix X.X	The 2014 RTP Technical Appendix – needs actual number.

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

May 2, 2014

John Mermin
Metro Planning and Development
600 NE Grand Ave.
Portland, OR 97232

RE: RTP Comment- Addition of Troutdale Airport Master Plan Transportation Improvements" to East County State List

Dear John:

The East Multnomah County Transportation Committee (EMCTC) at their April 7th, 2014 meeting voted to endorse the addition of the following to the East County State List Allocation. We ask that you include this revision as part of the update.

> Add a placeholder for $20,000,000 to the East County State List for the "Troutdale Airport Master Plan Transportation Improvements"

The placeholder recognizes the planning effort that will occur and anticipates future projects that may be identified as part of the planning effort.

Thank you for the opportunity to comment. Please feel free to contact Joanna Valencia at (503)988-3043 extension 29637 if you have any questions.

Sincerely,

Diane McKeel

Diane McKeel
Multnomah County Commissioner
Chair, East Multnomah County Transportation Committee

cc: Lisa Barton Mullins, City of Fairview
Jerry Hinton, City of Gresham
Doug Daoust, City of Troutdale
Tim Clark, City of Wood Village
Susie Lahsene, Port of Portland

City of Tualatin
City of Wilsonville

May 5, 2014

John Mermin
Project Manager
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

RE: 2014 Regional Transportation Plan Update

Dear Mr. Mermin:

The Cities of Tualatin and Wilsonville appreciate the opportunity to comment on the 2014 Regional Transportation Plan Update. 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.

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.

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.

We encourage you to consider the attached changes for this section of the 2014 RTP. Thank you for your consideration and the opportunity to comment.

Sincerely,

Lou Ogden
Tualatin Mayor

Tim Knapp
Wilsonville Mayor

Enclosure

6.3.2.3 I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood - Mobility Corridor #11~~20~~)

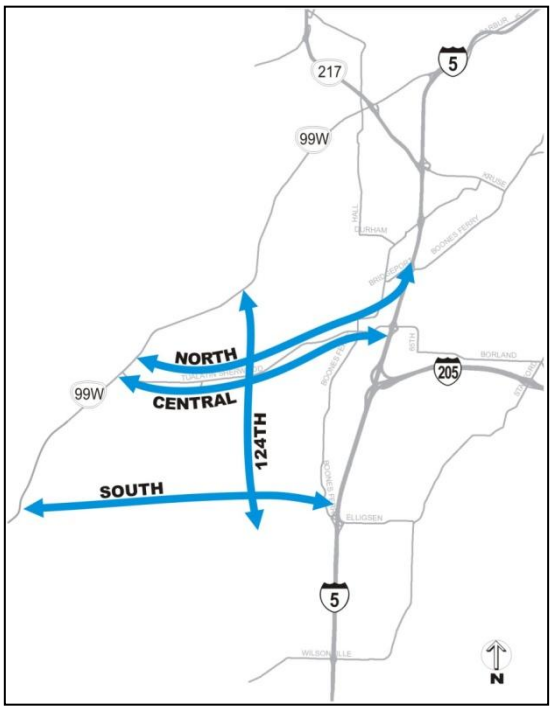
Between 2006 and 2009, the I-5/99W Corridor Study identified a number of improvements in this corridor to support access to 2040 land uses, address existing deficiencies and serve increased travel demand. One primary function of this route is to connect the Washington Square Regional Center to the cities of Tigard, Tualatin and Sherwood, and provide access to the Tualatin/Sherwood Industrial Area and Tualatin National Wildlife Refuge. This corridor also connects Wilsonville's industrial land with markets to the north and south via I-5. This corridor provides shortline heavy rail access to the region from the Willamette Valley and connects agricultural areas to the interstate highway system in this region. This mobility corridor also serves as a secondary gateway to the region, connecting communities in Yamhill County and the Central Oregon Coast to the Portland metropolitan region.

The study found the corridor will rely on transportation connections through north Wilsonville. These connections impact the existing system and I-5 interchanges in Wilsonville for which capacity is critical to serve the corridor, local mobility, and the region.

In February 2009, the I-5/99W Connector Project Steering Committee (PSC) was unable at the end of its process to reach a unanimous recommendation for the I-5/99W Corridor Study as required by the PSC Partnership Agreement in order to forward a Recommended Corridor Alternative to the RTP. However, there was unanimous agreement on some aspects of the Connector that could be reflected in the RTP:

- Identify projects for inclusion in the RTP with minimal extra conditions, particularly the extension of SW 124th from SW Tualatin Sherwood Road to the I-5/North Wilsonville Interchange,
- Identify conditions to be met before a new Southern Arterial is implemented to ensure integration with surrounding land use and transportation plans, particularly an I-5 South Corridor Study,
- Determine an incremental phasing plan to ensure the projects with the most benefit that can reasonably be built within the 20-year horizon be included in the RTP Financially Constrained list. The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.

The recommendations for the I-5/99W Corridor Study proposed for inclusion in the RTP are based upon the conclusions reached by the Project Steering Committee (PSC) as follows:



The I-5/99W Corridor Study recommended a variety of transportation investments to improve the area's road, transit, bicycle, pedestrian and trail networks and to distribute traffic across a network of three arterials so that no single route would function as a defacto through "connector." The RTP places additional conditions on the "Three Arterial" recommendation and implementation.

- The 3 options consisting of a new limited access expressway from I-5 to OR 99W (2 alignments north of Sherwood and 1 alignment south of Sherwood) were unacceptable due to high impact on the natural and built environment, the need for extensive improvements to I-5, and the high cost and concern about the potential for induced growth to Yamhill County.~~, and~~

- The option focused on expanding Tualatin-Sherwood Road was unacceptable due to the very large size it would need to be and the resulting impacts on the Tualatin and Sherwood Town Centers.

- ~~The~~ The recommended alternative (then referred to as "Alternative 7") ~~recommended~~ is based upon the principle that it is preferable to spread the traffic across three smaller arterials rather than one large expressway. The analysis concluded this approach could effectively serve the traffic demand, would provide better service to urban land uses in the Tualatin/Sherwood area, especially industrial lands, and could be built incrementally based upon need to serve growth and revenue availability. The overall concept is structured around a Northern, Central and Southern arterial providing east-west access between OR 99W and I-5 with an extension of SW 124th providing north-south connectivity (see diagram).

The City of Wilsonville ~~was and continues to~~ raised objections to the Southern Arterial component throughout this process. The City is very concerned about growing I-5 congestion and the City's dependence on effective access to the two I-5 interchanges. The City is concerned that the Southern Arterial connecting into the I-5/North Wilsonville interchange will significantly increase traffic and impair that access.

When the PSC considered the recommendation, the Clackamas County Commission representative introduced a series of amendments to the conditions to ensure that the Southern Arterial would be examined in greater detail to:

- evaluate alignment options and their environmental impact;
- integrate the proposal with the concept plan and transportation system plan for the newly expanded UGB area and any new Urban Reserves that are designated in the area;
- address any requirements that may result from adoption of an exception to Goal 14 (if needed) for an urban facility outside the UGB;
- integrate the proposal with a Tigard to Wilsonville Corridor Study (Corridor #3) to ensure these east-west arterials and I-5 itself could effectively function together; and
- determine the most appropriate approach to connecting the Southern Arterial to I-5, including options for an interchange at the I-5/North Wilsonville interchange or consideration of extending the Southern Arterial across I-5 to Stafford Road east of I-5, thereby providing better access to I-205.

The Project Steering Committee acknowledged many significant issues to be addressed before the Southern Arterial can proceed to construction~~,~~ and approved eight~~the proposed~~ conditions unanimously. The detailed conditions can be found in Appendix 3.3.

Typically, there is a need to transition from a "planning" level of detail to a "project" level of detail which involves better definition of alignments and designs and consideration of impacts on the natural and built environment and how to mitigate those impacts. The~~se~~ conditions proposed by the Project Steering Committee add~~ in~~ the need to integrate the recommendation with land use planning for recent UGB expansion areas and potential Urban Reserves (then still to be defined) and emphasize the importance of integrating the overall system for the area with an I-5 corridor strategy.

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. The plan sets the stage for land use concept planning and comprehensive plan development for the Basalt Creek area. The need to plan for the future transportation system was driven by future growth in the Basalt Creek area itself as well as almost 1000 acres of future industrial development targeted for surrounding areas.

This plan refined the recommendations from the I-5/99W Connector Study and the Regional Transportation Plan, generally for the area between a future 124th Avenue on the west, I-5 on the east, Tualatin-Sherwood Road on the north, and the I-5/Elligsen interchange area on the south.

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~~of I-5 to Stafford~~, a new

overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.

Based on these efforts, ~~T~~the RTP places additional conditions on the "Three Arterial" recommendation and implementation, as reflected in the phasing strategy outlined below. In endorsing the 2014 RTP project list, the Washington County Coordinating Committee acknowledged that the conditions from the existing RTP regarding the I-5/99W connector still apply (January 7, 20~~0~~14 Washington County letter).~~:~~

Short-term phasing strategy (20~~08~~14-2017)

- ~~Identify replacement solutions for the Tualatin Road project recommended by the I-5/Connector study as part of the next Tualatin TSP update. This project was removed from the RTP based on community concerns and lack of support by the Tualatin City Council. The two-lane connection from the Tualatin Road/Herman road intersection to I-5 at Lower Boones Ferry Road was not intended to serve through traffic, but rather to provide access to the surrounding industrial area and neighborhoods. The planning work will consider alternative alignments and designs across the Tualatin River and I-5 near the I-5/Lower Boones Ferry Road interchange to mitigate impacts. If Tualatin (through their TSP update) does not identify project(s) to adequately address the capacity/connectivity issues identified in this are, then the RTP will be amended to direct the Corridor Refinement Plan effort for corridors #2, 3 and 20 to address this need in that planning effort. The need would go unaddressed until completion of that corridor refinement plan, or the next RTP update.~~

- In 2009, the section of the Northern Arterial between Lower Boones Ferry Road and Tualatin/Herman Road over the Tualatin River and through Tualatin Community Park was removed from the RTP due to a lack of community support. Since then, Tualatin identified a series of projects to improve mobility and accessibility in northern Tualatin. All of those projects are included in this RTP and listed in this phasing strategy.

- Study impacts on the Southern Arterial due to the Northern Arterial removal and Tualatin-Sherwood mobility limitations; include impacts to the the I-5 interchanges in Wilsonville and the connecting transportation system.

- Identify transit improvements, specifically east-west connections between Tualatin and Sherwood, through TriMet's Service Enhancement Plan.

- ~~Begin construction of the Tonquin Trail (RTP Projects #10092 and #10854).~~

- Upgrade existing streets to two lanes with turn lanes, traffic signal timing, bike lanes and sidewalks, including Herman Road~~, Tualatin-Sherwood Road,~~ and 95th Avenue/Boones Ferry Road (RTP Projects #10715, #10718, #1148810852).

- Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.~~southbound auxiliary lane from I-205 to I-5/Elligsen Road and~~

~~northbound auxiliary lane from I-5/Elligsen Road to I-205 interchange~~. (RTP Project~~s~~ #10872 ~~and #11177~~)

- Conduct more detailed project planning from Tualatin-Sherwood Road to I-5 / North Wilsonville interchange to support its operation as an industrial access route and begin construction of a two-lane extension of SW 124th Avenue (RTP Project #10736: 124th Avenue) ~~from Tualatin-Sherwood Road to I-5/North Wilsonville interchange to support its operation as an industrial access route~~. The planning work will further consider potential impacts on the existing development and the natural environment. It will also include more detailed definition of the design and alignment to mitigate impacts and to integrate with land use and transportation plans for the area.

- Improve intersection at Tonquin Road and Grahams Ferry Road (RTP Project # 11438).

- Continue ITS improvements to Tualatin-Sherwood Road (RTP Project #11446).

- Conduct more detailed planning to meet all of the conditions in appendix 3.3 placed on new Southern Arterial project, including:

  1. Conduct the I-5 South Corridor Refinement Plan (includes I-5 from Portland to Tigard, I-5 from Tigard through~~to~~ Wilsonville including the I-5 Boone Bridge, and OR 99W from I-5 through Tigard and Sherwood) and land use planning for areas recently added to the urban growth boundary and any land designated as urban reserves. These planning efforts will include opportunities for further public participation and input.

  2. Conduct more detailed project planning on potential Southern Arterial impacts on existing development and the natural environment to develop more detailed definition of the design and alignment to mitigate impacts and coordinate with land use and transportation plans for the area, including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 11~~20~~, and resolution of access between I-5 and the southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for the southern arterial. This planning effort will include opportunities for further public participation and input.

     In the recommended alternative, Tualatin-Sherwood Road is sized in the recommended alternative based upon the expectation there will be a Southern Arterial and will fail due to insufficient capacity without a Southern Arterial and further expansion is incompatible with the plans for the Tualatin and Sherwood Town Centers. If the Southern Arterial is dropped through future studies, there is a major unresolved issue addressing east-west travel through this area. The RTP will need to be amended to direct the Corridor Refinement Plan effort for corridors #2, 3 and 11~~20~~ to address this need. The need would go unaddressed until completion of that corridor refinement plan, or the next RTP update.

Medium-term phasing strategy (2018-202~~5~~4)

- Widen existing streets to four lanes with turn lanes, traffic signal timing, bike lanes and sidewalks, including Tualatin-Sherwood Road, Roy Rogers Road, and Boones Ferry Road ~~and Herman Road~~ (RTP Projects #10568, #11487, ~~#10700,#10718, #10715~~ #10708, ~~#10732 and #10735~~).

- Widen and improve sidewalks and bike lanes on Day Road between Grahams Ferry Road and Boones Ferry Road; improve structural integrity for increased freight traffic (RTP Project # 11243).

- ~~Program right-of-way acquisition for the Southern Arterial project in the 2018 - 2025 time period to allow time to conduct the I-5 South refinement plan and land use plans for designated urban reserves in the area.~~

Medium/Long~~er~~-term phasing strategy (202~~6~~5-203~~5~~2)

- Widen Boones Ferry Road between Lower Boones Ferry Road and Martinazzi Avenue to add capacity for vehicles as well as bikes and pedestrians across the Tualatin River (RTP Project #10712).

- Improve the roadway network in north Tualatin, including improvements to Cipole and Teton (RTP Projects #10717 and #10738).

- Realign and widen Tonquin Road between Grahams Ferry Road and Oregon Street (RTP Project # 10590).

- Widen 124th Avenue from 2-lanes to 5-lanes with bike lanes and sidewalks between Tualatin-Sherwood Road and Grahams Ferry Road (RTP Project # 11469).

- Construct a new 5-lane east-west arterial with bike lanes and sidewalks between Grahams Ferry Road and Boones Ferry Road (RTP Project # 11470).

- Construct I-5 ramp improvements at the Boones Ferry / Elligsen Road (RTP Project # 11489).

- Widen Boones Ferry Road to 5-lanes with bike lanes and sidewalks between the new east-west arterial and Day Road (RTP Project #11487)

- ~~Construct the Southern Arterial connection to I-5 or other surface arterials in the vicinity of the I-5/North Wilsonville Interchange when all the project conditions are met.~~

Longer-term phasing strategy (2033-2040)

- Purchase right-of-way for the Southern Arterial (RTP Project #10598).

- Extend new 4-lane Day Road overcrossing over I-5 from Boones Ferry Road to Elligsen Road (RTP Project #11490).

- Extend new 4-lane overcrossing over I-5 from Boones Ferry Road to 65th and Stafford Road (RTP Project # 11436).
- Construct the Southern Arterial between Highway 99W and 124th Avenue when all the project conditions have been met (RTP Project # 11339 and 11340 not in the Federal Fiscally Constrained Project List).

Lents Neighborhood Association

1017 NE 117th Avenue, Portland, Oregon 97220

Metro Planning and Development
600 NE Grand Avenue
Portland, OR 97232

May 4, 2014

On behalf of the Lents Neighborhood Association, a community group representing more than 20,000 residents of this diverse neighborhood of Portland, we request the following changes to the proposed 2014 RTP:

- **Section 5.3.1.4 / Project 11305**
  Interstate 205 severs the Lents community in half. Exhaust and noise from vehicles using I-205 reduces the livability of Lents as most of it is significantly below the grade of I-205. School and community facilities are also immediately adjacent to and below I-205. Sound wall construction should have occurred during initial construction of the highway.

  Specific request: Where the plan calls for addition of 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**
  Foster Road is an important thoroughfare for Southeast Portland. Maintaining smooth traffic flow for vehicles is important to East Portland residents. A Bicycle Parkway on Foster Road places a burden on vehicle commuters and is a contentious and polarizing issue even among the LNA board.

  Specific request: 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**
  Ellis Street is an underbuilt street so building a bikeway will not sufficiently address its pedestrian, transit, safety and livability needs.

  Specific request: Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a "bikeway".

- **Project 10291**
  82nd Avenue South of SE Schiller is missing sidewalk segments and adequate public right of way to construct them.

  Specific request: Street improvements to 82nd Avenue must include completed sidewalks.

Sincerely,

David Hyde
Transportation Chair
Lents Neighborhood Association

Art Pearce
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

CC:
John Mermin, Metro
Lake McTighe, Metro
Peter Hurley, Portland Bureau of Transportation
Marty Stockton, Bureau of Planning and Sustainability
North Tabor Neighborhood Association
Rose City Park Neighborhood Association

April 28, 2014

Dear Mr. Pearce,

As board members and residents of North Tabor Neighborhood Association, we are writing to express support for the NE 60th & Glisan LRT Station Area project to be advanced on the financially constrained list as part of Metro's Regional Active Transportation Plan.

It is our understanding is that if funded, this $7.5 million dollar project would make numerous pedestrian-related improvements near the NE 60th Avenue MAX station area in Portland as defined in the Transportation Plan of the Eastside MAX Station Area Communities Project.

Below are the reasons for why we believe the NE 60th & Glisan LRT Station ("LTR Station") Area should be advanced to the financially constrained list:

Safety - ***Addresses an existing deficiency or hazard by improving pedestrian, bicycle, and/or vehicular safety. Reduces fatalities and injuries (safety) and/or reduces collisions and other non-recurrent congestion (improves travel time reliability).*** For North Tabor residents living in "the pocket" (North of Glisan Street and East of 60th Avenue), there are few safe routes to enter or leave the area on foot or by bicycle. Many families that go to Normandale Park must walk along gravel on NE Oregon Street toward 60th Avenue. It is not a safe or desirable feeling to hope that their children are safe as cars speed through the neighborhood to enter the I-84 on-ramp. Many residents walk to the MAX station to get to work, and the same safety hazards are present for them who must share the street with cars as they walk along NE Oregon Street. By funding this project as part of the RTP, families and commuters on foot would encounter less safety hazards in their everyday lives.

New and safe crossings of 60th Avenue north of the LTR and Glisan Street east of the 60th Avenue traffic light will help slow down traffic as they approach these dangerous intersections. A robust crossing at 62nd Avenue (or to a lesser extent 63rd) will create a visual and physical pinch point for morning traffic coming down the hill and decrease future crash risk at the 60th Avenue and Glisan Street traffic light which is the busiest intersection in the area. Speeding approaching the light has been documented as an on-going problem. As this is the local node for freeway access, one crash at commute time creates gridlock. Having a safer traffic light would help improve the reliability of the morning and evening commutes.

As a neighborhood without any public schools, having safe routes to schools is a neighborhood priority. In the area in question, the only route to access Mount Tabor Middle School currently is 60th Avenue. This street has substandard sidewalks south of Glisan Street and crosses the two most dangerous intersections in the neighborhood (60th and Glisan and Burnside). An active transportation corridor from the LTR station through "The Pocket" north past Glisan Street to the Davis-Everett Greenway would give this region safe access to our neighborhood's east-west safety corridor. This improvement would also leverage the 50's bikeway being built this spring that will give us safe access to both our High Schools and Glencoe Elementary for the first time. This active transportation corridor based on 62nd Avenue is a critical link in our quest to give everyone safe school access.

Connectivity/Built Environment -*Supports a high level of street connectivity for all modes and improvement of the built environment, especially in areas where deficiencies exist.* The area near the LTR station has potential for supporting all modes of street connectivity. Funding this project as part of the RTP would address a number of deficiencies in the existing built environment in the following areas:

Bicycle Improvements

- Bicycle improvements along 60th Avenue between Hassalo and Oregon Streets.
- Adding bicycle boulevards along 1) Hassalo street between 57th and 60th Avenues connecting bicyclists to the 50s bikeway and the Hancock-Tillamook Bike Boulevard; and 2) Oregon Street between 60th - 63rd Avenues as well as 3) 62nd Avenue from Oregon to Davis streets to connect the 60th Avenue station to the rest of Portland's bikeway system 4) the 62nd Avenue Bike Boulevard should be extended south to Mount Tabor Park via Scott Drive ending at the NE Entrance at 69th Avenue including crossing improvements at Burnside, Stark and Belmont streets. This would create a seamless active transportation corridor between the Region's Largest park and the LTR station including the Blue, Green and Red MAX lines via the easiest grade possible, safely separated from the heavily used 60th Avenue.
- A crossing improvement at 60th Avenue and Davis Street and to support a safe route to Mount Table Middle School and for the 50's bikeway access.

Pedestrian Improvements

- Making street improvements in various locations along the above proposed bike boulevards so that there are ADA compliant sidewalks for pedestrians to use in their travels.
- Widening of the sidewalk along NE 60th Avenue between I-84 and Halsey.
- Improving a pedestrian crossing on 62nd Avenue at Glisan Street to connect bicyclists to Mt Tabor area.
- Sidewalk improvements south of Glisan Street on 60th Avenue to Davis Street.

