

## **Public comment report**

Public comments on priorities for our transportation future for the 2018 Regional Transportation Plan

April 2018

### **APPENDIX A: COMMENTS RECEIVED, EMAIL**



On Jan 9, 2018, at 5:22 PM, Marie Miller <[Marie.Miller@oregonmetro.gov](mailto:Marie.Miller@oregonmetro.gov)> wrote:

Jamie,

I had a call today from Brad Perkins. He is on our TPAC interested parties list, and received information on our meetings, and feels it's important to present at one! His interest is in light rail, and he directed me to his website, which is:

<http://www.cascadiahighspeedrail.com/about-us.html>

He feels that Metro isn't addressing the needs of planning transportation well, and consequently the Cascadia High Rail System should be included in discussions.

He mentioned speaking with several of our Councilors (not sure when), but was not interested in sitting in meetings. This should be presented!

I'm not sure where to go with this one! His number is 503-317-6455, and his email is [perkinsrealty@comcast.net](mailto:perkinsrealty@comcast.net)

Jamie and Tom.....would either of you care to take this from here, or do I direct this to someone else????

Thanks!

Marie

**Marie Miller**

Administrative Specialist II

Planning and Development

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**From:** Tom Kloster <[Tom.Kloster@oregonmetro.gov](mailto:Tom.Kloster@oregonmetro.gov)>  
**Date:** January 16, 2018 at 6:10:27 PM PST  
**To:** Brad Perkins <[perkinsrealty@comcast.net](mailto:perkinsrealty@comcast.net)>  
**Cc:** Jamie Snook <[Jamie.Snook@oregonmetro.gov](mailto:Jamie.Snook@oregonmetro.gov)>, Marie Miller <[Marie.Miller@oregonmetro.gov](mailto:Marie.Miller@oregonmetro.gov)>  
**Subject:** 2018 RTP Update and High Speed Rail

Hello Mr. Perkins:

Marie Miller passed along your message about bringing the Cascadia High Speed Rail concept to our discussions on the 2018 Regional Transportation Plan (RTP). At this point, I believe you have already talked to Jamie Snook, our project manager for the Regional Transit Strategy that Metro is working on -- if not, I recommend connecting with her and perhaps talking to her transit working group to share your thoughts. That's where most of the detailed technical work on transit is happening as part of the 2018 RTP. We also have an open comment period occurring right now that I'd encourage you to take advantage of. You can find it at this web link:

[2018rtp.metroquest.com](http://2018rtp.metroquest.com)

You can learn more about the RTP process at:

[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

It's also possible to address our Transportation Policy Alternatives Committee (TPAC) directly during the community comment section at the start of each meeting. The meetings usually start at 9:30 AM on the first Friday of each month. The next meeting is on February 2. This opportunity is intended for very short messages to the committee, but you could ask members for time on an upcoming agenda and see if there's committee interest in a longer presentation at one of their meetings or a workshop. The caveat is that TPAC has a very full workload this year with a firm deadline for completing the 2018 RTP over the next few months, so agenda time is precious.

Hope that helps! Let me know if you have any other questions.

--

**Tom Kloster**  
**Regional Planning Manager**  
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**From:** karen davis [mailto:kanndvs@yahoo.com]

**Sent:** Friday, January 19, 2018 8:29 PM

**To:** Trans System Accounts

**Subject:** RTP comment

I live on SE 76th between Stark and Burnside, a neighborhood where very few people are on foot. So drivers are not used to seeing pedestrians and ignore the rules of stopping at stop signs and waiting until pedestrians are out of crosswalks before entering them. I was very nearly hit at Se 76th and Washington last week, when a car entered the crosswalk while I was crossing and missed me by just a few inches. This week I watched a car go through a stop sign at Se 78th and Ash, without slowing or stopping, even when he finally noticed me and also watched a large delivery truck enter the crosswalk I was in at about SE 68th and Glison, having never turned his head to the left to see if there was anyone in the crosswalk. The cab of his truck was through the crosswalk before he noticed me.

I have called Portland transportation department and have traded emails with one person and talked to another, I have no idea at all that you are getting to the root of the problem, which is that Portland is not designed to carry as many cars as we have and whatever you have done in the past to prevent crashes, deaths and congestion has not worked. In the eight years since I gave up my car, everything is worse. The number of cars on the road and the unsafe driving. I just learned today that a worker at the bakery near SE 80th and Burnside was killed last summer while walking back from lunch, a hit and run, no idea to this day who did it.

I feel now that I take my life in my hands whenever I step off a sidewalk into any street and also feel that Portland is becoming unlivable.

We also have the problem that cars are unsustainable, are contributing to climate disruption and the city seems to have no plan to replace them. I'll also add that I think lowering the speed limit will probably make things worse, since it will add to congestion and the resulting frustration and distraction that leads to unsafe driving.

I urge you to look at the biggest picture you can, look at root problems and put your time and money into that, rather than the band-aids that are clearly not working.

Thank you

Karen Davis

**From:** Gerard Mildner [mailto:mildnerg@pdx.edu]  
**Sent:** Friday, January 19, 2018 10:57 PM  
**To:** Trans System Accounts  
**Subject:** RTP comment

Your list of business organizations is missing a lot of groups:

Society of Industrial and Office Realtors (SIOR) National Association of Industrial and Office Properties (NAIOP) Commercial Real Estate Women (CREW) Building Owners and Managers Association (BOMA) Institute for Real Estate Management (IREM) Portland Association of Realtors (PMAR)

Let me know if you need help contacting these organizations.

Gerry Mildner

Gerard C.S. Mildner, PhD  
Director, Center for Real Estate  
Portland State University  
631 SW Harrison, Room 330-B  
PO Box 751  
Portland, Oregon 97207-0751  
503-725-5175 tel  
<http://www.pdx.edu/realestate>

**From:** Gerson Robboy [mailto:[uncleyascha@gmail.com](mailto:uncleyascha@gmail.com)]  
**Sent:** Friday, January 19, 2018 11:04 PM  
**To:** Trans System Accounts  
**Subject:** RTP comment

1. We need better and more frequent bus service. Before you can get people out of cars you have to provide a viable alternative.

2. The Rose Quarter freeway improvement should be scrapped. Even if money comes from the state, this is not a time to be spending millions on improving freeways instead of spending on safety, maintenance, and alternative forms of transportation. The bottleneck does slow down trucks and commerce, but freight traffic also needs to be moving to railroads, and the public should not be paying for free highways for freight.

Gerson Robboy

**From:** Gerson Robboy [mailto:[uncleyascha@gmail.com](mailto:uncleyascha@gmail.com)]  
**Sent:** Friday, January 19, 2018 11:05 PM  
**To:** Trans System Accounts  
**Subject:** RTP comment

Sorry, previous message sent prematurely. In case you need my address in order for the comment to be valid it is:

Gerson Robboy  
1736 SE 21st Ave  
Portland 97214

**From:** Scott B [<mailto:scottbatsonpe@gmail.com>]

**Sent:** Monday, January 22, 2018 9:40 AM

**To:** Marie Miller <[Marie.Miller@oregonmetro.gov](mailto:Marie.Miller@oregonmetro.gov)>

**Subject:** Weigh in on the future of greater Portland's roads, bridges, bikeways, sidewalks and transit with this quick survey! Broken site.

Page 3 - star rating didn't show anything in Explorer.

the last page won't let you leave without sharing the survey = fail.

Scott Batson

PBOT

<https://shar.es/1NJNdS>

A new MetroQuest configuration is coming soon!

This message was sent using ShareThis (<http://www.sharethis.com>)

**From:** Clifford Higgins

**Sent:** Monday, January 22, 2018 9:59 AM

**To:** scottbatsonpe@gmail.com

**Cc:** Kim Ellis; Marie Miller; Frankie Lewington

**Subject:** RE: Weigh in on the future of greater Portland's roads, bridges, bikeways, sidewalks and transit with this quick survey! Broken site.

Scott:

Thank you for participating in the survey.

We are notifying the vendor that some folks are having problems with the instructions on page 2, which asks users to move their choices above the line (which then activates the questions on page 3), rather than just reordering.

This is the first that I'm hearing of the "must share" issue, which was not experienced by folks in our office during testing or since launching. We will also flag that for the vendor.

Best,  
Clifford

**Clifford Higgins**  
Communications supervisor  
Planning and development

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**From:** Dian Kubo [mailto:kayakbliss@gmail.com]  
**Sent:** Monday, January 22, 2018 9:50 AM  
**To:** Trans System Accounts  
**Subject:** RTP comment

Close bus route 47 on NW Laidlaw. The bus noise is so disruptive to quality of life and there are so few riders on this leg. They can pick up the bus a few blocks away on Bethany Blvd.

In addition, NW Laidlaw has been rutted by the incessant dump trucks and other construction vehicles. Why aren't the construction vehicles using Springville Rd or other accesses? When will it be repaved? When will the building finally stop?

Living in this neighborhood is a nerve wracking, noise- polluted nightmare.

**From:** Dian Kubo [mailto:kayakbliss@gmail.com]

**Sent:** Monday, January 22, 2018 9:52 AM

**To:** Trans System Accounts

**Subject:** RTP comment

What can be done about the air traffic noise at all hours from Hillsboro and PDX. Ridiculous quantity in North Bethany.

**From:** Craig Beebe  
**Sent:** Monday, January 22, 2018 3:23 PM  
**To:** Clifford Higgins; Frankie Lewington  
**Subject:** Survey feedback from a FB friend

Hi guys,

I shared the survey on Facebook and an acquaintance shared these comments. I said I'd pass them on.

Thanks,

Craig

**Alex Linsker** The first question is options that are mostly political euphemisms - "economic prosperity" is often "benefit the richest people", "safety" is often "raise fares and make it harder for homeless people to get on", etc. "Travel options" can be "benefit Nike by having a special bus line to 'create jobs'." I can't fill it out; I know too much. Alternative suggestions: "economic equity". "More bus lines and frequent stops to poor neighborhoods". "End tax breaks for wealthy developers." "Get to 100% net-zero or better renewable energy". "Lower the cost of fares".

