



October 16, 2019

To whom it may concern,

The Clackamas County Business Alliance (CCBA) is a non-profit advocacy group supporting issues of importance to Clackamas County Businesses.

CCBA urges you to support all four of Clackamas's Corridors including C2C, Sunrise, McLoughlin and 82<sup>nd</sup>. Investment in these corridors is critical for helping citizens of all ages, abilities and income levels to move around in our region.

The Sunrise Corridor is not a freeway, it is a multimodal connection that will provide access to employment (14,000 new Jobs/14,000 new Households projected to be located in this area by 2040) and will provide local connections to help residents safely access schools, parks and other amenities by using a variety of modes.

In combination with C2C, Sunrise Gateway will provide an alternative route to I-84 and will also connect residents in Gresham/East Portland to future jobs in the Rock Creek Employment Area.

Without investment in Sunrise, Happy Valley will not be able to implement their plans to accommodate all of these new employers and households. The city of Happy Valley is essentially unable to issue a permit allowing this development to occur today due to intersection failure at 122<sup>nd</sup> and 212. This area is inside the UGB already and is prime for investment.

Thank you for your consideration.

Sincerely,

Nellie deVries  
Executive Director  
Clackamas County Business Alliance  
PO Box 2156  
Lake Oswego, OR 97035  
<https://ccba.biz/>



GREATER PORTLAND INC  
111 SW COLUMBIA ST, #830, PORTLAND, OR 97201  
GREATERPORTLANDINC.COM  
503-445-8065

October 15<sup>th</sup>, 2019

Metro T2020 Taskforce  
600 NE Grand Avenue  
Portland, Oregon 97232  
[getmoving@oregonmetro.gov](mailto:getmoving@oregonmetro.gov)

Dear Co-Chairs Pederson & Treece and Taskforce Members,

As the regional public-private partnership for economic development serving the metropolitan area, Greater Portland Inc (GPI) markets the region, domestically and internationally, to companies seeking to expand their operations. Together with our partners, we work to advance a healthy economy in Greater Portland through quality jobs and investment. Fundamental to the region's continued economic success is its ability to accommodate the growth of new and existing traded-sector companies in our world-class clusters.

GPI regularly monitors competitiveness trends. One invaluable source of competitiveness intelligence is Area Development Magazine's Annual Corporate and Consultant's Survey, which documents the leading factors driving corporate location decisions. The latest survey, published in the first quarter of 2019, identified highway accessibility tied with availability of skilled labor and proximity to major markets as the leading factors companies consider when evaluating markets for expansion. The survey data align with the experiences GPI has gained working with hundreds of companies over the past several years.

It is for these reasons GPI supports funding for Clackamas County's T2020 Corridors, in particular the Sunrise Gateway/212 and McLoughlin Blvd corridors are critical economic growth assets. The Sunrise Gateway/212 Corridor is home to the Rock Creek Industrial Area – designated a "Regionally Significant Industrial Area." The McLoughlin Blvd corridor presents a major opportunity to redevelop underutilized commercial and industrial lands.

We respectfully request that you include Clackamas County's corridors, especially Sunrise Corridor and McLoughlin Blvd, in the T2020 funding package.

Sincerely,

Matthew D. Miller, CEcD  
Interim President & CEO  
Greater Portland Inc.

September 25<sup>th</sup>, 2019



Metro T2020 Taskforce  
600 NE Grand  
Portland, Oregon 97232  
[getmoving@oregonmetro.gov](mailto:getmoving@oregonmetro.gov)

Dear Co-Chairs Pederson & Treece and Taskforce Members,

The Clackamas County Economic Development Commission (EDC) supports funding for Clackamas County's T2020 Corridors including Sunrise Gateway/212, C2C, McLoughlin and 82<sup>nd</sup> as well as OGLO (Oak Grove to Lake Oswego Bridge) and Highway 43. Investment in these corridors is critical to ensure a robust regional transportation system that will support the economic viability of Clackamas County, the Metro region and the State of Oregon.