Note on Previous Active Transportation Concept Study - Crossing at 63rd and Glisan

As with all projects, if funding is awarded to this project, there will need to be an updated study to assess changing conditions. As a result of the recent lane reductions on Glisan Street, a crossing at 62nd Avenue is now possible. As a neighborhood, we feel that 62nd Avenue would be the preferred route over 63rd Avenue since it lines up directly with points south to Belmont Street and allows for a more direct connection to Mount Tabor Park via Scott Drive. Mount Tabor Park is a regional asset for recreation activity. Placing the crossing at 62nd Avenue would also slow down morning traffic approaching the Glisan traffic light at 60th Avenue and be more convenient to those accessing the commercial corridor ending at 61st Avenue. The intersection at 62nd Avenue is more off-set than 63rd Avenue making automobile crossings more dangerous, hence improving the 62nd Avenue crossing would lower future crash risk. Additionally, since we understand that in summer 2014, there will be funds to place a crosswalk at 65th Avenue and Glisan Street, we feel that the placement of another crossing under this project would best suited at 62nd Avenue. Please click here to view a google map that geographically depicts this recommendation. We have similar problems with speeding westbound on Burnside and Stark due to the down hill topography. A Greenway treatment on 62nd Avenue with improved crossings would improve safety for all modes of travel at each of these intersections.

Health - *How much does the project increase physical activity (i.e. walk, bike, non park & ride transit) and reduce exposure to harmful pollutants?* The US Surgeon General recommends that all Americans engage in at least 30 minutes of physical activity each day, yet nearly half of the population does not meet the guideline. Funding this project as part of the RTP would expand opportunities for residents to meet the Surgeon General's daily physical activity recommendations. North Tabor families living in "the pocket" could more safety walk with ease to the nearest park (Normandale) so that their children can more easily have a place to play. Residents walking from South of Glisan or near Halsey could more safely travel along 60th Avenue to reach the LTR station as part of their daily commute. Children in North Tabor would be able walk or bike on a safe route to school (Glencoe or Mt. Tabor) if there was a crosswalk at 62nd Avenue and Glisan Street. People would be more inclined to commute to work or to the MAX station by bicycle if bike boulevards and crossings were added within the radius of the station in both neighborhoods. Extending this greenway corridor connection south to Mount Tabor park would give the entire region safe access during high volume events such as concerts in the Park or other regional activities without automobile use.

Community Support

Has a high level of community support within the district. This project has a considerable amount of community support from North Tabor residents and businesses.

Transportation Survey

In March 2013, North Tabor Neighborhood Association conducted an online survey with community members, where over 40 residents gave input on what kinds of transportation-related improvements they wanted to see in the future. There was a lot of feedback supporting the LRT Station project, including the following comments: follow up with the Improvement Plan to create complete streets that include sidewalks and bike boulevards nearby the LTR station area; connect a greenway in "the pocket" on 62nd Avenue across Glisan Street to Mt. Tabor; create a safe way for cyclists to reach the MAX station; develop a safe route to neighborhood schools that are located south of Burnside Street; and improve pedestrian crossing at 60th Avenue and Glisan Street.

Comprehensive Plan Letter

In early 2014, the North Tabor Neighborhood Association board, community members, local businesses and Montavilla Neighborhood Association signed on to a letter to the City of Portland's Bureau of Planning and Sustainability supporting zoning changes through the Comprehensive Plan. The letter commented that transportation-related improvements--such as what is proposed in this project for the MAX station--need to accompany increased density in order to ensure pedestrian safety.

TGM Funding Request from Rose City Park Neighborhood Association

Rose City Park Neighborhood Association (RCPNA) recently submitted a proposal for TGM grant funding to study 60th Avenue between Halsey and Glisan Streets to consider how safety can be improved in this area. North Tabor Neighborhood Association and RCPNA have collaboratively worked together in the past several months to confirm a shared vision about enhancing the area surrounding the LTR station for residents in both neighborhoods.

Efficient Use of Resources - *Increases both the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources.* The radius around the LTR station has often been described as an underperforming area since it is in a central location yet it lacks bicycle/pedestrian infrastructure and other nearby amenities. If this project was funded as part of the RTP, it would be a wise application of resources because it would be adding improvements to enhance the use of existing infrastructure.

Access - ***How much will the project increase the number of people and/or quality of access to jobs, housing and other daily needs within a designated center or corridor?*** If funded as part of the RTP, this project would support increased quality of access to: a safer route for children to walk or bike to Glencoe Elementary and Mt. Tabor Middle schools; Normandale and Mt. Tabor parks; employment and health-related services at Providence Hospital; and the light industry employment zone located directly North of the MAX station.

Equity - ***How much do transportation disadvantaged people benefit from the project?*** Communities across Portland, including people in our neighborhood, are experiencing upward rental pressure. As the city grows, the future cost of living will also increase. Developing a safe, active transportation network radiating from the LRT station will provide residents of North Tabor and other surrounding neighborhoods a variety of safe transportation options that are not reliant on automobile ownership.

Multimodal/Balance - ***Addresses an area wide need with a multimodal approach.*** North Tabor has a highly conductive mass transportation system including the LRT station and multiple bus routes. Our neighborhood also has an auto focused freeway and a commuting corridor, but lacks a complete active transportation network. The sidewalk infill and bikeway projects would help alleviate this disparity in transportation modes.

Thank you in advance for your attention and your consideration in reviewing these reasons for why this project should be advanced to the federally constrained list. We look forward to continuing the conversation with PBOT and Metro as the RTP community input process continues.

Sincerely,

North Tabor Neighborhood Association

May 2, 2014

Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Regional Active Transportation Plan

Dear Metro:

We would like to thank Metro for this opportunity to comment on the draft Regional Active Transportation Plan. The organizations signing this letter represent those concerned with health, the environment, walkable and bikeable communities, transit, safe routes to school, older adults, age-friendly communities, equal opportunity, and more. We have collaborated on these comments because of our shared goal of improving the ability for people of all ages, abilities, and incomes to engage in active transportation. There is support and leadership for this goal across the region.

We strongly support the Regional Active Transportation Plan (ATP). The ATP is a vital component of a healthier, more equitable, more cost-effective transportation system that is good for business and better attuned to the interests and needs of all of the region's residents. It will support local jurisdictions around the region to implement and build their own bicycle and pedestrian networks, with improved access to transit.

Addressing the shortcomings of our regional active transportation system, especially network connectivity and safety, will also support efforts to meet many other goals our region has adopted to promote health, livability, sustainability, and prosperity. The ATP does not change local transportation plans; rather, it makes a clear statement about the region's priorities, knits together existing plans from cities and counties, and offers a clear path for support of projects eligible for funding around the region.

The ATP takes up three important points for the active transportation network in our region: gaps, safety, and funding.

Active Transportation Network Gaps: As outlined in the ATP, significant gaps exist in our active transportation networks – our streets are not "complete" for users of all ages and abilities. In real terms, this means sidewalks from our homes to the places we want to go, such as transit stops, schools, community centers, and markets, as well as safe and frequent crosswalks with sufficient crossing time. This is important for those who are interested in travelling actively, but are concerned about whether a walking or bicycling path will take them all the way to their destination.

- Comment: We applaud the ATP's focus on determining regional networks based on local jurisdictions' plans to create a complete network.

Active Transportation Network Safety: The options for our region's residents and visitors to choose to walk, bike or access transit are too often not safe and thus reduces active transportation use and potential. A safe active transportation network is one that functions for people of all ages and abilities, and it's often the thing standing in the way for people who are interested in traveling actively, but are concerned about how they will safely get to their destination.

- Comment: The ATP does an excellent job of providing "design guidance" that creates safe and welcoming journeys for pedestrian and bicycle projects.

Active Transportation Network Funding: Perhaps most importantly, the biggest barrier to building a complete and comprehensive active transportation system that is safe for all users is funding. The active transportation networks (bicycling, pedestrian, access to transit) need to be prioritized as stand-alone projects as well as within other road projects. In particular, for the health and safety of our most active-transportation dependent populations – elders, youth, low income residents including many people of color, and those who cannot drive – projects near schools, local shopping areas, and transit stops must be prioritized in planning and projects at all levels of government. Funding must be tied to projects that ensure active transportation access is implemented.

- Comment: While the ATP addresses the need to complete gaps and improve safety in the active transportation networks, it does not go far enough to ensure implementation of the projects that will build the active transportation networks – and their many economic, health, and environmental benefits for the region.
- Comment: At the current rate of funding, it will take **150 years** to complete regional walking and bicycling networks. If that rate were tripled, most adults would still not have the opportunity to benefit from a comprehensive and complete active transportation network *in their lifetime*.

We stand behind the vision of the Active Transportation Plan for the region, and will be strong supporters in its implementation. We welcome the adoption of the ATP and its key components into the RTP, so that people of all ages, abilities, and incomes can expect that our regional government is working toward a *regional* transportation system that works for everyone. We look forward to working with Metro to ensure these projects are funded and built in a timely manner so that all people and communities can safely use healthy, active transportation to get wherever they need to go.

Thank you for the opportunity to comment on this important plan for our region.

Sincerely,

Kari Schlosshauer, Regional Policy Manager
Safe Routes to School National Partnership

Aaron Brown, Board President
Oregon Walks

Bill Gentile, Chair
Elders in Action Commission

Mary Kyle McCurdy, Policy Director
1000 Friends of Oregon

Gerik Kransky, Advocacy Director
Bicycle Transportation Alliance

Mara Gross, Executive Director
Coalition for a Livable Future

Heidi Guenin, Policy Manager
Upstream Public Health

Gerald J. Cohen, J.D., M.P.A., State Director
AARP Oregon

Mychal Tetteh, Chief Executive Officer
Community Cycling Center

Jenny Cadigan, Executive Director
Westside Transportation Alliance

Elizabeth Baxter, Executive Director
Oregon Public Health Institute

NECN

NORTHEAST COALITION OF NEIGHBORHOODS

Lake McTighe
Project Manager, Active Transportation
Metro
600 NE Grand Ave
Portland, OR 97232

Re: Metro Draft Regional Transportation Plan

April 16, 2014

Dear Lake:

The Northeast Coalition of Neighborhoods (NECN), in association with the twelve neighborhoods* within the coalition, has reviewed the Regional Transportation Plan (RTP) Project List. While the RTP is supposed to meet the Region's growth over the next twenty years, NECN and the city must remain cognizant of meeting our current needs for safety and active transportation projects.