### **Craig Beebe**

Government and public affairs

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**From:** [kalex9@gmail.com](mailto:kalex9@gmail.com) [<mailto:kalex9@gmail.com>]

**Sent:** Wednesday, January 24, 2018 11:50 PM

**To:** Trans System Accounts

**Subject:** Outer east side of Portland matters to!!!

Congestion is not the problem, commute time is!!

According to transit tracker the roundtrip ride from 140th and Holgate to downtown is 2 1/2 hours. This is unacceptable. Max is better but I still I have to drive and the last stats I saw the train is not there 20% of the time is a joke. These commute times will only get worse as goal zero speed limits( 20mph on all rounds)are implemented on arterials. I feel like Portland city leaders decided as long as transportation works for the close in neighborhoods the outer eastside doesn't matter. The needs of the outer east side are as important as the close in neighborhoods. It's not ok to create undesirable neighborhoods by denying practical transportation. It is not ok to punish working people with horrible commute times just because they can't afford close in living.

Ignoring basic needs like practical and speedy access to work to entire neighborhoods of the city is selfish on the part of close in neighborhoods and the city government. The outer east side has no access to jobs.

One of the requirements for a transportation corridor such as division/Powell must include significantly faster commute times. Time is the most important commodity a person has. Time on a bus is a waste, stop acting like it isn't.

Alex korobeinikov

**From:** [cascadiarei@gmail.com](mailto:cascadiarei@gmail.com) [<mailto:cascadiarei@gmail.com>] **On Behalf Of** Greg Dresher  
**Sent:** Thursday, January 25, 2018 3:20 PM  
**To:** Trans System Accounts  
**Subject:** Area Congestion - Need Additional Bridges to SW Washington!!!!

Hello,

I am emailing you to voice my strong support for additional bridges along the Portland to SW Washington (Vancouver) area. The congestion is beyond bad and not having any viable solutions in the pipeline is really a bad place to be in right now. The current infrastructure cannot support the demand and we need to do something NOW.

The bridge(s) will play an integral part in providing a solution to ease congestion, increase traffic flow and overall productivity and happiness of the population who is greatly affected by it's current state.

<http://www.clarkcountytoday.com/opinion/more-bad-news-for-clark-county-drivers/>

This article is very scary and is a great summary of the issues at hand.

Thank you,  
Greg

**From:** Thea Kindschuh [<mailto:theak@pdx.edu>]  
**Sent:** Monday, January 29, 2018 11:32 AM  
**To:** Trans System Accounts  
**Subject:** Regional transportation plan survey

Hello,

Thank you for the survey response option to the regional transportation plan, I appreciated the priority areas, clarity of rating/ comment system, and showing overall results at the end. I hope you are reaching a diversity of respondents.

If you can still amend this survey I would suggest longer word limits, a general comments option, and for the disability section separating "no" and "decline to answer", as combining these conflates different groups.

I am also interested to see whether "safety" rates higher than in other years after the particularly horrific incidents of 2017. Hopefully, increasing safety includes more training around racial equity and sensitivity and connecting with the right resources for people with mental illness and addiction. Tri-Met should strive to meet the needs of all of their community members, not to keep transit comfortable for certain groups and not others.

Thank you for your time, and I look forward to seeing the forward-looking, positive changes that will increase transit use and access for all throughout the Metro area.

Best,

Thea Kindschuh  
Candidate, Master of Urban and Regional Planning, 2018

[CRUX](#) Project Coordinator – Portland

Portland State University  
[theak@pdx.edu](mailto:theak@pdx.edu)

**From:** [jbs@peak.org](mailto:jbs@peak.org) [<mailto:jbs@peak.org>]

**Sent:** Monday, February 05, 2018 4:54 PM

**To:** Trans System Accounts

**Subject:** RTP comment

I'd like to see this low-carbon, cost-effective network evaluated by ODOT in relation to the proposed \$2.5 billion light rail project (Tigard to downtown) and the expensive tolling project that are currently being considered. If implemented, it could be much more beneficial to our region than projects now being considered. Attached is a [preliminary proposal](#) for your evaluation and for use in an alternatives analysis that should be part of your 2018 planning effort. The website for this technology is [www.transitx.com](http://www.transitx.com) - it's located in Boston.

Best regards,

Jerry Schneider

Prof. Emeritus, U of Washington, Seattle

Civil Engineering and Urban Planning

(now living in Portland)

**From:** Craig Stephens [<mailto:cyanblue189@gmail.com>]  
**Sent:** Tuesday, February 06, 2018 12:03 PM  
**To:** Trans System Accounts  
**Subject:** RTP comment

The westside outer loop is still needed to relieve 217 traffic. This may or may not be possible but it would be good to stop building where it would go if ever done.

On the eastside I suggest making the train station at Oregon City a major terminus for the train to Eugene and north to Portland and Seattle. A highway is needed for economic development in Clackamas and the roads in the County are generally dangerous and not suitable for transportation in general. I suggest a vision of an outer highway that would split from I-5 near Hubbard or south of that at Woodburn and go to Canby, across east of the Oregon City HS, through the Happy Valley/Damascus area then north with an exit at the Airport and to Camas in Washington so that Washington to Portland traffic can take this bridge as an alternative to 205.

The joining of the prime economic business park areas east of Oregon City with the (PDX) airport and avoiding the 84 traffic jam and having a connection to the train in Oregon City would allow economic development and the outer ring highway would take a load off of 205 so that it and that bridge will not need additional work that seems outrageously expensive. Of course a new major bridge will be needed near Canby but I would say "about time".

Clackamas sorely needs economic development for healthcare and high tech and good paying jobs to reduce the huge number of commuters from Clackamas to other counties for jobs of that type.

Thanks for the opportunity to provide a possible vision

Craig Stephens

Lake Oswego

[cyanblue189@gmail.com](mailto:cyanblue189@gmail.com)

**From:** Stephen Zylstra [<mailto:zmanpdx@gmail.com>]  
**Sent:** Friday, February 09, 2018 6:35 AM  
**To:** Trans System Accounts  
**Subject:** RTP comment

Thank you for the opportunity to comment on future options for Portland.

In summary, I am proud of what Portland has done to promote and allow more cycling in the city, for both commuting and recreation. However, if we consider the future with many more people and much more traffic; it seems that getting people out of their cars is good for them as individuals and for us as a community.

In particular, additional designated paved bike paths to get across town (or separate/protected bike lanes in town) will address the safety factor, which is a big concern for many people considering a bike for commuting.

Also, offering more "secure" bike parking is another way to get more people on their bikes. Bike theft is a big and growing problem in Portland and if someone cannot feel their bike is safe when parked, they will be less likely to ride downtown.

These are relatively simple transportation related investments, that can have big returns in the long term to preserve our quality of life here in Portland (as well as promote good health for it citizens).

Hope these comments are helpful. Good luck.

Stephen Zylstra

**From:** Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

**Sent:** Monday, February 12, 2018 11:24 AM

**To:** SHANKLE Richard A; Jon Makler; OTC Admin; [david.h.thompson@odot.state.or.us](mailto:david.h.thompson@odot.state.or.us); [ValuePricingPAC@odot.state.or.us](mailto:ValuePricingPAC@odot.state.or.us); Birdshill CPO/NA

**Cc:** [james.brown@portland.oregon.gov](mailto:james.brown@portland.oregon.gov); [johnsoni@trimet.org](mailto:johnsoni@trimet.org); Orlando Lopez; [amacuk@lakeoswegoreview.com](mailto:amacuk@lakeoswegoreview.com); McCaleb, Iris; Metro Council; [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us); [councildistribution@ci.oswego.or.us](mailto:councildistribution@ci.oswego.or.us); [Rep.AndreaSalinas@oregonlegislature.gov](mailto:Rep.AndreaSalinas@oregonlegislature.gov); [Sen.RobWagner@oregonlegislature.gov](mailto:Sen.RobWagner@oregonlegislature.gov); [Rep.JulieParrish@oregonlegislature.gov](mailto:Rep.JulieParrish@oregonlegislature.gov); Laurie Freeman Swanson; CPO Summit; Runnion, Kelly; [president@atu757.org](mailto:president@atu757.org); [vpresident@atu757.org](mailto:vpresident@atu757.org); [tcummings@westlinnoregon.gov](mailto:tcummings@westlinnoregon.gov); [raxelrod@westlinnoregon.gov](mailto:raxelrod@westlinnoregon.gov); Gary Stein; [mult.chair@multco.us](mailto:mult.chair@multco.us); [district2@multco.us](mailto:district2@multco.us); Trans System Accounts; [lgoff@ci.oswego.or.us](mailto:lgoff@ci.oswego.or.us); Skip Ormsby

**Subject:** OR43 (State Street-Lake Oswego) and Railroad Interface

2018 Feb 12 Monday 11:00 U (11:00 AM PT)

Charles Ormsby (Skip)

Birdshill CPO / NA Co-Chair

Good Morning:

2018 Metro Regional Transportation System Plan (RTP) projects and citizen comments are due: 2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Visit: [Metro 2018 RTP](#)

Visit: [Metro 2010 RTP Freight Plan](#)

Visit: [ODOT 2018 Metro RTP](#)

As Co-Chair of the Birdshill CPO / NA I have become extremely concerned with constraints and capacities of OR43 (State Street in Lake Oswego) in what is referred to as the Special Transportation Area (STA).

Map Detail: See: [2005 Jan ODOT MPPA LO STA \(OLIB\)](#)

Along with the lack of projects for the "orphan highway" OR43 between the Ross Island Bridge (US26) in Portland south to Arch Bridge between West Linn and Oregon City at McLoughlin Blvd (OR99E).

This is especially important as I consider OR43 to be a prime diversion route if and when electronic tolling is placed upon both I-205 and I-5.