The Sunrise Gateway/212 Corridor is critical to the economic growth of Clackamas County and our region as a whole. 14,000 jobs are projected in the Rock Creek Industrial Area (designated Regionally Significant Industrial Area) in the next 20 years. Investment in this corridor will provide the foundational infrastructure to support this economic opportunity. The proposed concept will allow through trips to utilize the new limited access 2-lane section and will transition existing 212 to an urban arterial. By separating trips to the appropriate facilities, congestion and greenhouse gas emissions will be reduced. This concept also includes design options to accommodate frequent transit including right of way purchase for a possible future dedicated lane and park and ride locations. Implementation of this concept will provide safer, more efficient transportation mode options for local businesses and residents.

The McLoughlin Blvd corridor has been the EDC's primary focus area this year. Investment in the McLoughlin Blvd corridor will stimulate the local and regional economy by providing opportunity for redevelopment of currently underutilized commercial, industrial and residential lands. Implementation of the proposed concept will provide safer crossings, more efficient transit service and more floors on the existing parking garage to support increased ridership on the max.

EDC is a 25 member advisory board made up of business representatives throughout Clackamas County. Congestion relief, mode options and freight mobility are critical to the continued growth and success of our businesses. The EDC firmly believes that investment in these corridors will provide significant improvements to our businesses' operational costs, employee quality of life, and business growth potential. We respectfully request that you include Clackamas County's corridors, especially Sunrise Corridor, McLoughlin Blvd, and C2C in the T2020 funding package.

Sincerely,

A handwritten signature in blue ink that reads "Charles Gallia".

Charles Gallia PHD, Chair  
Economic Development Commission



# GETTING THERE TOGETHER

[Info@GettingThereTogether.org](mailto:Info@GettingThereTogether.org) | [GettingThereTogether.org](http://GettingThereTogether.org)

October 16, 2019

## **Getting There Together Coalition | Who We Are**

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play. The Coalition is comprised of more than 50 member- and mission-based organizations in the Metro region that work in and with stakeholders, businesses, and community members, including communities of color, transit riders, youth, older adults, and the most vulnerable users of the roadway and transportation system.

Thank you for your continued service as we work to create a vision for the region's transportation network. The Coalition represents many of the people in the community that T2020 transportation improvements would impact and benefit. As you all continue to discuss and make recommendations for potential investment through the T2020 measure, we urge you to use a racial equity lens and a community- and people-driven approach in your decision-making.

## **T2020 Project Investments | Our Recommended Approach & Value-Based Criteria**

This measure should come together with a triple bottom line: Investments should support communities most in need of transportation options, drastically increase ridership and reducing emissions through increased transit and community driven projects, and help people get where they need to go, safely and quickly. As you all begin to prioritize projects in each county for a 2020 funding measure, the Coalition and the constituencies we represent urge you to continue to lead with values of equity, safety, affordability and climate.

To that end, GTT has developed a series of questions that we will be running each proposed T2020 project through to help with prioritization, and we recommend that the Task Force also use a similar criteria moving forward. These questions are meant to help us get more specific about what each value

looks like in a project, and to take inventory of the dollar amounts currently proposed for projects that meet these values, and line them up against projects that might not meet them.

**On Equity:**

- Does this investment/corridor prioritize community priorities as reflected by public input and testimony?
- Is this a project/need identified by communities of color, low-income communities, and other historically marginalized groups?
- Does this project/corridor prioritize the needs of underserved, low-income and communities of color?
  - Location: Is this project near places that these communities live or travel to regularly?
  - Asking the question: Who are these investments for?
- Does this project prioritize equity outcomes for seniors and people with disabilities?

**On Safety:**

- Is this project along/near a high-crash corridor?
- Does this project address pedestrian/bicyclist safety? Which one?
- If a safety crossing, is the project near a bus stop?
- If a safety crossing, is the project near a school, grocery store, senior center, cultural center, park, or place of worship?
- If a safety crossing, is it a stop light, flashing beacon, or something else (preference for a stop light)?

**On Affordability:**

- Is this investment/corridor located within ¼ mile (5-minute walk/roll) of current existing, planned, or public affordable housing?