In anticipation of RTP review and comment period and pursuant to an NECN Land Use and Transportation Committee (LUTC) forum with Director Leah Treat of the Bureau of Transportation (PBOT) and Commissioner Steve Novick, NECN polled its members to create a list of neighborhood transportation priorities. Consistent with the configuration of existing Highway access, commercial corridors, streets, sidewalks and bike lanes within our area, effectively all neighborhood comments were supportive toward safety and active transportation issues. No new capital projects were identified in any of the neighborhoods.

Therefore, our comments contained within the enclosed RTP List of Projects pertain specifically to the NECN area as extracted from the complete RTP Project List (or include some regional projects that NECN cannot support). While the RFP is supposed to meet the Region's growth over the next twenty years, NECN must be cognizant of meeting our current needs for safety and active transportation projects. We are concerned that large road expansion projects continue to consume our Region's resources when there are so many excellent opportunities to allow our existing neighborhoods to become safer and more livable. This does not mean that we do not support commerce, creation of new jobs, and planning for future growth, we simply want to ensure that today's citizens are better served.

In review of the RTP Project List we recognized that a number of the projects NECN supports are not on the Financially Constrained List. We recognize that to move forward at this time, a project not on the Financially Constrained List is not likely to move forward. That said, many of the projects that NECN supports are safety and/or Active Transportation projects that could be bundled and become economically feasible. We encourage Metro to approach our recommendations with that in mind.

Our detailed review of these projects and their relevancy to NECN suggests that these projects should, in fact, be on the Financially Constrained List, in that these projects are each important to our area and support the livability of not just neighborhoods within NECN, but support the directions of all the City of Portland Neighborhood Coalitions supporting Active Transportation projects and safety improvements throughout the city.

Projects that NECN supports and recommends for funding in the current funding round:

Project 10194: N. Killingsworth street improvements—better connections to MAX and establishing a Main Street character promoting pedestrian-oriented activities.

Project 11634: NE 9th Ave. Greenway

Project 10200: NE Killingsworth Pedestrian District.

Project 10206 We support filling in gaps, not just along the Marine Drive bicycle route from I-5 to NE 185th Ave, but North/South between Marine Drive and the bikeway system in the rest of the city (20's bikeway, 50's bikeway, etc.). This project would do a lot of good to improve the existing conditions and make the northern portion of the City more enjoyable for recreational and other trips.

Project 10230: Ensure full build out of 20s Bikeway Project.

Project 10311: N-NE Skidmore Bikeway.

Project 10320: NE Halsey St Bikeway.

Project 10338: NE Alderwood St Bikeway.

Project 10339: N-NE Columbia Blvd. Bikeway. We support this project to add bicycle facilities to Columbia Blvd; however, we would like to point that it may be in conflict with project 10376, which seeks to widen Columbia Blvd to five lanes for cars. We would encourage the use of a road diet to add bicycle lanes to Columbia (preferably cycle tracks or other physically-protected facilities).

Project 11317: Broadway Weidler Streetcar Corridor Alternatives Analysis.

Project 11318: MLK Streetcar Corridor Alternatives Analysis.

Project 11323: We support the Sullivan's Gulch trail project, but encourage the project scope to be broadened to include the entire area from the river to the east side of I-205.

Project 11636: Permanent improvements to the NE Multnomah Ave. Bikeway.

Project 11645: I-84 bicycle-pedestrian bridge at NE 9th Ave.

Project 11646: Add a protected bikeway and enhanced crossings to NE Broadway, and recommend the scope to be broadened to also include NE Weidler.

Project 10257: NE-SE Grand/MLK Streetscape Improvements.

Project 10181: 50s Bikeway Project.

Project 11372: NE Williams Bikeway.

Project 11196: East Portland Advisory Bike Lane Network.

Projects that NECN opposes:

Project 10335: 42nd Avenue bridge replacement project, if it would allow for heavy truck traffic to move from industrial and port areas north of Lombard along this corridor. The neighborhood is trying to make 42nd into more of a walkable center, and more through truck traffic may be incompatible with that vision. Alternate routes should be found for through truck traffic, and this money re-purposed to help improve the

active transportation and transit networks instead.

Project 10376: Columbia Blvd from 60th to 82nd Avenues. This project would encourage more traffic to use Columbia Blvd, including as a cut-through route from I-5 to I-205 for commuters seeking to avoid congested bridges. This project is also in direct conflict with project 10339 to add bicycle facilities to the entire length of Columbia Blvd, which would likely require a road diet (removal of a travel lane in each direction).

Project 10893: Columbia River Crossing project in its current form and with its current price tag. We instead support the Common Sense Alternative, which would focus on rehabilitating the existing bridges and repurposing them for local, transit, and bicycle traffic; moving the lift span on the railroad bridge to line up with the high point of the existing bridges; adding a new bridge for local traffic in line with the MAX line (Expo Ave) to extend light rail to Hayden Island; and then building a new interstate bridge directly east of the existing bridges as a tolled lift span.

Project 10582: We are opposed to using over a billion dollars of the region's money to widen the 217 freeway.

Sincerely,

Steve Cole
NECN Board President

cc: John Mermin, Senior Transportation Planner, Metro
Troy Rayburn, TPAC, MPAC, JPACT Coordinator, Metro
Shoshana Cohen, NECN Executive Director
Carol Gossett, NECN Land Use and Transportation Committee Co-Chair
Ed Abrahamson, NECN Land Use and Transportation Committee Co-Chair

*NECN supports twelve neighborhoods in inner North/Northeast Portland. These include Alameda, Boise, Concordia, Eliot, Grant Park, Humboldt, Irvington, King, Sabin, Sullivan's Gulch, Vernon, and Woodlawn.

1000 friends of Oregon

133 SW Second Ave., Suite 201 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 • fax (541) 474-9389
Willamette Valley Office • 220 East 11th Avenue, Suite 5 • Eugene, OR 97401 • (541) 520-3763 • fax (503) 575-2416
Central Oregon Office • 115 NW Oregon Ave #21 • Bend, OR 97701 • (541) 719-8221 • fax (866) 394-3089

May 6, 2014

President Tom Hughes
Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Active Transportation Plan/Regional Transportation Plan

Dear President Hughes and Metro Council members:

1000 Friends of Oregon is a one of almost a dozen organizations who recently submitted a joint letter in support of the proposed Active Transportation Plan (ATP) update to the Regional Transportation Plan (RTP). The Active Transportation Plan reflects the pedestrian, bicycling, and transit plans of the region's cities, counties, and recreation and transit providers. We are submitting additional comments here to 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.

1000 Friends is a member of Metro's Climate Smart Communities (CSC) advisory committee. Among other things, we have met with citizens and groups around the region to help link local desires for neighborhoods that are safely walkable and have better transit access to the outcomes from Metro's CSC's program. We were also a member of the several advisory and legislative committees that developed the state law requiring Metro to integrate transportation and land use planning to reduce greenhouse gas emissions from the transportation sector, by providing a built environment that both reduces the need to drive and provides real options to driving.

This experience makes clear that 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.

As your staff has described, the region can meet its goal of reducing greenhouse gases from the transportation sector if we implement the land use and transportation plans that the cities and counties have already adopted, or are about to, adopt. In addition, the region's residents and elected officials have demonstrated they aspire to doing *better* than just what is in existing transportation and land use plans.

We know that Metro residents want to live in walkable neighborhoods with housing, shopping, schools, and services near one another. The recent survey by DHM Research showed overwhelming support across every part of the region for improving transit, even if it means paying more in some sort of tax or fee. The region also supports providing more sidewalks and bike ways, and fixing the current road system before building more. Carrying out these plans,

and striving to do even better, will have multiple benefits, including improving public health, reducing congestion, supporting local economic development, saving households money, and creating more walkable, bikeable communities.

But we, as a region, have fallen far short in identifying how to pay for the livable communities we want. Implementing the full RTP will cost over $15 billion (including roads as well as active transportation), but the region has budgeted only about $6 billion for all transportation modes.

The region's success in actually *becoming* a Climate Smart Community will turn on increasing funding for active transportation. It also means making active transportation projects a priority, and impact on greenhouse gas reduction a screen, in Metro's distribution of all transportation and land use related funds.

Consistent with this, it is time for the region to develop real solutions for the legitimate transportation challenges that led to the faulty "answer" of the Columbia River Crossing (CRC). We recommend removing the CRC from the RTP, and instead focusing on the individual elements of that highway expansion project that are worthy and far less expensive. These include revamping the downstream railroad bridge, improving access with Hayden Island, and providing high capacity bus alternatives between Vancouver and Portland, all of which will address drawbridge lifts and congestion. The CRC has been declared dead by both Governors; continuing to drag its deadweight around in the RTP is a distraction from pursuing effective transportation and climate solutions that can be implemented quickly.

Thank you for consideration of our comments.

Mary Kyle McCurdy

Policy Director and Senior Staff Attorney

To: Metro Planning and Development
600 NE Grand Ave.
Portland OR 97232.

From: Steven B. Tubbs
7001 SE Evergreen Hwy.
Vancouver, WA 98664
Steven.tubbs@comcast.net 360-921-4806

Re: Comment, Metro 2014 Regional Transportation Plan

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:

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:
    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.
    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.
    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 I-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.

Thank you.

Exhibit A

Excerpts from Real-World CO2 Impacts of Traffic Congestion[1]

When average speeds are very low, vehicles experience frequent acceleration/deceleration events. They also do not travel very far. Therefore, grams per mile emission rates are quite high. In fact, when a car is not moving, a distance-normalized emission rate reaches infinity. Conversely, when vehicles travel at higher speeds, they experience higher engine load requirements and, therefore, have higher CO2 emission rates. As a result, this type of speed- based CO2 emission-factor curve has a distinctive parabolic shape, with high emission rates on both ends and a minimum rate at moderate speeds of around 45 to 50 mph.

• In general, whenever congestion brings the average vehicle speed below 45 mph (for a freeway scenario), there is a negative net impact on CO2 emissions. Vehicles spend more time on the road, which results in higher CO2 emissions. Therefore, in this scenario, reducing congestion will reduce CO2 emissions.

See accompanying table below.