Crossing Details

Railroad ROW: WDBL = Wilsburg District Branch Line

Crossing ID: WDBL 749179D / Public Storage Dwy

About OR43 MP 05.83

See: [G LO FAnFH-OR43 \(MP 05.83\) / Public Storage Dwy](#) (Street + Images)

See: [A LO FAnFH-OR43 \(MP 05.83\) / Public Storage Dwy](#) (Topo)

Aerial Photo: See: [1987 EST LLIH PHID 6558 AVEW NE OR43 / B Av](#)

Crossing ID: WDBL 749182L / State Street (OR43)

About OR43 MP 06.19

See: [G LO EGnFH-OR43 \(MP 06.19\) / WDBL RRXn 749182L](#) (Street + Images)

See: [A LO EGnFH-OR43 \(MP 06.19\) / WDBL RRXn 749182L](#) (Topo)

My experience in past four months with the interface between citizens, transit advocates and ODOT and Lake Oswego Public Works/Engineering along with numerous projects in past ten years needs much improvement.

See: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

See: [2018 Jan BH IGPA Time Toll LNAP](#)

From my neighborhood co-chair perspective Lake Oswego elected officials, city management, project managers, planners and engineers have demonstrated an extremely cavalier attitude towards railroad crossing safety. They have yet to appreciate the Federal Railroad Administration meme:

**"The best crossing is one that does not exist"**

Perhaps they need to witness results of a "T-bone" impact between a train and vehicle as I have when a passenger on Portland OR- Seattle WA Amtrak train circa 1974. There is no appeal process for application of Newtonian Laws of Mechanics when bodies are in motion. This is especially true wrt WDBL 749179D / Public Storage Dwy and interface with both Foothills District Framework Plans and Tryon Creek Wastewater Treatment Plant Upgrades. Merely examine the visual diagrams and compare schedules for performing rail corridor safety evaluations.

See: [2012 FDFP with North Portal effect on LO UGMA](#)

Constraints and resultant capacity impacts for OR43 along with numerous safety considerations have not been fully exposed or cross referenced in numerous planning documents and service provider documents / contracts since at least 1995. Notably both the Foothills District Plan and Tryon Creek Wastewater Treatment Plant upgrade.

As a result I am preparing a list of about 25 projects for the RTP to address these issues. For the next two years it is mainly documentation so that citizens and technical people can speak the same language and find the same place that is understood with common references. When my comments are submitted I will send you the links. Please note this is a first cut. Cross references between issues will take about 3-4 months to annotate.

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017

A Joint Clackamas County Community Planning Organization

City of Lake Oswego Oregon Neighborhood Association (NA)

Locale (Centroid = Approximate Geographic Center)

See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)

See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)

Clackamas County & Lake Oswego UGMA

170 SW Birdshill Road, Portland Oregon 97219-8502

Phn: [503.636.4483](tel:503.636.4483) Residence, E-mail: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)

**From:** Kem Marks [<mailto:kem@rosewoodinitiative.org>]  
**Sent:** Wednesday, February 14, 2018 11:43 AM  
**To:** Tyler Frisbee <[Tyler.Frisbee@oregonmetro.gov](mailto:Tyler.Frisbee@oregonmetro.gov)>  
**Subject:** Question re yesterday's work session

Hi Tyler,

I am hoping you might be able to help me with something from yesterday's Council's work session. I ducked out for a quick minute and when I came back there was a discussion about transit and how there would be groups that would not benefit equally.

It is hard for me to see the slide from the takeaways document, and I was having difficulty hearing the conversation due to ear problems. Could you elaborate on this for me, and explain which areas and groups that are projected to not benefit and to what degree? If a face to face would be better, I would be happy to do so.

Thanks in advance, and I look forward to your response.

Kem A. Marks, J.D  
Dir. of Transportation Equity  
Rosewood Initiative  
16126 SE Stark St.  
Portland, OR 97233  
Office: 503.208.2562

Don't just question authority, challenge it!

**From:** Kim Ellis  
**Sent:** Wednesday, February 14, 2018 12:51 PM  
**To:** Kem Marks  
**Cc:** Frankie Lewington; Tyler Frisbee; Clifford Higgins  
**Subject:** Re: Question re yesterday's work session

Hi-

Thank you for your interest in the RTP findings and following up. The access to jobs and community places finding discussed yesterday is broader and different than the transit access for low-income communities. It is also very difficult to explain simply.

In terms of increasing transit access for low-income communities, the draft RTP performs well – with a higher share of low-income households having access to 15-minute or better service than the households in the region as a whole for all RTP investment levels. A summary of this can be found in the RTP Discussion Guide that was included the Council packet on pages 45-49. The guide is also available on our website at: <https://www.oregonmetro.gov/sites/default/files/2018/02/02/2018%20RTP%20Discussion%20Guide-013118-with%20covers.pdf>

In terms of access to jobs and community places by different modes of travel, we found that on average, historically marginalized communities had access to 1-2% fewer jobs within a reasonable commute by car, transit, walking or biking, when compared to the region as a whole. Similarly, these communities had access to 1-2% fewer community places within a specified travel time by car, transit, walking or biking, when compared to the region as a whole. Some of the reasons for this include: increased congestion on the system, the location of these households relative to the location of jobs and community places (e.g., households of modest means often live in places with fewer travel options and fewer community places nearby, and often have to travel further to jobs). The point that Councilor Stacey made is that while 1-2% difference may seem small, these households are not starting from the same place as higher-income households and therefore more should be done to ensure these households are provided with more access to jobs and services than the region as whole. Equal is not necessarily equitable, as you know.

The margin of error and data limitations question, is more about the margin of error in the Census data used for the analysis as we know it is not perfect, and that our household and job forecast is a forecast. In addition, the location of historically marginalized communities was measured based on the existing concentrations of historically marginalized communities (using census data) – we cannot forecast this at the scale needed for this analysis. Similarly, access to community places was measured based on the existing locations of community places as we cannot forecast them.

I hope this is helpful. Let us know if you have further questions.

Kim

—

Kim Ellis, AICP  
RTP Project Manager  
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**From:** Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

**Sent:** Wednesday, February 14, 2018 12:13 PM

**To:** [mticer@rivedale.k12.or.us](mailto:mticer@rivedale.k12.or.us)

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[tcummings@westlinnoregon.gov](mailto:tcummings@westlinnoregon.gov); SHANKLE Richard A; OTC Admin; [ValuePricingPAC@odot.state.or.us](mailto:ValuePricingPAC@odot.state.or.us);  
[mult.chair@multco.us](mailto:mult.chair@multco.us); [district1@multco.us](mailto:district1@multco.us); [james.brown@portlandoregon.gov](mailto:james.brown@portlandoregon.gov);  
[amacuk@lakeoswegoreview.com](mailto:amacuk@lakeoswegoreview.com); Trans System Accounts; [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us)

**Subject:** Fwd: OR43 (State Street-Lake Oswego) and Railroad Interface

2018 Feb 14 Wednesday 12:10 U (12:10 PM PT)

First of two emails to be forwarded. Please forward to Riverdale School Board and have someone contact me.

Thanks for taking my phone call this morning of 2018 Feb 14 Wed 10:45 U (10:45 AM PT). In regards to 2018 Metro RTP (Regional Transportation Plan) and highway OR43 congestion issues evolving in Lake Oswego (LO) "Downtown" that WILL affect emergency response times to Riverdale Elementary School when dispatched from Lake Oswego Fire Department (LOFD) Main Fire Station on SW corner of Third St / B Av in "LO Downtown".

I am in process of creating a series of infographics to visualize / summarize and explain multiple situations. However it is very complex given the politics, locale, policies and projects to connect and annotate. Thus will take time I do not have this week to complete given deadline for submitting 2018 Metro RTP citizen comments by 2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Situation is bad today and likely will get worse. To point of catastrophic failure in an emergency situation during rush hour. Anywhere on OR43 north of intersection of OR43 / A Av in Lake Oswego to OR43 / Taylors Ferry Rd in Portland.

I suggest have someone from Riverdale School Board view / observe intersection of OR43 (State St) / B Av during rush hour 16:30 U - 18:30 U [4:30 PM PT - 6:30 PM PT] and ask the following "dumb question" (Rocketdyne - mfg of Space Shuttle engine lingo) <Only dumb question(s) are ones not asked.> <<which finally dawned on myself circa 2017 Nov>>: "How is a firetruck to get from LOFD Main Station during rush hour when attempting to traverse extremely physically constrained and congested intersections and roadways?".

Note there are no plans or projects to manage any effects of traffic congestion on OR43 I can find in any transportation system plan at any level of governance. I shudder to even contemplate emergency response in the aftermath of a "Full Rip 9.0" (subduction earthquake). "Dunthorpe cutoff" is the most succinct and polite term I can use to describe situation given maps, and policies I have read and considered. Let alone walks taken and attitudes witnessed in public venues.

Thanks

Skip

503.636.4483

**From:** Birdshill CPO/NA [<mailto:birdshill.cpo.na@gmail.com>]

**Sent:** Wednesday, February 14, 2018 12:30 PM

**To:** [mticer@riverdale.k12.or.us](mailto:mticer@riverdale.k12.or.us)

**Cc:** [esliegoss@mac.com](mailto:esliegoss@mac.com); Birdshill CPO/NA; Jon Makler; [gzoutendijk@ci.oswego.or.us](mailto:gzoutendijk@ci.oswego.or.us);  
[Rep.AndreaSalinas@oregonlegislature.gov](mailto:Rep.AndreaSalinas@oregonlegislature.gov); [Sen.RobWagner@oregonlegislature.gov](mailto:Sen.RobWagner@oregonlegislature.gov);  
[Rep.JulieParrish@oregonlegislature.gov](mailto:Rep.JulieParrish@oregonlegislature.gov); Laurie Freeman Swanson; CPO Summit; Runnion, Kelly;  
[tcummings@westlinnoregon.gov](mailto:tcummings@westlinnoregon.gov); SHANKLE Richard A; OTC Admin; [valuePricingPAC@odot.state.or.us](mailto:valuePricingPAC@odot.state.or.us);  
[mult.chair@multco.us](mailto:mult.chair@multco.us); [district1@multco.us](mailto:district1@multco.us); [james.brown@portlandoregon.gov](mailto:james.brown@portlandoregon.gov);  
[amacuk@lakeoswegoreview.com](mailto:amacuk@lakeoswegoreview.com); Trans System Accounts; [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us)

**Subject:** Fwd: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

2018 Feb 14 Wednesday 12:20 U (12:20 PM PT)

Email two of two along with documents to be considered by

Riverdale School Board.