**On Climate/Transit:**

- Does this project expand (or plan to expand in the future) roadway capacity in any way besides adding transit capacity, bicycle facilities, or sidewalk connectivity?
- Would this investment help reduce VMT (Vehicle Miles Traveled) and climate emissions?
- Would/could this investment result in increased transit ridership?
- Would/could this investment result in faster, more reliable transit?
- If this is a transit investment, does it prioritize underserved, low-income, and/or communities of color?
- If this is a transit investment, does it prioritize needs of people with disabilities?
- If this is a transit investment, is it located along a route that is a part of TriMet's service enhancement plan?
- Does this project/corridor have appropriate land use policies and zoning to support new/expanded transit service?

## **T2020 Projects | Preliminary Observations**

Between today's presentation and the next Task Force meeting, the Getting There Together Coalition will share with Task Force members and Metro Council our findings of applying the above questions to the current list of proposed projects. We have begun this work and did want to share a few preliminary observations and questions:

- Many of the projects on corridors like SE McLoughlin, TV Highway, and 82nd Ave, when put through the questions, demonstrate significant need to be prioritized. The current amount of safety and transit options proposed on these corridors is a good start, however even with what is proposed, there will remain significant gaps that a T2020 measure should address. For example, even with the additional street crossings currently proposed on SE McLoughlin, there will still be stretches of the road as long as half a mile between safe crossings. GTT would like to see additional safety investments on SE McLoughlin to close these gaps, to ensure that this measure is truly making a difference in how people get around, especially seniors and people with disabilities.
- Projects like the Sunrise Corridor do not meet the values of equity, safety, affordability, and particularly climate; large investments in actual or planned roadway capacity will not result in equitable outcomes, nor help us meet the region's climate goals. We recommend the proposed funding amount for this project should be instead used for corridors like SE McLoughlin that meet our communities' values and where there is dire need for more investment.
- In certain corridors, one large project would constitute the majority of funds used in that particular corridor; in order for projects to be correctly assessed, they must be contextualized with the cost of the corridor, the entire measure, and what other desperately needed projects could be completed with those funds.

### **Thank You!**

Thank you again, Local Investment Team members, Transportation Funding Task Force, Metro Councilors, Metro staff, community advocates, and the many others invested in this process for your continued dedication and commitment to a transportation system that works for those who need it most. We continue our commitment to working alongside you and other partners to best serve our communities with a 2020 regional measure, and you will be hearing from us soon with more on results from our project analysis.

Yours sincerely,  
Walter Robinson II  
Lead Organizer  
Getting There Together Coalition

October 12, 2019

Dear Metro Council and Transportation Funding Task Force:

Thank you for the opportunity to comment on the 2020 Transportation Investment Measure (T2020). CPO12C is part of Washington County's Community Participation Organization (CPO) Program covering the City of Cornelius and the surrounding unincorporated areas. Our CPO wants to ensure Metro will be placing the Tualatin Valley Highway (OR8) corridor between 331<sup>st</sup> Avenue to 26<sup>th</sup> Avenue east of the City of Cornelius as a top tier priority for funding of sidewalks and street lighting. Due to existing development in the area and small lots constrained by railroad, the opportunity to condition new development to do sidewalk and street lighting along OR8 will not occur anytime soon.

We see an immediate need for funding to address the following safety concerns on this segment transitioning to urban:

- Three fatalities have occurred along this stretch of OR8 within 19 months (9/22/2017, 11/17/2018, and 3/9/2019);
- A Life Flight helicopter was deployed to a crash on August 3, 2019 in this segment;
- A fatality occurred just east of this segment on October 1, 2018.
- School children are walking to/from school bus stops on a shoulder in between the edge of travel of a 50 mile per hour highway and a stormwater ditch;
- Motor vehicles are not stopping on OR8 when school buses are picking up or dropping off children; and
- TriMet passengers must wait on a shoulder for a bus next to a 50 mile per hour highway.

Please note that two of the three fatalities involved pedestrians. One pedestrian was crossing the highway to reach the bus stop.