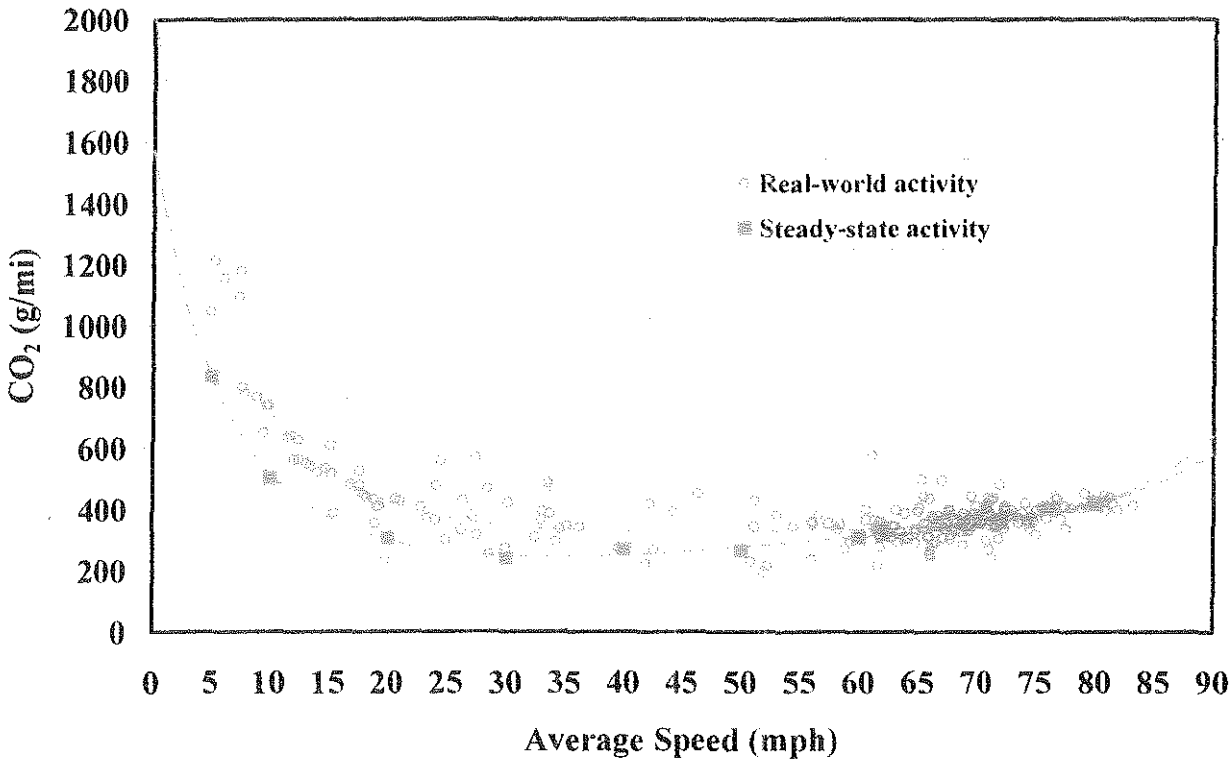


Figure 3. CO_2 emissions (grams/mile) as a function of average trip speed (mph)

[1] Paper for publication in Transportation Research Record Submitted March 31, 2008. See http://www.uctc.net/papers/846.pdf

Ex. B

Time to be rid of I-5's northbound HOV lane[1]

You can't really blame Oregon for trying to ease congestion on the I-5 north of Portland. It's been a slow mess for a long time.

More than two decades ago federal legislation -- the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 -- asked states to create commuter-only lanes on highways known to be congested and likely to create air quality problems. And such lanes, known as High Occupancy Vehicle (HOV) lanes, became the tool of choice for cities in which slowdowns made getting to and from work a grueling test.

Oregon and Washington jumped in. They built HOV lanes northward and southward to the Columbia River, respectively. The lanes were designed to ease traffic from Portland to the river -- a northbound rush-hour nightmare in the late afternoon -- and through Vancouver, which frustrated southbound folks every weekday morning. The hope in both states, following the federal logic, was that folks would double up and make the one-driver, one-car habit fade away.

But it didn't happen. Washington found its four-mile HOV lane, while slightly increasing the number of riders that moved through Vancouver, was not worth it. That's because the southbound HOV lane was not part of a larger system designed to manage traffic flows over the I-5 bridge and through Delta Park, the real impediment, or offer drivers better options via mass transit or carpools. So regulators shut it down in 2005, citing the success, by contrast, of extensive HOV lanes and transit options in the central Puget Sound/ Seattle region.

Now the northbound, Portland-to-the-river HOV lane has become its own strange beast. And Oregon regulators should follow Washington's example and be rid of it.

Frustrated solo drivers crawling along at 10 to 25 mph in the right and center lanes are, according to The Oregonian's Joseph Rose, increasingly risking $260 fines by sliding into the left HOV lane to zip along at 45 mph amid fewer vehicles. Separately, state data shows that compliance -- that is, the willingness of drivers to play by the posted rules -- fell from 92 percent in 2001 to 80 percent in 2007, the latest year made available by state officials. The national average, meanwhile, for noncompliance is just 7 percent, Rose reported. Surely the woman who strapped in a giant Teddy bear as her Portland "passenger" recently leads the way in memorable non-compliant actions.

The plain truth is that many I-5 drivers are unwilling, for reasons of life complexity or lack of transit options, to do anything but get from Point A to Point B by filling the tank and hopping behind the wheel solo. And HOV lanes, designed to induce different behavior by rewarding everyone with reduced traffic and cleaner air, in some cases fall short of reaching their goals. The I-5's northbound HOV lane in Oregon is such a case.

The counterintuitive fact in this is that even though the HOV lane sometimes looks empty, it was built specifically to serve car-poolers and, thus, increases the number of people moving along the highway. But the more difficult truth is that opening up the lane to general traffic would expand the highway's carrying capacity for vehicles for virtually nothing av T not a bad deal in the current economic climate.

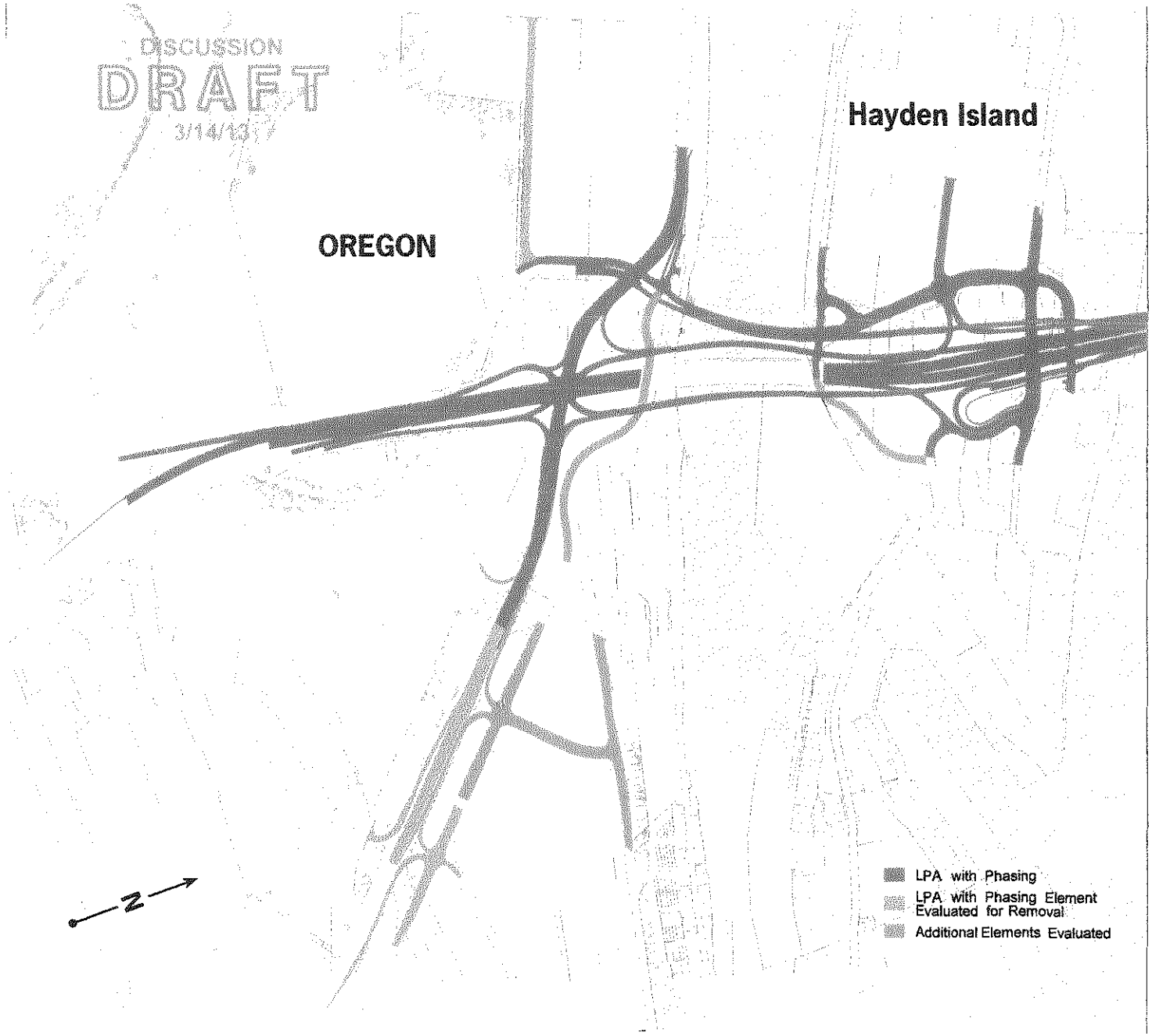
---

[1] Oregonian Editorial Board, September 5, 2012

Like all privileged failures -- who could argue with the original idea? -- Oregon's HOV lane would be difficult to walk away from. But it's time, particularly as a new Columbia River Crossing retools the I-5 between Portland and Vancouver, to move on and get it right.

Columbia River CROSSING

Locally Preferred Alternative with phased concept



May 5, 2014

The following are ODOT's comments on the draft 2014 Regional Transportation Plan:

RTP Comments

Section 1.6, Page 1-44 (Bottom of Page)

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.

Regional Bicycle Network Map (page 2-76): 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.

Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: "…, Metro, in collaboration with local partners, 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.

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~~ proceeded 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~~ improve traffic weaves and allow disabled vehicles to move out of traffic lanes;"

Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to5-18): This should be section 5.3.2.4, not 5.3.1.5. Page 5-15, ~~Recommended~~ RTP Design and Functional Classifications. Second sentence: change ~~recommendation~~ to decision. Next sentence, change "…~~will be~~ amended..." to "…are amended"...

Near Term Actions: there is more detail in the RTP than what is likely to be incorporated in the Washington County TSP. Coordination between Metro and Washington County on this is

important to make sure that both agencies are in agreement on the level of specificity (e.g., listing the specific locations of bus stops, ped crossings, etc.) appropriate in a system plan. Is this language in the RTP going to be adopted as a land use decision and will this list of actions be considered reasonably likely for purposes of future plan amendments? There is concern about potentially having to amend the RTP for decisions that may be made during a project development process.

Page 5-16: Delete the following because they are explanations of the bullet directly

• Signal prioritization for transit

• Adaptive signal control ("smart signals" that adjust timing to congestion levels)

Page 5-18: The last three Opportunistic Actions from the TV Highway Corridor Plan are missing as well as "Reduce vehicle turn movements to/from driveways on TV Highway." (See attachment.)

201404301526.pdf

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 (~~FHA~~) (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project…."

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.

Please add the following elements of the JTA phase of the Sunrise project:

- 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
- 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.

Section 5.3.2.3: I-5/99W Connector Study: page 5-23, Short term phasing strategy (2008-2017), third bullet: add the word "Completed".

Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet)**:** Please change the second sentence as follows: "jurisdictions considering ~~development~~ plan amendment proposals for compact development in regional and town centers that exceed current height or density limits are ~~often~~ sometimes constrained by traditional volume-to-capacity standards…."

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. Amend the first bullet as follows: "…unless an alternative is developed by a local jurisdiction and adopted by the OTC".

RTP Project List Comments

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 # 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.

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.

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.

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.

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.

March 20, 2014

Metro ATP: Recommendations from Clackamas County

Pedestrian Network Map Book, February 2014

P. 11

Recommend that the streets below be designated as Regional Pedestrian Corridors On-street

- Park Avenue from River Road east across McLoughlin to Oatfield Road
- Courtney Avenue from River Road east to Oatfied Road
- Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road
- Concord Road from River Road east to Oatfield Road
- Roethe Road from River Road east to Oatfield Road
- Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)

Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.

P. 12

- Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.
- Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road
- Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street
- 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
- 132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street

P. 13

- Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)

P. 16

- The 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.

<u>Bicycle Network Map Book, February 2014</u>

P. 11

- Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street
- Designate Concord from River Road east to Oatfield to Thiessen Road as a Regional Bikeway On-street.
- Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway

P.12

- Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail
- Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road
- Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway
- Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway

P. 14

- The river crossing south of Wilsonville) is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?

P. 16

- Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway

From: Katherine McQUILLAN [katherine.mcquillan@multco.us]
Sent: Tuesday, May 06, 2014 1:37 PM
To: Regional Transportation Plan rtp
Cc: John Mermin; Grace Cho; Joanna VALENCIA; Rachel FERDASZEWSKI
Subject: Multnomah County comments for the draft 2014 Draft RTP
Attachments: Troutdale Interchange IAMP map.pdf; troutdale_tsp_streetmap.pdf

Hi John and everyone,

Below are all the comments from Multnomah County staff on the draft 2014 RTP. Some comments are repeated from a previous email I sent with specific comments for the RTP project list and maps. Please do not hesitate to contact me with questions or clarifications.

Thank you for the opportunity to review the draft 2014 RTP!

Sincerely,
Kate McQuillan

Comments from Multnomah County staff for draft 2014 RTP:
(page and section numbers reference the red-lined dated Feb 2014 unless otherwise noted)
Suggested Changes to RTP Project List (Appendix, the Excel spreadsheet dated 3/21/14)

* Project #10383 is missing from project list, but is on updated RTP map. The project was previously on the State RTP list as "I-84 to US 26 Connections: Implement recommendations of I-84/US-26 Corridor Refinement Plan conducted in accordance…". The request for this amendment is to add to the Financially Constrained List, and to edit to reflect changes in the Form B submitted by Joanna from December 2013.
* Project #10408 – 40-Mile Loop Trail – Shows up on updated maps but is missing from the RTP project list

Suggested Changes to RTP Project Map (Chapter 3 Investment Strategies) Comments:

* Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. I've attached two maps – the Troutdale TSP and the Troutdale Interchange IAMP – that both show alignments for the Marine Drive Extension that could be used for reference.
* 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.

Comments for RTP

* Page 2-14, 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?
* Pages 2-14 to 2-16 – When will the data be available for the performance measures' findings?
* Page 2-32 (Part of 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).
* Page 2-33, final paragraph of subsection "Designs for pedestrians, bicyclists and transit users"- Clarify how design elements are presented in the ATP. For example., "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 as design guidance. The design elements…"
* 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 perfect 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, "Pedestrian 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 also be too repetitive with Policies 1 and 4.
* General comment re: both bicycle and 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". The ATP itself includes recommended policy implementing actions. Can these actions be included? (The actions can be found in ATP Public Review Draft February 2012, Chapter 12 Recommended Policies and Implementing Actions, starting on page 12-154.)
* Page 5-32, under section 6.4 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.
* Page 5-60, under section 7.15 Best Design Practices in Transportation – Why is the language that "Metro staff may initiate an updated to the Best Design Practices in Transportation…" instead of will or shall? Metro has been advertising that this update will happen for some time, and is even referenced in previous RTP chapters.

Kate McQuillan
Transportation Planner
Multnomah County Land Use and Transportation Planning
phone (503) 988-5050 x29397
fax (503) 988-3389
katherine.mcquillan@multco.us

From: Owings, Amanda
To: John Mermin
Cc: "Buehrig, Karen"
Subject: RE: Reminder of April 18 deadline for RTP project related changes
Date: Friday, April 18, 2014 8:29:41 AM

John,
I have some small edits to our list of projects.

Project 11081 – Boones Ferry Road Bike Lanes: I would change Financially Constrained to NO
Project 11171 – Tryon Creek Ped Bridge (@ Tryon Cove Park): I would change Financially Constrained to NO
Project 11286 – Tryon Creek Bridge (@ Hwy 43/Terwilliger): I would change Financially Constrained to YES, and add the following to the description, "multi-use pathway along creek."

Thank you for the chance to comment.
~amanda

Amanda Owings, P.E.
Traffic Engineer
City of Lake Oswego
PO Box 369
380 A Avenue
Lake Oswego, OR 97034
direct: (503) 635-0274
general: (503) 635-0270
aowings@ci.oswego.or.us

From: Buehrig, Karen [mailto:KarenB@co.clackamas.or.us]
Sent: Monday, April 14, 2014 4:30 PM
To: (jmlewis@ci.oregon-city.or.us); (boyce@ci.gladstone.or.us); Anderson, Jared; BEN BRYANT; Bezner, Mike; 'Brent Kelver'; Buehrig, Karen; Calvert, Lance; Carole Earle (carole@ci.happy-valley.or.us); Cartmill, Barbara; Chris Myers; Chris Neamtzu (Neamtzu@ci.wilsonville.or.us); Comer, Catherine; Conrad, Larry; CURTIS Gail E; Dayna Webb; Dunham, Katie; Egner, Dennis; Rooney, Erica; 'Erik Wahrgren'; Flatt, Abbot; Gary Parkin (parking@ci.milwaukie.or.us); Hagen, Cindy; Kaaren Hofmann; Kautz, Steve; Lais, Erich; Lashbrook, Stephan; Laura Terway; Lyons, Shirley; Matilda Deas; Michael Walter; Nancy Kraushaar; Owings, Amanda; Retherford, Kristin; Rice, Jason; Scott Lazenby (slazenby@ci.sandy.or.us); Stephens, Julie; Steve Butler; Tammy Stempel; Thompson, Cynthia; Tom Seal; Wehling, Julie; Zach Pelz (zpelz@westlinnoregon.gov)
Subject: FW: Reminder of April 18 deadline for RTP project related changes

Greetings CTAC members-

For those of you within the Metro Boundary, below is a friendly reminder from John Mermin that public comments related to changes in the project list need to be sent to Metro by this Friday, April 18th. See below.

Karen

From: John Mermin [mailto:John.Mermin@oregonmetro.gov]
Sent: Monday, April 14, 2014 4:21 PM
To: RAHMAN Lidwien; Christina Deffebach; Joanna VALENCIA; Buehrig, Karen; Duke, Courtney; 'Healy, Philip'; Hesse, Eric
Cc: PENNINGTON Kirsten; WINDSHEIMER Rian M; Hurley, Peter T. (PDOT)
Subject: Reminder of April 18 deadline for RTP project related changes

Hi local RTP leads,
Just a friendly reminder that if you are planning to send us any public comments that would affect the project list (e.g. moving a project from the aspirational list to financially constrained or vice versa), please do so by **Friday April 18th**.

The turnaround time for the last round of modeling following the end (May 5) of the 45-day public comment period is very tight. We need to share the AQ model results for a 30-day comment period which starts on May 16th. Thus, we need to "press the button" on the model the morning of May 9th. Our modelers need to finish coding done as early as possible to avoid last minute crises.

You can email an electronic version of your comment letter directly to me.

Thanks in advance for your help keeping us on track!

_____

John Mermin | Senior Transportation Planner
Metro
Planning & Development
600 NE Grand Ave
Portland,OR 97232-2736
503 797-1747
John.Mermin@oregonmetro.gov

www.oregonmetro.gov
Metro | Making a great place

PUBLIC RECORDS LAW DISCLOSURE
This e-mail is a public record of the City of Lake Oswego and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From:	Rod Yoder
To:	Regional Transportation Plan rtp
Cc:	Lake McTighe; John Mermin; PnP Committee Oregonwalks
Subject:	Regional Active Transportation Plan and associated RTP amendments
Date:	Thursday, April 24, 2014 1:28:52 PM

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.

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.

Plans and Projects Committee
Oregon Walks

From: Carol L. Chesarek [mailto:chesarek4nature@earthlink.net]
Sent: Tuesday, April 22, 2014 6:27 AM
To: Lake McTighe
Subject: ATP comments

p. 10-141, 1st full para. "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." This 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?

p. 10-141, Access to Daily Needs. Is this 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.

From:	Regional Transportation Plan rtp
To:	Clifford Higgins; John Mermin
Subject:	FW: Comment on RTP Ped & Bike Maps - Reedway Overcrossing
Date:	Tuesday, April 15, 2014 8:45:59 AM
Attachments:	Outlook.jpg

From: Steve Szigethy [mailto:zigsongs@gmail.com]
Sent: Monday, April 14, 2014 4:18 PM
To: Regional Transportation Plan rtp
Cc: Brian Posewitz; Gail Hoffnagle; Mat Millenbach; Morehead, Grant; Lake McTighe
Subject: Comment on RTP Ped & Bike Maps - Reedway Overcrossing

Hello RTP project team:

I would like to leave a comment on the draft 2014 RTP Pedestrian & Bicycle maps as a private resident and member of the Sellwood-Moreland Improvement League (SMILE).

Request:
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. (Please see screenshot of the current draft RTP pedestrian network below).

Background:
For a number of years, SMILE has been advocating for a pedestrian/bicycle overcrossing of Highway 99E and the Union Pacific Railroad at SE Reedway Street. Initial interest in this crossing blossomed when a Portland-Milwaukie Light Rail station was proposed at SE Harold Street. While that station has been postponed indefinitely, many of us at the northern end of Sellwood-Moreland still strongly support a ped/bike overcrossing here.

The overcrossing would help Sellwood-Moreland residents safely and conveniently reach Reed College, the 26th/28th Avenue bikeways, employment in the industrial area, and business districts further north such as Division/Clinton and Hawthorne. Today, reaching these destinations requires out-of-direction travel and the use of substandard facilities such as the Holgate viaduct. This glaring connectivity gap along the Union Pacific Railroad between Holgate Boulevard and Bybee Boulevard - a distance greater than a mile - is one of the longest gaps between railroad crossings anywhere in Portland.

My belief is that the connectivity/accessibility benefits that this crossing would provide are regional in significance and it is therefore appropriate to include it in the RTP pedestrian and bicycle network vision maps. Doing so would also help our neighborhood and city attract federal funding for the project in the future.