Thanks

Skip

503.636.4483

----- Forwarded message -----

From: **Birdshill CPO/NA** <[birdshill.cpo.na@gmail.com](mailto:birdshill.cpo.na@gmail.com)>

Date: Thu, Feb 1, 2018 at 3:51 PM

Subject: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

To: [Ask.ODOT@odot.state.or.us](mailto:Ask.ODOT@odot.state.or.us), OTC Admin <[OTCAAdmin@odot.state.or.us](mailto:OTCAAdmin@odot.state.or.us)>, Jon Makler  
<[Jon.MAKLER@odot.state.or.us](mailto:Jon.MAKLER@odot.state.or.us)>, [david.h.thompson@odot.state.or.us](mailto:david.h.thompson@odot.state.or.us), Birdshill CPO/NA  
<[birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)>

Cc: [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us), [twilson2@clackamas.us](mailto:twilson2@clackamas.us), [tracymor@clackamas.us](mailto:tracymor@clackamas.us),  
[Barbc@co.clackamas.or.us](mailto:Barbc@co.clackamas.or.us), [MikeBez@co.clackamas.or.us](mailto:MikeBez@co.clackamas.or.us), [DKrupp@co.clackamas.or.us](mailto:DKrupp@co.clackamas.or.us),  
[smadkour@clackamas.us](mailto:smadkour@clackamas.us), "Wilson, Katie" <[KWilson2@co.clackamas.or.us](mailto:KWilson2@co.clackamas.or.us)>, "Schmidt, Gary"  
<[GSchmidt@co.clackamas.or.us](mailto:GSchmidt@co.clackamas.or.us)>, [citycouncil@westlinnoregon.gov](mailto:citycouncil@westlinnoregon.gov), [raxelrod@westlinnoregon.gov](mailto:raxelrod@westlinnoregon.gov),  
[bperry@westlinnoregon.gov](mailto:bperry@westlinnoregon.gov), [tcummings@westlinnoregon.gov](mailto:tcummings@westlinnoregon.gov), [bmartin@westlinnoregon.gov](mailto:bmartin@westlinnoregon.gov),  
[rsakelik@westlinnoregon.gov](mailto:rsakelik@westlinnoregon.gov), [citymanager@westlinnoregon.gov](mailto:citymanager@westlinnoregon.gov), [LCALVERT@westlinnoregon.gov](mailto:LCALVERT@westlinnoregon.gov),  
[dwyss@westlinnoregon.gov](mailto:dwyss@westlinnoregon.gov), [councildistribution@ci.oswego.or.us](mailto:councildistribution@ci.oswego.or.us), [powell@ci.oswego.or.us](mailto:powell@ci.oswego.or.us),  
[slazenby@ci.oswego.or.us](mailto:slazenby@ci.oswego.or.us), "Siegel, Scot" <[ssiegel@ci.oswego.or.us](mailto:ssiegel@ci.oswego.or.us)>, "Rooney, Erica"  
<[erooney@ci.oswego.or.us](mailto:erooney@ci.oswego.or.us)>, [imccaleb@lakeoswego.city](mailto:imccaleb@lakeoswego.city), [asimpson@lakeoswego.city](mailto:asimpson@lakeoswego.city), "Runnion, Kelly"  
<[runnionk@trimet.org](mailto:runnionk@trimet.org)>, [metro council@oregonmetro.gov](mailto:metro council@oregonmetro.gov), [Rep.AndreaSalinas@oregonlegislature.gov](mailto:Rep.AndreaSalinas@oregonlegislature.gov),  
[rob@robwagnerfororegon.com](mailto:rob@robwagnerfororegon.com), [president@atu757.org](mailto:president@atu757.org), [vpresident@atu757.org](mailto:vpresident@atu757.org), Orlando Lopez  
<[orlando@opalpdx.org](mailto:orlando@opalpdx.org)>, Skip Ormsby <[sentinel skip@gmail.com](mailto:sentinel skip@gmail.com)>

Birdshill CPO / NA (BHCN) located within the Lake Oswego Urban Growth Management Area (LO\_UGMA) in NE quadrant, of Lake Oswego (LO) Oregon (OR), Co-Chair 2016-2017 Charles Ormsby (Skip) transmits request of OTC / ODOT through the "Ask ODOT" process to answer questions and address issues regarding configuration of a critical intersection within the Lake Oswego Special Transportation Area (STA) at OR43 (MP\_06.04) (State St) / B Av. City of Lake Oswego is rapidly evolving

an urban renewal project labeled: North Anchor Project that will affect multiple roadway facets. On 2018 Jan 27 Saturday circa 9:40 AM PT Lake Oswego Mayor Kent Studebaker answered "No" to any changes to intersection geometry and installation of a right hand turn lane. Response in my opinion, violates ODOT letter of 2017 Dec 08 Friday. Thereby imposing constraints on OR43 travel shed and Metro region for profit of Lake Oswego. Attachments and links below provide access to documents and website(s)

2018 Feb 01 Thursday 15:45 U [3:45 PM PT]

Charles B. Ormsby (Skip)  
Co-Chair Birdshill CPO / NA 2016 – 2017  
A joint Clackamas County Community Planning Organization (CPO)  
and City of Lake Oswego Oregon Neighborhood Association (NA)  
Phn: [503.636.4483](tel:503.636.4483) Residence  
E-mail: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)  
Background Info wrt Birdshill CPO / NA  
See: [2012 Sep BH PAKT BH Statistics](#)  
Post: [BH Cntr Concepts](#), Site: [BH Cntr Smry](#)

#### **Oregon Transportation Commission (OTC)**

<Oversight Board for [ODOT](#) / [ORG1](#)>  
Care of Ask ODOT (Issue Registration)  
Transportation Bldg on Capitol Mall I-005 / Market St (Exit 256 SW)  
355 Capitol Street NE, MS #11 Capitol St / Chemeketa St NW  
Salem OR 97301-3871  
GMDM: 44°56'25.6"N 123°01'41.7"W, Elev: 190 ft ASL  
GMDD: [44.940447, -123.028259](#), Nhd: [CAN](#) / W1 ([WM](#))/ [SCDD](#)  
GMap: [G\\_OR-SLE-ODOT\\_HQ\\_Trans Bldg Capitol Mall](#)  
ACME: [A\\_OR-SLE-ODOT\\_HQ\\_Trans Bldg Capitol Mall](#)  
Phn: Desk: [503.986.3450](tel:503.986.3450), Admn: [503.986.3450](tel:503.986.3450)  
Cell: 503.Unk.Cell, FAX: [503.986.3432](tel:503.986.3432)  
Issues: 888.Ask.ODOT = [888.275.6368](tel:888.275.6368)  
Wb: [\[OTC Mtng, OTC\]](#) [ODOT](#) / [ORG1](#).  
[Request Docs: [Ask ODOT](#)]  
[\[OR Blue Book Bldg, ORBB\]](#)  
Em1: [OTCAdmin@odot.state.or.us](mailto:OTCAdmin@odot.state.or.us)  
Em2: [askodot@odot.state.or.us](mailto:askodot@odot.state.or.us)

Copy: Multiple government entities and neighborhood  
within OR43 Travel Shed

Title: Lake Oswego to Portland Transit & Trail Study  
OR43 Travel Shed  
Link: [2007 Nov MTR0 OR43 Trav Cooridor](#) (Travel Shed)  
Post: [LOPTAAS](#) Site: [OR43baseData](#)

- 1.00 – Disposition of this email,
- 1.01 – **Forward As you see fit**
- 1.02 – For details of disposition of this email including  
Hyperlinked References, Attached Documents (ATnn)

and Referenced Documents (CRnn)  
Goto bottom of email

Subject: BHCN Request of Ask OTC / ODOT Address OR43 / B Av

Where:

[OTC](#) = Oregon Transportation Commission

[ODOT](#) = Oregon Department of Transportation

Note 1: **Red text** = highlighted link labels **should be surveyed**

Note 2: **Yellow text** = highlighted link labels need viewing + study

Note 3. Clear text = background info – may be of use

Note 4: Other abbreviations that may be referenced in this email

BH / BHCN = Birdshill CPO / NA

CPO = Community Planning Organization(s)

(Clackamas County, See: ([CPO\\_CC](#)))

[CCBC](#) = Clackamas County Board of Commissioners

For complete list of abbreviations used in emails please visit the following

on the web for Birdshill CPO / NA (BH / BHCN) pages within sites (

Visit Page: [BH Knw DC Email Abbreviations](#), Site: [BH Know DOCS](#)

Visit Page: [BH Knw Gv Org Charts](#), Site: [BH Know GOV](#)

Good Afternoon:

This email requests of Oregon Transportation Commission ([OTC](#)) through the Oregon Department of Transportation, Salem Oregon Administrative headquarters ([ODOT](#)), and ODOT Region 1 ([ORG1](#)) – Portland (Oregon) metropolitan area offices for an immediate clarification and resolution of ALL issues with respect to multiple facets of the intersection of OR43 (State St within Lake Oswego) / “B” Avenue at ODOT mile point (MP) MP\_06.04. Here after referred to by OR43 (State St) / B Av. For distillation in two page infographic

Please see Attachment 01 **<CRITICAL>**

Title: **TriMet Vehicle Operation at OR43 (MP\_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Note: For an evolving table of government entities that affect the community of the Birdshill CPO / NA please visit following

Visit: [BH Knw Gv Org Charts](#), Site: [BH Know GOV](#)

The intersection of OR43 (State St) / B Av exists within an extremely complex set of interactions between topographical, and physical features, transportation vehicles (pedestrian, bike, car, truck, bus, train consists, plus unknown / evolving issues with drones), jurisdictional, policy, and operational context (TriMet vehicles). Changes to any existing land use such as the City of Lake Oswego’s contemplated and rapidly evolving North Anchor Project ([WO 172](#))

as depicted in Attachment 06 **<CRITICAL>**

Title: **1\_st Street North Anchor**

<<View: State St / B Ave to NW of NW corner State St / B Ave>>Av

Link: [2017 Oct LNAP PPDA S05F35](#)

Post: [BH Kn WO 172 NAnchor PS01](#) (Planset subpage)

[BH Kn WO 172 North Anchor](#), Site: [BH Knw LOWO Projects](#)

will have substantial consequences for multiple parties at the individual, family, neighborhood, district, municipal, county, OR43 travel shed, regional, state and national levels.