Sidewalks on the corridor will provide a safer place for school children and others to walk along the corridor. Sidewalks will also create a safer refuge for school children and TriMet passengers to wait for buses. Placing a concrete curb with sidewalk will also inform drivers they are entering an urban area where they should be more cautious of their surroundings. Street lighting is needed to help drivers see people walking and crossing within this area.

We hope you consider these comments when deciding on what projects to prioritize for T2020.

Sincerely,

Joseph Auth  
CPO12C Chair

Cc: Mayor Jeffrey Dalin, City Manager Rob Drake, Commissioner Chair Kathryn Harrington, and Commissioner Jerry Willey

Subject: Metro's Regional Transportation plan

Robinson & Kelly Kurth

Dear Metro or ODOT,

In our local newspaper, Tualatin Life, the mayor mentioned for community members to offer their support and input for the ODOT transportation plan involving the 99W corridor. So here is some input.

As a resident of Tualatin for almost 10 years, I walk and ride a bicycle extensively, instead of using a vehicle when I can. The biggest encouragement to walking and biking is having access to safe, interesting paths and trails. I can vouch for the motto: "If you build it, they will come (use it)."

Please be proactive by including numerous paths and trails for bikes to commute off the main streets or highways along 99W (because walking or biking along a busy road is not necessarily fun or interesting or healthy). If possible, create paths and trails separated from the side of the road.

Creating sidewalks that meander or that have landscaping trees to create a sense of separation from the main road/highway is important.

By creating interesting, separate paths and trails for walkers and bikers will certainly encourage more use. Even having just a few less drivers on the roads will make a big difference and is important.

Thank you for your consideration and work on this important transportation plan.

Robinson Kurth

Tualatin resident





2416 SE Lake Road, Milwaukie, OR 97222 - 503-550-9282 - [northclackamaswatersheds.org](http://northclackamaswatersheds.org)

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October 16, 2019

To: Metro Transportation Funding Task Force  
CC: Metro Councilor Christine Lewis  
Milwaukie City Councilor Lisa Batey  
Milwaukie Assistant City Manager Kelly Brooks  
Clackamas County Board of Commissioners Chair Jim Bernard

RE: Support for inclusion of Kellogg Creek Dam Removal & Pedestrian Crossing in Metro 2020 Transportation Bond (McLoughlin Boulevard Transit Corridor)

Dear Members of the Task Force:

The North Clackamas Watershed Council urges you to prioritize the McLoughlin Boulevard Transit Corridor, and specifically the removal of Kellogg Creek Dam and improvements to pedestrian undercrossing underneath McLoughlin in the heart of downtown Milwaukie, among proposed projects for the Metro 2020 Transportation bond measure. This area and this project are critical for transportation connections between road, transit, and trails as well as reducing the impact of transportation on watershed health in a rapidly growing part of the region. Removing Kellogg Creek Dam and improving the related crossings is critical for breaching the pedestrian barrier created by McLoughlin and the barrier to fish passage created by the dam connected to the highway. This is a major opportunity for Metro to do what it does better than any other entity in the region: pursuing cutting edge integration of transportation and natural resources improvements.

The McLoughlin Corridor is more than a major connection between Clackamas and Multnomah County for housing, jobs, transit, and transit potential. It is also a major environmental impact in our watersheds. McLoughlin Boulevard's proximity to the Willamette River and its bisection of the Kellogg, Boardman, River Forest, and Rinearson watersheds creates significant environmental impacts from contaminated runoff, increased temperature, impervious surface that creates unnatural hydrographs with high peak and low summer flow, and transport of invasive species. Over 163,000 people live in these watersheds, nearly the population of Eugene, and are affected negatively in a host of ways by this poor environmental quality. The Council has done extensive restoration work in these watersheds, in no small part as part of an effort to diminish the environmental impacts of the transportation and related land-use challenges of this corridor. Improvement of transportation along this corridor in ways

that incorporate green infrastructure, improve stormwater detention and treatment, attenuate floods, and improve net water quality will be a significant benefit to the region.