Thank you kindly for this opportunity to comment.

Sincerely,

Steve Szigethy
1817 SE Insley St
Portland, OR 97202

From:	Regional Transportation Plan rtp
To:	Clifford Higgins
Subject:	FW: Rails to Trails
Date:	Thursday, April 03, 2014 10:01:57 AM

Cliff,

Below is a comment regarding a rails-to-trails option for the Lake Oswego to Johns Landing corridor.

Susan

From: Cathy Smith [mailto:cts2905@yahoo.com]
Sent: Wednesday, April 02, 2014 3:44 PM
To: Regional Transportation Plan rtp
Subject: Rails to Trails

Hi,

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.

THANKS!!!

Carrie Smith

From:	Regional Transportation Plan rtp
To:	John Mermin; Clifford Higgins
Subject:	FW: comment on Metro Regional Transportation Plan
Date:	Tuesday, May 06, 2014 8:25:02 AM

From: Ted Gilbert [mailto:ted@gilbertbroscommercial.com]
Sent: Thursday, May 01, 2014 6:57 PM
To: Regional Transportation Plan rtp
Subject: comment on Metro Regional Transportation Plan

Metro Staff, Councilors and Regional Partners,

I write to support 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.

Yours Very Truly,

Ted K. Gilbert

March 25, 2014

Metro ATP Review
Recommendations from;
Lori Meuser
11426 SW Oak Creek Drive
Portland, OR 97219

Pedestrian Network Map Book and Bicycle Network Book, February 2014

P. 11

- 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.

- 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.

COALITION FOR A LIVABLE FUTURE

May 5, 2014

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Via email to rtp@oregonmetro.gov

Re: Active Transportation Plan and Regional Transportation Plan

Dear President Hughes and members of the Metro Council:

Thank you for the opportunity to comment on the draft Regional Active Transportation Plan and Regional Transportation Plan.

Active Transportation Plan

As we discussed in a joint letter with ten other organizations, we strongly support the Regional Active Transportation Plan (ATP). Creating this plan is an important step toward developing a healthier, more equitable, more cost-effective transportation system. Improved walking, biking, and transit systems are essential to developing communities that are good for families and good for business.

We appreciate that the ATP incorporates important equity considerations as part of the basic framework for improving access to walking, biking, and transit around the region. An ATP grounded in equity principles will support equal access to jobs, economic opportunities, healthy foods, and essential goods and services; address historical disinvestment for impacted communities; and increase opportunities for meaningful community involvement in active transportation decisions. Among the important policy elements are: (1) the plan's focus on working with jurisdictions to increase safety and access to destinations in areas with low income populations, communities of color, persons with disabilities, people with limited English proficiency, youth and seniors; and (2) the policy to serve essential daily needs, especially in areas that support underserved communities. The ATP also includes performance measures for increased access for underserved populations, and for improving safety. Importantly, the ATP acknowledges the need to develop best practices on engaging underserved communities on active transportation projects.

The ATP is also essential to Metro's Climate Smart Communities Scenarios Project (CSC). The Coalition for a Livable Future is a member of the CSC technical advisory committee, and has been engaged on the project for several years. Based on the project's analysis, is it is clear that implementing the ATP is essential to meeting our requirement to address greenhouse gas

reductions, and also to support the aspirations of local jurisdictions and people around the region for vibrant neighborhoods with safe and reliable transportation options.

While the ATP provides a strong roadmap, the important work of funding the plan is still to come. The ATP and CSC are important tools for considering how to spend our limited transportation dollars, and for making the case for the need for more active transportation funding to improve safety, public health, and a strong local economy.

Regional Transportation Plan

Because the RTP update is largely a technical update, we focus our comments on two specific issues:

First, the Columbia River Crossing I-5 project (CRC) should be removed from the RTP list. ODOT is shutting the project down, with the shutdown to be completed by the end of May. Keeping the CRC in the RTP reflects the past, not the future, of I-5 corridor planning. We support the edits brought forward with other approaches to addressing issues in the I-5 corridor, but without the continued inclusion of the CRC project itself. For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of recent research by CRC consultant CDM Smith, which found that the CRC would lead to increased travel on I-205 by as much at 39,500 vehicles per day.

Second, the RTP should include findings on how the system has performed over time. Chapter 4 of the draft RTP includes significant information regarding performance evaluation, but only includes *projected* performance based on modeling potential results between 2010 and 2040. At least as important as how well we think the system might do in the future is how well we have actually done, by measuring change in performance over time. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2). The RTP states in Section 4.2.2 that an analysis of System Monitoring Performance is done every two years. Key findings should be included in this section of the RTP. The RTP should also include the list of what is actually analyzed, rather than a sample or recommended list.

Thank you again for the opportunity to provide these comments.

Sincerely,

Mara Gross
Executive Director

Appendix D. Staff responses to comments

This page intentionally left blank.

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/2014	No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT.	10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements;

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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 Tahran	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/24/2014	No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT.	11585: I-205 Southbound and Northbound Abernethy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River
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	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
22	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.	David Morelli	3/26/2014	No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT.	10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west)
23	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.	John Kleev	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
24	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	Richard Whitehead	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT.	10558; Cornell Rd. Improvements: 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;
38	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	John Atherton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
39	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.	Paul Edgar	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
40		Larry Conrad	3/26/2014	*No comments submitted by Larry Conrad. There was a formatting error for the three comments above (Larry Metcalf, John Atherton, Paul Edgar) which inadvertently caused part of Paul Edgar's comment to be attributed to Larry Conrad in the 6/10/14 version of this comment log.*	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
41	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.	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	BARBUR - 10282: Barbur/ Capitol/ Huber/Taylors Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/27/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS
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	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
65	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.	Kari Schlosshauer	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
67	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.	Carolyn Scrutton	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
68	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	Joe Hardman	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
69	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	Sandra Doubleday	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/28/2014	No change recommended. This comment has been forwarded to Portland and ODOT	SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW
72	quit wasting our money. total waste	David Goliath	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	Richard Smith	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar
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	Kurt Kristensen	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
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	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
85	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.	Chase Ballew	3/30/2014	No change recommended. This comment has been forwarded to the City of Portland and ODOT.	11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS
86	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.	Evelyn Whitlock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
87	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	Marlene Byrne	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
88	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".	Brian Knapp	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
89	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	Fred Dobson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
90	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.	Sue Nelson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	3/31/2014	No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet.	10865: 'I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening
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	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/1/2014	No change recommended. This comment has been forwarded to ODOT.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
100	I would invest more in Transit	Prisciliano Peralta-Ramirez	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
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	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
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	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
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	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	4/4/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10282: Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements;
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	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
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	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDED 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	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/7/2014	No change recommended. This comment has been forwarded to Portland.	11323: Sullivan's Gulch;
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	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/8/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldridge	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
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	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/9/2014	No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT.	10553: 209th Improvements: 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South
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	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/9/2014	No change recommended. This comment has been forwarded toTriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/10/2014	No change recommended. This comment has been forwarded to ODOT and TriMet.	10893: 'Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements;
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	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/10/2014	No change recommended. This comment has been forwarded to Gresham and TriMet.	11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/10/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;
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	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
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	4/9/2014	Change as requested	
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	4/9/2014	Change as requested	11332 (High Capacity Transit Capital Construction: I-205)
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	3/25/2014	Change as requested	
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	4/15/2014	Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.	
149	Please make the following minor change to the desctiption 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	4/15/2014	Change as requested.	10156 (Boeckman Rd at Boekman Creek)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
150	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). 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) The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)	Northeast Coalition of Neighborhoods (NECN)	4/16/2014	This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton , Washington County and ODOT	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), 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), 10257 (NE-SE Grand/MLK Streetscape Improvements). 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) 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)
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	4/18/2014	Change as requested.	11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).
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	4/22/2014	Change as requested.	20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks)
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	4/18/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
154	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. 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.	Oregon Walks	4/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
155	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.	Carol Chesarek	4/22/2014	No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update.	
156	Transit and Active Transportation should be top two priorities, then roads and bridges.	Kara Boden	4/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
157	Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language.	ODOT staff	4/28/2014	Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB.	10865: I-205/Airport Way interchange
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)	4/28/2014	No change recommended. This comment has been forwarded to the City of Portland.	
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	4/30/2014	Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. Change project description as follows: "Add second EB left turn lane. Requires widening of Jenne North~~.~~,but would not require widening Foster beyond the intersection. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
160a	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: 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: 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	5/2/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOTopposes 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.	
160b	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. 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.	Steven Tubbs continued		Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOTopposes 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.	
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	5/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	5/1/2014	Comment forwarded to City of Portland.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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 RSIAs. 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	5/1/2014	This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map.	10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail
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	5/1/2014	Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d.	11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing
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 alingment 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 show in this Powell-Division corridor but the exact mode and alignmnet should remain undefined	City of Gresham staff	5/1/2014	Change as requested. See response to Comment # 145.	
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	5/1/2014	Change as requested.	
167	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
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	5/1/2014	Change as requested.	
169	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Mutlimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
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 being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	City of Gresham staff	5/1/2014	Change all as requested except for Max Path. The map is only showing facilities as complete if they are built prior to RTP adoption.	
171	Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alingment. I provided a shapefile with the alingment via email to you 04/29/2014 and it is already refelected in the Bicycle and Pedestrian network maps.	City of Gresham staff	5/1/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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, extedning Burnside to Palmquist; Propsed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.	City of Gresham staff	5/1/2014	No change recommended. This map is an existing conditions map, not a map of future proejcts.	
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	5/1/2014	No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment has been forwarded to City of Portland for their consideration during their current TSP update.	10349 174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements
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 throught the document	City of Gresham staff	5/1/2014	Change "indicators" to "measures" within chapter 2.	
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	5/1/2014	The list of cities is not intended to be exhaustive. Change as follows: "~~The c~~Cities such as ~~of~~ Tualatin, Lake Oswego, Wilsonville, Hillsboro, ~~and~~ Milwaukie and Wood Village have adopted street maintenance fees…"	
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	5/1/2014	Change as follows: the section and figure displaying future operations and mantenance funding will be projected out from 2035 to 2040 using as straight line projection.	
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	5/1/2014	There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update.	
178	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.	City of Gresham staff	5/1/2014	No change recommended. The region, through JPACT and the Metro Council, periodically reviews and updates corridor implementation priorities. Based on the JPACT decision in 2009-10, a Phase II of Powell/Foster was not recommended as a near-term regional priority based on: 1) ongoing work by the City of Portland on the Powell and Foster plans; 2) the completion of the East Metro Connections Plan; and 3) other regional priorities being reprioritized. While Phase II of the Powell/Foster Corridor plan was never initiated, work has continued in this corridor. Similar to the Powell/Foster Phase I study, the East Metro Connections Plan was identified as near term priority and was the first mobility corridor refinement plan to come out of the 2035 RTP. This plan implemented a new approach to allocating limited transportation money. The plan also prioritized projects and has led to implementation of projects including the Powell-Division HCT plan.	
179	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.	City of Gresham staff	5/1/2014	Change as requested.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
180	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 Greewnay 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.	City of Portland staff	4/30/2014	Change as requested.	See Comment
181a	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 Pl): 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);	City of Portland staff	4/30/2014	Change as requested.	See Comment