In my opinion the City of Lake Oswego and frankly ODOT along with Metro Regional Government have not been transparent with respect to disclosing roadway congestion effects of the North Anchor Project. Especially with disclosures regarding immediate needs about the operation of TriMet buses (Standard 40 ft) and contemplated (60 ft Articulated) through OR43 (State St) / B Av. Followed by primary needs regarding routing of emergency response vehicles. The latter dispatched under contract from the Lake Oswego Fire Department Main Station on B Ave. That respond to cases and incidents potentially during rush hour in neighborhoods of:

1. Birdshill CPO / NA (Dunthorpe – Clackamas County/City of Lake Oswego)
2. Riverdale NA (Dunthorpe – Multnomah County / City of Portland).

This “Ask ODOT” request focuses upon the movement of TriMet buses through the intersection of OR43 (State St) / B Av, and the management of congestion on State Street, and B Avenue. The situation is summarized as specified above in Attachment 01:

Title: **TriMet Vehicle Operation at OR43 (MP\_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

On 2018 Jan 27 Saturday I gave a five minute presentation under agenda VI (6) – TriMet, Transportation of OR43, Traffic Routes <last item before adjournment>. Inclusion of this agenda item had been precipitated by an email response I made dated 2018 Jan 19 Friday 01:01 U (1:01 AM PT) (to be posted). As I briefly described the complex situation of TriMet buses traveling through the mid-line loop of Line (Route) 35 – Macadam / Greeley in downtown Lake Oswego required to access the Lake Oswego Transit Center. I was asked to hurry up by Mayor Kent Studebaker. Circa 09:40 U (9:40 AM) I asked the Mayor, given the rapidly evolving North Anchor Project if there was going to be any changes to the geometry of the intersection of OR43 (State St) / B Av given the City of Lake Oswego now owns the critical tax lot on the NW corner of the intersection. (Site of North Anchor Project). The Mayor’s reply was a terse and blunt “No”. I responded “You’ve got problems.”

Hence the need for this request of OTC and ODOT / ORG1 via the “Ask ODOT” process (Visit: [Ask ODOT](#)) to log the issue and respond in five days. Time is of the essence. City of Lake Oswego is moving rapidly wrt North Anchor Project [WO 172](#) and is attempting to “Lock in” decisions prior to ODOT suggested initiation of TSP Project 232 – Highway 43 Refinement Plan, Please see Attachment 09

Title: **LU 17-0075: Lake Oswego Special Street Setbacks Procedure**

Link: [2017 Dec ORG1 LETR LO OR43 B Av](#) (exhb F1)

Post: [LU 2017-0075](#) OR43 (State Street Setbacks) <Case File>

Page: Lake Oswego Planning ([LOPL](#)), Site: City of Lake Oswego ([LKOS](#))

This tactic is unfortunately akin to processes associated with the Foothills District Framework Plan (currently on hold) and upgrade of Tryon Creek Wastewater Treatment Plant (Status unknown) in regards to an intersection to be created at the OR43 MP\_05.83 that requires an “at grade crossing” traversing of two railroad tracks of Wilsburg District Branch Line Federal Railroad Administration

Crossing ID: 749179D / Public Storage Dwy Please see Attachment 14

Title: **2012 FDFP with North Portal effect on LO UGMA  
Plus TCWP 30 Year Facility Plan**

Link: [2012 FDFP with North Portal effect on LO UGMA](#)

Post: [Resolution 211009](#), Site: [BHCN Resolutions 2014](#)

Recent events on 2018 Jan 31 Wednesday in regards to Amtrak charter train (consist) for US Congressional GOP members affirm the Federal Rail Administration meme: “The safest grade crossing is one that does not exist.”

Requested items include but are not limited to (issues evolve): 1. Unanswered from a distributed infographic supplied as part of testimony regarding OR43 Set Backs ([LU 17-0075](#)). Please see Attachment 09

Title: **Contrast Turn Radii – OR43 (MP\_05.86) / D Av and OR43  
(MP\_06.04) / B Av <(State St) LO>**

Link: [2018 Jan BH IGPA OR43 Turn Radii DnB](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Questions for NW corner of OR43 (State St) MP\_05.86 / D Av:

- 1.1. What were the conditions / attributes of OR43 / D Av prior to State Street rejuvenation circa 1987?
- 1.2. Who paid for the rejuvenation of State St circa 1987?
- 1.3. Why was large radius turn designed into OR43 at D Av?

Questions for NW corner of OR43 (State St) MP\_06.04 / B Av:

- 1.4. Why was short radius turn designed into OR43 at B Av in 1987?
- 1.5. What communication has taken place 1987-2018 with TriMet?
- 1.6. What notice and input from TriMet planners, and drivers has taken place since 2016? Date Lake Oswego acquired property.
- 1.7. What criteria prohibits a large radius turn at OR43 / B Ave, to be installed with WO – 172, North Anchor Project after 2018? Since the owner of the property is the City of Lake Oswego.

2. Recently formulated questions from issue summary sheet above. Please see Attachment 01

Title: **TriMet Vehicle Operation at OR43 (MP\_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Questions for NW corner of OR43 (State St) MP\_05.86 / D Av:

2.1. Where is any site analysis performed by City of Lake Oswego and Sturgeon Development (STDV) / (TVAA) in conjunction with ODOT addressing North Anchor Project (WO\_172), OR43 (State St), B Av, With respect to movement of: fire apparatus, truck(s), school buses, TriMet vehicle operations along with observed congestion and physically constrained roadways?

2.2. How are TriMet buses from Portland Transit Mall today and in future to access Lake Oswego Transit Center (LOTC) and provide service to West Linn and Oregon City in timely manner?

Given: LOTSP Policies to left, Image 04 above evolving North Anchor Project ([WO 172](#)) (See: [2017 Oct LNAP PPDA S05F35](#)) and OR43 Setbacks ([LU 2017-0075](#)) at NW corner of OR43 (State St / B Av)

- 2.3. How does current configuration of State St / B Av contribute to a safe multimodal transportation system for all users?
- 2.4. How will proposed configuration of State St / B Av with North Anchor project contribute to a safe multimodal transportation system for all users?
- 2.5. How will proposed configuration with North Anchor project improve opportunities to comfortably and conveniently drive any present and proposed TriMet buses through intersection?
- 2.6. How will the performance transportation system including but not limited to components of car, truck, school bus, TriMet standard 40 ft bus and contemplated 60 ft articulated bus

- be optimized for the efficient movement of people through the intersection of OR43 (State St) / B Av?
- 2.7. How will physical street constraints and congestion on B Av be managed given loading / unloading of people at entry to hotel?

2. Agenda item before Oregon Transportation Commission at 2018 February meeting in Salem or special one in Lake Oswego.

As I have rapidly compiled this request of OTC / ODOT in the past 48 hours it has become apparent there are a number of documents that need to be created to facilitate communication between elected officials, administrative personnel, engineering personnel, planning personnel, project managers, finance personnel, advisory boards, advocacy groups and neighborhoods with respect to roadways, right-of-ways, and transportation systems. Notably the following:

- 4.1. Visual dictionaries / thesauruses of terms.
- 4.2. Orthographic views of equipment and specifications notably dimensions, turn radii, weight, envelope. Views of vehicles should include: Forward, Aft, Port Side, Starboard Side, Plan Cut away, All with term callouts.
- 4.3. Infographics about TriMet vehicles linked to schedules maps, bus stop criteria, lingo, service improvements and interface with roadways plus budgets (finances).

Neighborhood citizens, underemployed individuals, losers who are captured transit dependent riders of TriMet in Lake Oswego, Clackamas County, are not dummies or “frenemies” of OTC / ODOT along with developers / densifiers. We want seats upfront “at the table”, in order to avoid costly problems of time and money we have to live with while others profit first.

I look forward to working with all and your responses.

Questions, or comments, appreciated please call Charles Ormsby (Skip) most any time.  
Phone [503.636.4483](tel:503.636.4483) or  
Email: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)..

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017  
A Joint Clackamas County Community Planning Organization  
City of Lake Oswego Oregon Neighborhood Association (NA)  
Locale (Centroid = Approximate Geographic Center)  
See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)  
See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)  
Clackamas County & Lake Oswego UGMA  
170 SW Birdshill Road  
Portland Oregon 97219-8502

Phn: [503.636.4483](tel:503.636.4483) Residence

E-mail: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)

Note Prep time of this email with research = 15.0 hours.