The current local opportunities site specific projects list currently includes the removal of Kellogg Creek Dam, which sits underneath McLoughlin Boulevard in Milwaukie. We strongly urge you to prioritize this project. Because the McLoughlin Boulevard bridge rests on the top of the dam, this project represents an opportunity to simultaneously address transportation improvements, fish passage, watershed health, and access to nature. The dam, which was built in 1858—when Abraham Lincoln was running unsuccessfully for the Senate—no longer serves any purpose, but blocks fish passage into a stream known to support Coho salmon, steelhead, Pacific lamprey, and Cutthroat trout (Army Corps of Engineers, 2011). It creates a warm-water pool hazardous to aquatic life, restricts floodplain storage, and will be a cyanobacteria risk as temperatures warm. Public support for removing the dam is high. Furthermore, Kellogg Creek is vital rearing habitat for the Clackamas salmon population, and for all Willamette River salmonid populations migrating through the Oswego stretch of the Willamette River, where geologic constraints on side channels and alcoves mean that the mouths of creeks such as Kellogg Creek are vital off-channel refugia (USGS, 2018). As a result, ODOT and ODFW have identified removing Kellogg Creek Dam as a high priority barrier to fish passage (2014).

Importantly for this bond framework, Kellogg Creek Dam crossing creates transportation problems as well. McLoughlin Boulevard separates Milwaukie Bay Park from the downtown Milwaukie housing and commercial area and newly constructed Kronberg Park, where a multi-use walkway is currently being constructed to connect the Kellogg Creek Bike-Pedestrian Bridge, the Trolley Trail at the south end of the park, and downtown Milwaukie and improved access to the Main Street Light Rail Station. Summer use of Milwaukie Bay Park is especially high; replacing Kellogg Dam, with a highway undercrossing for bicycle/pedestrian access would provide safer access for families with children and park visitors of all ages and abilities to this significant regional park (the number of public parks on the east side of the Willamette are few and far between). Moreover, enhanced connectivity to the Trolley Trail creates linkage between access to nature, housing, jobs, and transportation—a rare synthesis of Metro’s three bond measures, as well as an opportunity to leverage the funding invested by the City of Milwaukie and the North Clackamas Parks and Recreation District in Milwaukie Bay Park. Furthermore, Clackamas Water Environment Services removed a dam upstream on 122<sup>nd</sup> with the anticipation that Kellogg Creek Dam would be removed in the future.

Furthermore, the removal of Kellogg Dam and the return of Kellogg Lake to a riparian forest with a free-flowing Kellogg Creek elevates the possibility of an NE/SW trail connector through the newly restored wetland forest that has potential for various forms of access to downtown Milwaukie and light rail as well as access to nature in the future.

The next few years will be a critical window of opportunity. The Council has been working with the City of Milwaukie, Oregon Watershed Enhancement Board, North Clackamas Parks and Recreation District, Clackamas Water Environment Services, Cascade Environmental Group, GeoEngineers, Oregon Department of Fish and Wildlife, NOAA Fisheries, and other partners. We will be convening a Stakeholder Engagement Process to move the project forward, which will begin this fall/winter. Two projects recently completed for restoration credits through the Willamette Harbor NRDA have created

new interest in undertaking new mitigation projects from multiple firms, and a PSU study revealed intriguing design alternatives. These factors represent a window of opportunity for partnership, leveraging funds, and other time-sensitive opportunities.

There is no doubt that Kellogg Creek Dam must eventually be removed. The longer we delay and the region grows, the more difficult and expensive the project will become. Removing Kellogg Creek Dam will have transportation, environmental, and livability benefits for the entire region, the people of Milwaukie, and everyone who uses the McLoughlin corridor. The North Clackamas Watershed Council urges Metro, the Transportation Funding Task Force, and its partners to prioritize this project in the shaping of the 2020 investment measure.

Sincerely,

A handwritten signature in blue ink that reads "Neil Schulman".

Neil Schulman  
Executive Director

A handwritten signature in blue ink that reads "Joseph Edge".