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
181b	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/Taylors 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 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate 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);	City of Portland staff	4/30/2014	Change as requested.	See Comment

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
181c	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 Pl): 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.));	City of Portland staff	4/30/2014	Change as requested.	See Comment
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	4/30/2014	Change as requested.	See Comment

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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 multimdal 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	4/30/2014	Change as requested.	See Comment
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	4/30/2014	Change as requested.	See Comment
184	CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Braided Ramps; 10376: Columbia Blvd Widening	Port of Portland staff	4/30/2014	Change as requested.	See Comment
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	4/30/2014	Change as requested.	See Comment

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
186	• 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	5/4/2014	Forwarded to City of Portland and ODOT for their consideration in project development and design. Regarding comment on Foster as a bicycle parkways: Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)	11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements
187	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. 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. 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.	Mayors of Tualatin & Wilsonville	5/5/2014	Change as requested.	
188	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. 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	National Coast Trail Association	5/5/2014	Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are idneitifed in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdicitons (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
189	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 thesouth end of the new regional recreation destination, Gateway Green, to the east end of theproposed 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.	Ted Gilbert	5/1/2014	Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d).	11647: I-205 Undercrossing
190	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.	1000 Friends of Oregon	5/5/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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	5/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
192	Add a placeholder project for $20M for the Troutdale Airport Master Plan Transportation Improvements	East Multnomah County Transportation Committee	5/2/2014	Change as requested.	
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	5/5/2014	No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements;	11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691.
194	Project #10408 - 40 Mile Loop Trail is missing from the RTP project list.	Multnomah County staff	5/5/2014	No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction"	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
195	Fix the following errors for the following projects for the Chapter 3 maps of RTP projects: • 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	5/5/2014	Change as requested	
196	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?	Multnomah County staff	5/5/2014	No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the rason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50%	
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	5/5/2014	This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes.	
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	5/5/2014	Change as requested.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
199	Several comments relating to clarifying language in chapter 2 of the RTP: • 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 perfect 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	5/5/2014	Change as follows: • Deleted one duplicative sentence describing the regional safety plan finding that 60% of the fatal and severe injury crashes in the region occur on arterials. • Deleted repetitive reference to ATP within text supporting Transit Policy 6 • Regional Active Transportation Network Vision intro paragraphs have been edited to be more consise. Text describing that Bike and pedestrian policies were updated based on direction from the ATP was moved to the beginning of the bike and pedestrian sections. • Added 2011 Household Survey citation for statement within text supporting bicycle policy 1 and clarified that the statement refers to trips wholly within 4 County area. • In Bicycle policy 3, clarified that "green" experience of a bike parkway refers to tress or plantings. • In Pedestrian Policy 3, removed "and equitably serve all people since that is covered by Pedestrian Policy 5. • Added reference to the ATP implementing actions in intro paragraphs to bike and pedestrian policies to address how network can serve all users	
200	Can the ATP recommended policy *implementing actions* be included in the RTP?	Multnomah County staff	5/5/2014	No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them.	
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	5/5/2014	Change as follows: The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.	
202	Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff ~~may~~ will initiate an update to the Best Design Practices in Transportation…"	Multnomah County staff	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	5/5/2014	No change recommended.	
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	5/5/2014	Change as requested.	
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~~ proceeded 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 r~~educe dangerous~~ improve traffic weaves and allow disabled vehicles to move out of traffic lanes;"	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
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	5/5/2014	No change recommended. This corridor still has an outstanding section to be studed so should remain in the section of corridors needing refinement planning.	
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	5/5/2014	Change as requested.	
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	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
210	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…." 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. Please revise the list of elements for the JTAC phase of the Sunrise Project as follows: • 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	5/5/2014	Change as requested.	
211	Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering ~~development~~ plan amendment proposals for compact development in regional and town centers that exceed current height or density limits are ~~often~~ sometimes constrained by traditional volume-to-capacity standards…."	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
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 ~~adopted~~ developed by a local jurisdiction and adopted by the OTC".	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
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	5/5/2014	Forwarded to Lake Oswego, Portland and Clackamas County. Change the project description for RTP project #11198 as follows: "~~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~~. Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd."	10087 (Lake Oswego to Portland Trail), 11198 (Portland-Milwaukie Light Rail Active Transportation Enhancement Projects)

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
214	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. 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. 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. 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.	Oregon Department of Transportation staff	5/5/2014	Forwarded to City of Portland. Add the following sentence to the end of the project descripton for project #10171: "This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps." Add the following sentence to the end of the project description for #10235 "This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge." Change the project description for #10299 as follows: "Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 ~~w/ new traffic light and road access to Fred Meyer development.~~, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5.The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	10171 (Burnside/Couch, West), 10299(Lombard St improvements), 10232 (Flanders, NW - Steel Br to Westover - bicycl facility), 10235 (S. Portland Improvements)
215	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."(p.2-80) 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. The 2014 RTP includes another statement realting to the spacing of crossings on arterials on p.2-82: "The experience of people walking and pedestrian access to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart–an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." The last RTP applied this language only to transit/mixed-use corridors. This draft updated language could be interpreted more broadly to cover every arterial.	Washington County Staff	5/5/2014	Change as follows: (p.2-80) "Regional policy calls for safe crossings of streets and controlled pedestrian crossings on major arterials~~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. Change p.2-82 as follows: " The experience of people walking and pedestrian access along transit-mixed use corridors to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart–an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees."	
216	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.	Washington County Staff	5/5/2014	This section summarizes future work that was recommended by the Regional Safety Plan. Language will be added to provide an intro to this table of recommendations: "As part of the 2018 RTP and associated updates to the Regional Transportation Functional Plan, Metro will consider these changes as well as recommendations from the Regional Active Transportation Plan." Additionally, text within the table will be clarified to refect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum local street spacing standard of 530 feet and at all transit stops" .	
217	Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, where possible, with appropriate median openings for turning movements and turn lanes."	Washington County Staff	5/5/2014	Change as requested.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	5/5/2014	No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure incude operating and maintenance costs, not just medians. The 2013 Oregon Freight Plan amendments will be addressed as part of the 2018 RTP update.	
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	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville.	
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	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209	
223	The County caught a number of typos and small technical fixes.	Washington County staff	5/5/2014	Change as requested.	
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	5/5/2014	Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel.	
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	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested.	
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	Washington County staff	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested on Regional Pedestrian and Bicycle Maps.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	5/5/2014	Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
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	5/5/2014	Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
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	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
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	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
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	5/5/2014	Change as requested. This is a mapping error and will be removed.	
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	5/5/2014	No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
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	5/5/2014	No change recommended. This segment of SW Canyon Road is idnetified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestiran Parkways. The ATP acknowledeges that design and pedestrian safety improvemetns will occur within the context of the project location and constraints.	
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	5/5/2014	No change recommended. This segment of SW Walker Road is idnetified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestiran Parkways. The ATP acknowledeges that design and pedestrian safety improvemetns will occur within the context of the project location and constraints.	
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	5/5/2014	Change as requested. This is part of an old alignment of the Westside Trail.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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	5/5/2014	Change as requested.	
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	5/5/2014	Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Desing Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network.	
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 Oatfied 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	3/20/2014	1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
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	3/20/2014	No change recommended. Keep designation as on-street. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not currently identified along the corridor; ODOT and partners would need to nominate the corridor for a regional trail. At current traffic speeds and volumes a high degree of separation and protection is desirable. Currently bicyclists and pedestrians currently use the shoulder if they need to use the route. However, apart from identifying the location regional trails, the regional pedestrian and bicycle network maps do not identify specific design solutions for pedestrian and bicycle routes. Design guidance for roadways with high traffic speeds and/or volumes is provided in the ATP in the design guidance chapter. As the corridor is developed as a 2040 mixed use corridor pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework.	
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	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
244	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Communtiy Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps.	
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	3/20/2014	Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Desing Classifications Maps. Proposed additions are also part of the Regional Bicycle Network.	
246	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
247	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County staff	3/20/2014	Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB.	
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	3/20/2014	The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.	
249	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
250	Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested.	
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	3/20/2014	Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network.	
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	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
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	3/20/2014	Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassifid as a Regional Bikeway.	
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	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
255	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
256	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identifed as s Regional Street on the 2035 RTP "Design Classifications Map."	
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	3/20/2014	Change as requested. The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected.	
258	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County staff	3/20/2014	Change as requested. Recommnedation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identifed as a Community Street on the 2035 RTP "Design Classifications Map."	
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	4/15/2014	Change as requested.	

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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)	3/25/2014	No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
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)	3/25/2014	No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regioal Bikeway at this time; but do include in analysis and policy disucssion for consideration for inclusion in the 2018 RTP update. Policy disucssion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicyle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
262	Delete project #11097 since it is duplicative of the combination of projects #10474, 10475, 10476.	Metro/Gresham Staff	5/5/2014	Change as requested.	11097 (Rugg Rd/Springwater), 10474 (Rugg Rd extension), 10475 (Rugg Rd extension), 10476 (Rugg Rd)
263	The Columbia River Crossing I-5 project (CRC) should be removed from the RTP list.	Coalition for a Livable Future (CLF)	5/5/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. 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.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
264	For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of research by CDM Smith which found that the CRC would lead to increased travel on I-205 by as much as 39,500 vehicles per day	Coalition for a Livable Future (CLF)	5/5/2014	The current air quality tools used to conduct regional conformity analysis cannot perform project specific emissions analysis, and therefore cannot isolate emissions generated for a specific corridor or from a specific project. The emissions analysis takes regional aggregate outputs from the travel demand model and applies the outputs to specific emissions rates established and calibrated for the region. All the results come out as regional emissions which cannot be disaggregated to the degree the commenter seeks.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
265	The RTP should include findings on how the system has performed over time. Chapter 4 includes projected performance based on modeling potential results between 2010 and 2040. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2).	Coalition for a Livable Future (CLF)	5/5/2014	Because of the tight time line, the Regional mobility corridor atlas was not updated in advance of the 2014 RTP update. An updated atlas will be completed after adoption of the 2014 RTP update and will inform the 2018 RTP update.	
266	The RTP states in section 4.2.2 that an analysis of system monitoring performance is done every two years in advance of the allocation process for regional flexible funds. Key findings should be included in this section of the RTP.	Coalition for a Livable Future (CLF)	5/5/2014	This analysis will be included in the updated Regional mobility corridor atlas to be published after adoption of the 2014 RTP update.	