## 2.0 – Hyperlinked Documents

2.01. See specific hyperlink imbedded above

2.02 Birdshill CPO / NA Hyperlink Notation.

2.02.1 Visit:

2.02.1.1 See: AGND = Agenda document

## 3.0 – Email Disposition / Testimony

1.01. Hyperlink Notation.

1.01.1 AGND = Agenda document

1.01.2 AGIN = Interactive Agenda document (links to meeting video)

1.02 Record as testimony for Clackamas County C4 ([CC Calendar](#))

[C4](#) = Clackamas County Coordinating Committee <[CC Cmte](#)> <[CCPG](#)>

Meeting: 2018 Feb 01 Thursday 18:45 U ( 6:45 PM PT)

Mtng Schd ...: Monthly / Thur 1\_st , 18:45 U ( 6:45 PM PT)

Mtng Locale: [CC](#) – Development Services Bldg ([CC DSB](#))

Agenda .....: (AGND) (Not posted as of 2018 Jan 01 Mon 13:00 U)

Mtng Admin: Trent Wilson, [503.655.8206](tel:503.655.8206), [twilson2@clackamas.us](mailto:twilson2@clackamas.us)

Note: Other public meetings to be distributed in by 2018 Feb 05 Monday

## 3.0 – Attached Documents (ATnn) Fifteen (15) total:

**NOTE: “Ask ODOT” and selected others will have documents attached to this email. Others distributed are requested to use embedded hyperlinks to access documents. A compendium of documents is being compiled but takes lots of time.**

### AT01 <CRITICAL>

Title: **TriMet Vehicle Operation at OR43 (MP\_06.04) (State St) / B Av**

Link: [2018 Feb BHCN IGPA Ln 035 at OR43 B Av](#)

Post: [BH lngf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 137 kb, Page(s) 1, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 01IGPA\_BHCN\_OR43B\_Constraints\_2018\_02Feb\_01Th\_0300U.pdf

### AT02 <CRITICAL>

Title: **LU 17-0075: Lake Oswego Special Street Setbacks Procedure**

Link: [2017 Dec ORG1 LETR LO OR43 B Av](#)

Post: [LU 2017-0075](#) OR43 (State Street Setbacks) <Case File>

Page: Lake Oswego Planning ([LOPL](#)), Site: City of Lake Oswego ([LKOS](#))

Attributes: Size: 585 kb, Page(s) 1, Sheet Size US A (wxd, 8.5 in x 11 in)

File BHCN: 02exh\_f-1\_ltr\_12-08-17\_fm\_odot\_lu\_17-0075.pdf

### AT03

Title: **HWY. Segment Designation; Lake Oswego Oregon**

Link: [2005 Jan ODOT MPUA OR43 STA LO](#)

Post: Same as above , Site: [OSL Digt Collections](#)

Attributes: Size: 381 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 03MPUA\_ODOT\_STA\_OR43\_LO\_2005\_01Jan\_20Th\_0900U.pdf

## AT04

Title: **TriMet Schedule Bus Line 036 – Oregon City (OC) / Lake Oswego South Shore (LOSS)**  
Link: [1977 Jun TMBH IGLA Bus Line 036 OCnLOSS](#)  
Post: [BH Kn Schd TMET 1977](#), Site: [BH Knw TM Schedules](#)  
Attributes: Size: 466 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 04IGLA\_TMBH\_Line\_Bus\_036\_1977\_06Jun\_12Su\_0200U.pdf

## AT05

Title: **1977 Jun TriMet Schedule Map Line Bus 036 Lake Oswego Downtown (LODT) (Midline Loop)**  
Link: [1977 Jun BHCN IGPA Ln 036 ScMp LODT](#)  
Post: [BH Kn Schd TMET 1977](#), Site: [BH Knw TM Schedules](#)  
Attributes: Size: 51 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 05IGPA\_BHCN\_TMET\_LODT\_Map\_1977\_06Jun\_12Su\_0200U.pdf

## AT06 <CRITICAL>

Title: **1\_st Street North Anchor**  
<<View: State St / B Ave to NW of NW corner State St / B Ave>>**Av**  
Link: [2017 Oct LNAP PPDA S05F35](#)  
Post: [BH Kn WO 172 NAchor PS01](#) (Planset subpage)  
[BH Kn WO 172 North Anchor](#), Site: [BH Knw LOWO Projects](#)  
Attributes: Size: 199 kb, Page(s) 1, Sheet Size US A (wxh, 11.0 in x 8.5 in)  
File BHCN: 06PPDA\_LNAP\_PS01\_S05F35\_2017\_10Oct\_17Tu\_1500U.pdf

## AT07

Title: **Time Tolling of TriMet Transit Riders for LO North Anchor (LNAP) Project**  
Link: [2018 Jan BH IGPA Time Toll LNAP](#)  
Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)  
Attributes: Size: 420 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 07IGPA\_BHCN\_OR43B\_Tm\_Toll\_LNAP\_2018\_01Jan\_01Mo\_2300U.pdf

## AT08

Title: **Configuration – OR43 (MP\_06.04) / B Av, (1987-2017) <(State St / B Av) [Lake Oswego (LO)]>**

Link: [2018 Jan BH IGPA OR43B 1987 2017](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 116 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)

File BHCN: 08IGPA\_BHCN\_OR43B\_1987\_2017\_2018\_01Jan\_01Mo\_2200U.pdf

## AT09

Title: **Contrast Turn Radii – OR43 (MP\_05.86) / D Av and  
OR43 (MP\_06.04) / B Av <(State St) LO>**

Link: [2018 Jan BH IGPA OR43 Turn Radii DnB](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 503 kb, Page(s) 1, Sheet Size US B (wxh, 17in x 11 in)

File BHCN: 09IGPA\_BHCN\_OR43\_Radii\_D\_B\_2018\_01Jan\_01Mo\_2100U.pdf

## AT10

Title: **NACTO – Transit Street Design Guide,  
Extract Bus Turn Radii For OR43 MP\_06.04 / B Av**

Link: [2018 Jan BH IGPA NACTO OR43 B Av](#)

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 585 kb, Page(s) 2, Sheet Size US A (wxh, 8.5 in x 11 in)

File BHCN: 10IGPA\_BHCN\_NACTO\_DG\_Tran\_OR43B\_2018\_01Jan\_01Mo\_2000U.pdf

## AT11

Title: **Unknown Impacts to OR43 due to City LO Case LU 17-0075**

Link: Not Posted at this date

Post: [BH Ingf OR43 A](#), Site: [BHCN Infographics](#)

Attributes: Size: 69 kb, Page(s) 4, Sheet Size US A (wxh, 8.5 in x 11 in)

File BHCN: 11EMAL\_2017\_12Dec\_05Tu\_1625U\_BHCH\_Dstr\_LU\_17-0075.pdf

## AT12

Title: **Fleet Strategy, <TriMet> Board Briefing, December 13, 2017 <Wed>**

Link: [2017 Dec TMET BREF Fleet Strategy](#)

Post: [TMET Mtng 2017 Dec 13 Wed 09:00 U](#),

Attributes: Size: 1,409 kb, Page(s) 23, Sheet Size US A (wxh, 11.0 in x 8.5 in)

File BHCN: 12PPLA\_TMET\_BREF\_2024\_Fleet\_Srategy\_2017\_12Dec\_13We\_0900U.pdf

## AT13

Title: Lake Oswego to Portland Transit & Trail Study << OR43 Travel Shed >>

Link: [2007 Nov MTRO OR43 Trav Cooridor](#) (Travel Shed)

Post: [LOPTAAS](#) Site: [OR43baseData](#)

Attributes: Size: 211 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 13MPUA\_MTRO\_LOPT\_Study\_Area\_2007\_11Nov\_01Th\_1700U.pdf

## **AT14**

Title: **2012 FDFP with North Portal effect on LO UGMA  
Plus TCWP 30 Year Facility Plan**

Link: [2012 FDFP with North Portal effect on LO UGMA](#)

Post: [Resolution 211009](#), Site: [BHCN Resolutions 2014](#)

Attributes: Size: 872 kb, Page(s) 1, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 14PPEP\_BHCN\_FDFP\_LOUGMA\_2015\_03Mar\_06Fr\_1400U.pdf

## **AT15**

Title: **Traffic jams undermine essential bus service**

Link: [2017 Aug PTRB ATCL Traffic Jams Undermine TriMet](#)

Post: Not posted – incomplete annotation

Attributes: Size: 42 kb, Page(s) 3, Sheet Size US A (wxh, 8.5 in x 11 in)  
File BHCN: 14TRMTSv\_ATCL\_PRTB\_Bus\_Congestion\_2017\_08Aug\_24Th\_01001U.pdf

## **4.0 – Cross Referenced Documents (CRnn) Fifteen (15)**

**See list of attached documents above**

From: "Birdshill CPO/NA" <[birdshill.cpo.na@gmail.com](mailto:birdshill.cpo.na@gmail.com)>

To: [kim.ellis@oregon.metro.gov](mailto:kim.ellis@oregon.metro.gov), [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov), [roger.gonzalez@oregonmetro.gov](mailto:roger.gonzalez@oregonmetro.gov)

Cc: Jon Makler <[jon.makler@odot.state.or.us](mailto:jon.makler@odot.state.or.us)>, [joem@clackamas.us](mailto:joem@clackamas.us), [pmcmillan@clackamas.us](mailto:pmcmillan@clackamas.us), "Siegel,

Scot" <[ssiegel@ci.oswego.or.us](mailto:ssiegel@ci.oswego.or.us)>, [LCALVERT@westlinnoregon.gov](mailto:LCALVERT@westlinnoregon.gov), "Rooney, Erica"

<[erooney@ci.oswego.or.us](mailto:erooney@ci.oswego.or.us)>, [amacuk@lakeoswegoreview.com](mailto:amacuk@lakeoswegoreview.com), Gary Stein

<[gstein@lakeoswegoreview.com](mailto:gstein@lakeoswegoreview.com)>

Bcc:

Date: Fri, 16 Feb 2018 15:26:35 -0800

Subject: Birdshill CPO / NA request for 2018 Metro RTP comment extension

2018 Feb 16 Friday 13:45 U (1:45 PM PT)

2018 Feb 16 Friday 15:20 U (3:20 PM PT) Transmit

Charles Ormsby (Skip)

Co-Chair Birdshill CPO / NA

Kim Ellis

Principle Planner

Oregon Metro

Assignment 2018 Metro Regional Transportation System Plan

(2018 Metro RTP)

Roger Gonzalez

Chief of Staff for

Thomas Hughes, Metro Council President

Subject: Birdshill CPO / NA request for 2018 Metro RTP comment extension

Good Afternoon:

My schedule has collapsed this week and with in the past 24 hours. I therefore ask for an extension of time until 2018 Feb 20 Tuesday 08:00 U (8:00 AM PT) to deliver my comments on the 2018 Metro Regional Transportation System Plan (2018 Metro RTP).