Joseph Edge  
Chair, Board of Directors

Subject: Public transportation routes in Sherwood needed

Dear Metro: please add to Trimet & secure more routes in Sherwood so I can get to the YMCA and to The SherwoodMarjorieStewart Senior Community Center more easily during the hours these two important places are open. I still drive a car and although I plan to continue driving at my age (age 69) change inevitable.

JVK

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Jane Vankuren

(503) 405-5378 voice mail, text okay

PO BOX 263

Sherwood, OR 97140

OJALA Language Services, Owner

Subject: T2020 Sunrise Gateway Corridor/HWY 212

To whom it may concern;

My name is Roger Robbins. I am a co-owner and manager of Robbins Farms, a second generation farm, at 16409 S.E. HWY 212. Our farm is located on the northeast corner of 162nd and HWY212. I am a 60 year resident and farmer here.

We have seen many changes around here in the past 60 years. Most of the changes are traffic congestion from the rapid growth in the area. As you can see on the maps, there are houses all around us now. 250 feet to the north of us is Hoodview park, Vern Duncan elementary school and Rock Creek middle school. The school district is building on to the middle school now to make it a new high school to keep up with the growth in the community. Currently there is only one road into the school/park complex. The new roads would add another egress avenue along with reducing congestion.

Now we need roads and jobs to support this growth. According to the city of Happy Valley, the Clackamas Industrial area is filled up. The next projected Industrial/ commercial/ employment center is here along Highway 212 east of the 212/224 junction. We need this section of HWY 212 developed to support our community growth. Without roads there are no jobs because nobody will build. We need the Sunrise Gateway project to transform HWY212 into an urban arterial.

In March 2016 (3 1/2 years ago) ODOT came to us wanting to purchase 6.23 acres of Hwy212 frontage to build the Sunrise Corridor extension project. We gladly sold them the property as did our neighbors because we need roads.

We currently have no mass transit along HWY 212 east of the 212/224 junction. Hopefully if we can get the roads, the mass transit will follow. Right now nobody walks, rides bicycles or rides transit. They all drive cars and it is a traffic nightmare.

WE need your help In considering the Sunrise Gateway/HWY212 project a top priority.

Thank you  
Roger Robbins  
[russell.rrr@hotmail.com](mailto:russell.rrr@hotmail.com)

Subject: the arc of Portland history bends toward transit justice

My new manager sat me down yesterday to ask me to go from .75 to full FTE. She asked me how long I want my lunch to be. She asked me what hours will work best. I chose a half hour lunch and picked my own hours figuring they would work with my new TriMet bus.

My new TriMet bus:

I started a new job downtown across the street from big pink. I take the Vermont-1 bus walking 2-3 minutes from my home in SW Portland / Tigard to a stop at SW 5<sup>th</sup> and Oak, a block from my new job. When I realized this, I did cry. I cried because I had spent the last year in what I would call a TriMet HELL.

Last year:

Last year, I had a great job too. I did not have the luxury of choosing my own schedule, so I worked 8 to 5 with an hour lunch. It took an hour and a half to get from Tigard / Garden Home to Tigard SW Upper Boones Fy and Durham. The worst, as I will remind you, was the 2 hour commute home watching the WES train go by twice (why the hell there is not a WES station at Durham rd and Lower Boones is beyond me). You are already, for two trains from 5.00 to 5.30, blocking traffic causing further congestion all the way back and into Lake Oswego. I watched this folly EVERY DAMN DAY. It was kind of like "hell", as if I'd know. I'm actually a very spoiled person.

Years before that:

As a further reminder, I worked in Tualatin next to the Mohawk park and ride for the electric company. Instead of two of the largest employers in the region coming together to for a creative "transit-related" option for the employees there, TriMet rents, to this very day I believe, parking spots to the electric company for employee overflow parking. I used it everyday because when my schedule out there changed by half an hour, my TriMet options disappeared. I drove my fat ass from North Portland three blocks from MAX to a worthless Park and Ride in Tualatin. JUST SHAME ON YOU.