2018 Metro Regional Transportation System Plan (RTP) projects and citizen comments are due:

2018 Feb 17 Saturday 17:00 U (5:00 PM PT).

Visit: Metro 2018 RTP

<<https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/project-priorities>>

Visit: Metro 2010 RTP Freight Plan

<<https://www.oregonmetro.gov/regional-freight-plan>>

Visit: ODOT 2018 Metro RTP

<<http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=RTP>>

Note I assume Metro Offices are closed 2018 Feb 19 Monday for Presidents Day.

I have needed to spend time plus energy to take 30 lbs of damp laundry (on my back in a pack) 1.3 miles by bicycle (in a sustainable/survivable manner) to a Lake Oswego laundromat by Ace Hardware [OR43 (State St) / North Shore Blvd] in order to get it dry. Sun and warm temperatures suitable for a clothesline are not in the forecast for about four months. Further it is winter and snow is in the forecast for Sunday-Monday I fortunately have made a connection through (Next Door website) for a used clothes dryer to be picked up on Saturday (Its classified – I want it). <I whimper, I have seen much worse. I get over it with Tillamook Cheese, red wine, rest and an occasional Tylenol>

Further my routes (Skip Rt 02 and Skip Rt 03, <Skip Rt 01 permanently closed circa 2017 Jul>) take me along the Terwilliger Bike path which has a grade of 6 to 15 percent. I get winded. As I jokingly mutter to myself between breaths on the return uphill trek from downtown Lake Oswego I am performing (vetting), visualizing, validating, and field verifying a topographical survey for future bike connections between the Birdshill CPO / NA (Birdshill Rd) and First Addition - Forest Hills in the Lake Oswego Special Transportation Area (STA) along State Street in Lake Oswego. Visit: 2017 Mar USGS USTOPO MPPD Quad LO

<<https://store.usgs.gov/product/504904>> (Map USGS LO Quad Topo) Note download is 35 mb.

See: 2005 Jan ODOT MPPA LO STA

<[http://library.state.or.us/repository/2012/201207050959434/ODOT\\_TD\\_TP\\_docs\\_hwysegmaps\\_lakeo.pdf](http://library.state.or.us/repository/2012/201207050959434/ODOT_TD_TP_docs_hwysegmaps_lakeo.pdf)> (Map: ODOT - Lake Oswego STA)

Yes this is part of my PERSONAL motivation for a bridge to span the Tryon Creek Ravine from 1st Street / E Av NW to Terwilliger Bike Path.

Plus yesterday circa 18:00 U (6:00 PM PT) Clackamas County released / posted its report and summary on Stafford Road. Page: CCDT\_Drive\_to\_Zero <<http://www.clackamas.us/drivetozero/>> (Source Webpage)

Doc1: 2018\_Feb\_CCDT\_PPDP\_RSA\_Stafford\_Rd

<[http://www.clackamas.us/drivetozero/documents/overview\\_staffordsa.pdf](http://www.clackamas.us/drivetozero/documents/overview_staffordsa.pdf)>

(Summary/Presentation)

Doc2: 2018\_Feb\_CCDT\_REPT\_RSA\_Stafford\_Rd

<<http://www.clackamas.us/drivetozero/documents/staffordrsa.pdf>> (Full Report)

Cref1: FHWA\_RSA <<https://safety.fhwa.dot.gov/rsa/>>

Page: CCPZ\_Urban\_Rural\_Reserves

<<http://www.clackamas.us/planning/reserves.html#links>>

Doc3: 2017\_Jun\_CCBC\_MT\_LO\_WL\_TU\_IGA\_Stafford

<[http://www.clackamas.us/planning/documents/signed\\_iga.pdf](http://www.clackamas.us/planning/documents/signed_iga.pdf)> (Stafford

Intergovernmental Agreement)

Doc4: 20YY\_MMM\_CCDT\_MPLE\_Stafford\_Area

<<http://www.clackamas.us/planning/documents/staffordmap.pdf>> <Map date to be confirmed>

Where:

CCDT = Clackamas County Dept Transportation and Development

CCPZ = Clackamas Coun

----- Message truncated -----

**From:** Kim Ellis  
**Sent:** Tuesday, February 20, 2018 12:34 PM  
**To:** Birdshill CPO/NA  
**Cc:** Roger Gonzalez; Clifford Higgins; Frankie Lewington  
**Subject:** Birdshill CPO / NA request for 2018 Metro RTP comment extension

Mr. Ormsby,

Thank you for your interest in the 2018 RTP update. You are welcome to submit your comments this week as you requested.

We request that you send them by the end of the day on Thursday, February 22 in order to have them included in our formal public comment summary report.

We appreciate you taking the time to provide feedback on your project priorities for the Regional Transportation Plan.

Best,

Kim

—

Kim Ellis, AICP

RTP Project Manager

Metro Planning & Development

600 NE Grand Avenue | Portland OR 97232

503-797-1617 | [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

**From:** Birdshill CPO/NA [mailto:birdshill.cpo.na@gmail.com]

**Sent:** Thursday, February 22, 2018 3:18 PM

**To:** Kim Ellis; Birdshill CPO/NA

**Cc:** Roger Gonzalez; Clifford Higgins; Frankie Lewington; Skip Ormsby; CPO Summit; Jon Makler; Jim Bolland; james.brown@portlandoregon.gov; bcc@co.clackamas.or.us; Rooney, Erica; Wilson, Trent; Runion, Kelly; SHANKLE Richard A; aaronn.abrams@portlandoregon.gov

**Subject:** Birdshill CPO / NA projects for 2018 Metro RTP consideration

2018 Feb 22 Thursday 14:50 U (2:50 PM PT)

Charles Ormsby

Co-Chair Birdshill CPO / NA

Kim Ellis, AICP

RTP Project Manager

<<2018 Regional Transportation Program>>

Metro Planning & Development

600 NE Grand Avenue | Portland OR 97232

503-797-1617 | [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

Good Afternoon Kim Ellis:

Thanks for the extension for submitting a project list. Between home issues and weather and coordination of evolving projects that impact Birdshill and Dunthorpe like LO North Anchor with TriMet buses at OR43 (State St) / B Ave, and Clackamas County concept for Bike Bridge spanning Willamette River at Willamette River Mile (WLRM) WLRM\_020.2 my time clock has gone berserk in the last week.

I realize the list and infographics submitted may overwhelm you. However given issues of the LO-OL Bike Bridge, LO North Anchor - TriMet vehicle clearances along with capacities of OR43 has necessitated this long list. The list in two parts projects and polices which has become lengthy. Especially in the past 48 hours with impacts due to projects that have evolved since 2016 Jan. Development of this project list represents the first or second application of what I term "modular testimony". This has evolved since 2015 and coalesced in 2017 May. Links take time to codify, thus reuse has become imperative especially given interaction between government entities, projects and agendas.

Prime example is intersection of OR43 (MP\_05.74) / Terwilliger Blvd. and 2,000 ft spherical radius. TOO much change is contemplated and limited communication has taken place. I hope that improves with the 2018 Metro RTP. Especially with respect to the interface between freight rail and roadway(s) and bikes here in the Lake Oswego UGMA. Too many terms and acronyms.

Please consider attached:

Title: **2018 Metro Regional Transportation Plan Project(s) Comments**

File: TSTM\_BHCN\_2018\_Metro\_RTP\_2018\_02Feb\_22Th\_1400U.pdf

If you want the source spreadsheet please call.

I look forward to working with all and your responses.

Questions, or comments, appreciated please call

Charles Ormsby (Skip) most any time.

Phone 503.636.4483 or

Email: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)..

Thanks

Skip

Charles B. Ormsby (Skip)

Birdshill CPO / NA, Co-Chair 2016 – 2017

A Joint Clackamas County Community Planning Organization

City of Lake Oswego Oregon Neighborhood Association (NA)

Locale (Centroid = Approximate Geographic Center)

See: [G CC BHCN-Underhill Rd / Midvale Rd](#) (Street + Images)

See: [A CC BHCN-Underhill Rd / Midvale Rd](#) (Topo)

Clackamas County & Lake Oswego UGMA

170 SW Birdshill Road

Portland Oregon 97219-8502

Phn: 503.636.4483 Residence

E-mail: [birdshillcpona@gmail.com](mailto:birdshillcpona@gmail.com)

Note Prep time of this email with research = 4.0 hours.

**From:** Carol Chesarek [mailto:ccaux@earthlink.net]  
**Sent:** Friday, February 23, 2018 3:55 AM  
**To:** Frankie Lewington  
**Subject:** RE: Community Leaders' Forum meeting summary and feedback

Hi Frankie,

One comment on the summary. There are a couple comments in the summary about Demand Management being a low priority. I don't think the group received good information about the range of what Demand Management can be, most of the discussion was about tolling and congestion pricing. There were very real concerns about the impacts of tolling and pricing, but no one explained that there are other elements of Demand Management, or what the benefits are. So I'd be careful about assuming that "low priority" is an accurate assessment. I do think, as I said at the meeting (and which is reflected in the summary) that we need to look for ways to implement tolling, congestion pricing, and other TDM measures in ways that don't further harm historically disadvantaged communities, even if that means working for an amendment to the state constitution (not clear how hard we've looked for ways around that constitutional requirement to spend proceeds of tolling on road maintenance, for example could that money free up other funding that could be used for some type of help for low income folks to offset pricing).

Otherwise I thought the summary looked good, and I appreciated the opportunity to hear so many voices and ideas.

Best,

Carol

**From:** Frankie Lewington [<mailto:Frankie.Lewington@oregonmetro.gov>]

**Sent:** Friday, February 16, 2018 2:33 PM

**To:** 'chris.rall@t4america.org' <[chris.rall@t4america.org](mailto:chris.rall@t4america.org)>; 'tyler.bullen@gmail.com' <[tyler.bullen@gmail.com](mailto:tyler.bullen@gmail.com)>; 'fiona.yauluu@gmail.com' <[fiona.yauluu@gmail.com](mailto:fiona.yauluu@gmail.com)>; 'begonar@unitedway-pdx.org' <[begonar@unitedway-pdx.org](mailto:begonar@unitedway-pdx.org)>; 'navajl@msn.com' <[navajl@msn.com](mailto:navajl@msn.com)>; 'angelahkremer@gmail.com' <[angelahkremer@gmail.com](mailto:angelahkremer@gmail.com)>; 'ccaux@earthlink.net' <[ccaux@earthlink.net](mailto:ccaux@earthlink.net)>; 'gerik@thestreettrust.org' <[gerik@thestreettrust.org](mailto:gerik@thestreettrust.org)>; 'betty.dominguez@homeforward.org' <[betty.dominguez@homeforward.org](mailto:betty.dominguez@homeforward.org)>; 'Martine Coblenz' <[martine.coblenz@gmail.com](mailto:martine.coblenz@gmail.com)>; 'nicolewilline@gmail.com' <[nicolewilline@gmail.com](mailto:nicolewilline@gmail.com)>; 'gronkee@msn.com' <[gronkee@msn.com](mailto:gronkee@msn.com)>; 'gloria.pinzon@live.com' <[gloria.pinzon@live.com](mailto:gloria.pinzon@live.com)>; 'emily@momentumalliance.org' <[emily@momentumalliance.org](mailto:emily@momentumalliance.org)>; 'LaQuisha Minnieweather' <[lminnieweather31@gmail.com](mailto:lminnieweather31@gmail.com)>; 'apage@rideconnection.org' <[apage@rideconnection.org](mailto:apage@rideconnection.org)>; 'hholloway@ulpdx.org' <[hholloway@ulpdx.org](mailto:hholloway@ulpdx.org)>; 'María Hernández Segoviano' <[maria@opalpdx.org](mailto:maria@opalpdx.org)>; 'GLENN KOEHRSEN' <[gkoehrsen@prodigy.net](mailto:gkoehrsen@prodigy.net)>; 'abe@gridworks.us' <[abe@gridworks.us](mailto:abe@gridworks.us)>; 'Smith, Jen Massa' <[Jen.Massa.Smith@providence.org](mailto:Jen.Massa.Smith@providence.org)>; 'Isatou Jallow' <[isatouj@irco.org](mailto:isatouj@irco.org)>; 'HAROLD BERGSMA' <[heberg33@msn.com](mailto:heberg33@msn.com)>; 'Jenny Lee' <[jenny@coalitioncommunitiescolor.org](mailto:jenny@coalitioncommunitiescolor.org)>; 'Noel Mickelberry' <[noel@oregonwalks.org](mailto:noel@oregonwalks.org)>; 'amanddeep@momentumalliance.org' <[amanddeep@momentumalliance.org](mailto:amanddeep@momentumalliance.org)>  
**Cc:** Clifford Higgins <[Clifford.Higgins@oregonmetro.gov](mailto:Clifford.Higgins@oregonmetro.gov)>

**Subject:** Community Leaders' Forum meeting summary and feedback

Good afternoon –

Thank you all again for participating in the Community Leaders' Forum last month. For those of you who provided feedback through the survey, thank you for your thoughts. It will help us improve the experience of participants and better create a space for community discussion and feedback in the future.

Attached are the summary of the meeting and the feedback provided. If any important thoughts or points were not captured or if anything was misrepresented, please don't hesitate to reach out to us.

Have a great weekend,

Frankie

**Frankie Lewington**

Land and transportation communications

Metro | [oregonmetro.gov](http://oregonmetro.gov)

600 NE Grand Ave.

Portland, OR 97232-2736

503-813-7588

**From:** Ken Lobeck

**Sent:** Wednesday, March 7, 2018 12:27 PM

**To:** [dave@abracares.com](mailto:dave@abracares.com)

**Cc:** Pamela Blackhorse <[Pamela.Blackhorse@oregonmetro.gov](mailto:Pamela.Blackhorse@oregonmetro.gov)>; Clifford Higgins <[Clifford.Higgins@oregonmetro.gov](mailto:Clifford.Higgins@oregonmetro.gov)>; Kim Ellis <[Kim.Ellis@oregonmetro.gov](mailto:Kim.Ellis@oregonmetro.gov)>

**Subject:** Metro 20 Year Transportation

Dear Mr. Nelson:

My name is Ken Lobeck and I am the MTIP Manager here at Metro. Pam forwarded me your email.

From what I am reading, it appears to that your concerns are directed at our draft long range Regional Transportation Plan (RTP) and not Metro's short range Metropolitan Transportation Implementation Program (MTIP). The venue you submitted comments to relates to the MTIP and not the RTP. However, I have forwarded you comment to the RTP staff to address your concerns.

For reference, the MTIP represents the first four-year implementation program to the RTP. The MTIP is a funding programming and implementation document to the RTP. When formal amendments occur, the impacted projects are posted for their 30-day comment period showing the "before and after" changes to the project as a result of the proposed amendment.

If your questions or concerns relate to a specific project in the formal MTIP amendment, the online communications process presents a method to submit comments concerning the amendment. A person also can submit comments directly through Metro's two approval committees (TPAC and JPACT), or at the final approval step when the Metro Council considers final approval of the MTIP formal amendment. If you have any comments towards a specific project within a MTIP amendment, please continue to send them to Pam Blackhorse as our MTIP Amendment comment guidance directs.

However, the RTP has a different comment process which I believe you comments are focused. As I mentioned, I have forwarded you email to the RTP staff who will be responding to your questions shortly with additional guidance related to the RTP's comment process.

Please let me know if you have any additional questions.

Best wishes,

Ken Lobeck

Ken Lobeck  
Funding Programs Lead  
Planning Department  
Metro  
600 NE Grand Ave  
Portland, Oregon 97232  
Tel: 503-797-1785  
Email: [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov)

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Pamela,

I am very discouraged you are limiting public comment to 30 days for the 2018 transportation plan. With the limited period I assume you are really not seeking true input but are just going through the motions of saying you are getting public comment.

I would like to see a map of proposed transportation corridors that are needed for the next 20 years growth that metro projects. Per federal law you are to show at the state level, plans for the next 20 years growth even though it might not be funded. The information presented in your email seeking public comment is totally inadequate to see your long term vision. I find maps on the metro site for trails, bike paths, light rail but NO maps showing proposed transportation corridors that are needed for proper 20 year planning. Where do I get that information?

RTC has a 2014 transportation corridor study showing 2 new major Columbia River crossings. RTC and JPACT have a joint committee on proposed crossings. Where do I find that same information that RTC proposed on your maps?

I have over 50 years' experience as a civil engineer involved in development and planning. I know that proper long term transportation planning takes years, as I have witnessed I-205 development and that of OR 217. I see nothing in your planning that shows you are working towards the future. Both Hillsboro and Washington county have proposals for a west side bypass but that is being apparently being ignored by metro. Why?

Dave Nelson, President

***NDC***

[dave@nelsonnw.com](mailto:dave@nelsonnw.com)

Cell 503.250.0418

**From:** Clifford Higgins

**Sent:** Wednesday, March 7, 2018 3:37 PM

**To:** [dave@abracares.com](mailto:dave@abracares.com)

**Cc:** Kim Ellis <[Kim.Ellis@oregonmetro.gov](mailto:Kim.Ellis@oregonmetro.gov)>; Ken Lobeck <[Ken.Lobeck@oregonmetro.gov](mailto:Ken.Lobeck@oregonmetro.gov)>

**Subject:** RE: Metro 20 Year Transportation

Mr. Nelson:

Thank you for your email. Ken also forwarded your inquiry to me as a member of the 2018 Regional Transportation Plan team. I believe you will find much of what you are looking for on our web page ([www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)), which provides information on the process to date and through the rest of 2018 as the plan is finalized. Specifically, I think you will be interested in the “project priorities” tab ([www.oregonmetro.gov/2018projects](http://www.oregonmetro.gov/2018projects)), which provides information on the projects that were submitted by cities, counties, ODOT and other agencies for inclusion in both the constrained (what we project we can afford) and strategic (what we could invest in with additional revenues) lists. The projects submitted by these partner jurisdictions demonstrate their identified local priorities for the regional system. On that tab are spreadsheets as well as an interactive map of these projects as well as Metro staff’s high level assessment as to how these projects will perform as a system (both in a “key takeaways” document as well as a longer “discussion guide for policymakers”). I couldn’t speak to which projects were or were not submitted to Metro by cities, counties, ODOT and other agencies for this Regional Transportation Plan.

To your concern about the length of this comment opportunity, I apologize if you were not made aware in time to comment. We distribute through our website, newsfeed and Regional Transportation Plan interested persons list; we also ask and encourage our regional partners and regional neighborhood associations to distribute the notice through their networks. If you would like to be added to the Regional Transportation Plan interested persons list, please let me know. Or you can subscribe to that list and other channels at [www.oregonmetro.gov/subscribe](http://www.oregonmetro.gov/subscribe).

This comment opportunity was to inform potential refinements to the draft project list. It was one opportunity in a series of comment opportunities that we have held to inform the development of the plan. We will have another comment opportunity on the results of the refined list as well as the policies of the 2018 Regional Transportation Plan and related strategies (transportation safety, transit and freight) from June 29 to Aug. 13, 2018.

In the meantime, if you have comments on the draft project list or any other elements of the plan or process, I would be happy to provide them to the project team as well as our jurisdictional partners.

Best regards,

Clifford

**Clifford Higgins**

Communications supervisor  
Planning and development

Metro | [oregonmetro.gov](http://oregonmetro.gov)  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1932