Since then, the 96 bus has expanded-ish. Don't repose on that. Don't get comfortable. I take credit personally for TriMet expanding the 96 to a service level that it should have been in the first place. It needs further expansion. DO NOT GET COMFORTABLE.

The past will let the future down:

My family has been in this region for a long time. I like to think the people here were instrumental and integral to the livability of the region. I like to think this was a forward looking adventure for the generations and immigrations to come. We abhor sales tax, love green spaces, and somehow came up with what I have heard called a "superior than average bus system, probably more than we deserved." HUH?

Drive this notion from your head. Portland deserves the best transit in the world. Portland does not need to be compared to other places because we can set our own precedent here. If TriMet wants to be average and compared to Austin or Akron, they maybe TriMet should move to Austin or Akron and let Portland come up with the best it can for its population.

Tigard Talks Transit:

Well, no it doesn't. It really, really doesn't. I went to the Tigard Talks Transit event at their library on horrible bus line 76 (76/78 did not get expansion this fall! Will you this Spring? If not, why not?). Tigard could give a damn about talking transit, they were talking "Triangle, Development, parking". Their heads are in the sand and are still living in the 1980s. I am sure I offended several of the City leadership simply by presenting facts and information that they did not want to hear. Heavens forefend.

But wait, does the new proposed MAX not even stop near the existing Tigard Triangle Transit? You can't make this stuff up.

The Two TriMets:

I'm not sure if I dreamt or heard this, but there needs to be two separate TriMets. One fulfills the operational needs of the company. The second is a creative and innovative collaboration that does not exist today. TWO would ask ONE to jump, and ONE would ask with a smile "how damn high can I jump for you? How damn high?"

So, we are back to my manager providing me with good news and more hours. Lucky me. Lucky, lucky me. You'd think I could take some comfort in my great fortune, but it is only as fragile as the system itself, and it doesn't serve much more than middle-class, middle-income folks like me, who have jobs in the urban core.

Jay Hunt

I am not going anywhere, FAST

(503) 331-0571

(By the way, as a youth I took the Vermont-1 bus to Wilson High School daily. The service was better in the 1980s than it is today. We needed it. We took it after team practice, after band practice, after rehearsals. The school did not close at 3.00. We were told, "to be successful we had to be involved." To be involved you need mobility. One of my new coworkers is a Wilson parent. She is constantly DRIVING her son to and from events because there are no other options than to have cars driving all over the place all of the time. This is NOT Portland.)

Subject: Transportation Funding Task Force Input

A serious problem has plagued the community of Damascus for many years, and it is becoming intolerable, effecting livability and commerce in both Damascus and the surrounding areas (including the Clackamas industrial area).

The intersection at Highway 212 and Foster Road in Damascus does not function well. And that is putting it kindly. Every day, during the rush hour times, it fails miserably. Highway 212 backs up for as much as a mile to the east and west of this intersection. This slows the traffic passing through Damascus, which is bad enough. Worse, it creates a misery for those living in Damascus who must manage to come and go in the midst of gridlock. The 48 businesses that occupy the storefronts in the 10 blocks between 19700 and 20600 are largely crippled. To enter their parking lots means difficulty in exiting, perhaps not being able to turn in the direction one intends. Larger parking lots like those of Safeway and Bi Mart become traffic bypasses for impatient drivers.

Clackamas County and ODOT statistics do not seem to show concerns because serious collisions do not take place. This is a sad misunderstanding of the circumstances. Fatal collisions rarely take place during gridlock as cars move at a crawl. Further, some of the most dangerous areas, the parking lots being used as bypasses, would not register as traffic incidents or be considered dangerous roads by either the County or State.

Highway 212 has registered its share of serious and fatal traffic incidents, but those (in my memory) have been due to speed, which obviously occur during hours when the gridlock isn't present. So the "data" being used to consider the seriousness of the traffic situation is, at best, flawed and not representative of the circumstances we who live here face every day.

Efforts were made to communicate the problems created by the intersection at Highway 212 and Foster Road with the County. The request was quickly shuffled off to the ODOT, stating it is an ODOT controlled intersection so it is their problem. I began a communication with ODOT on May 7, 2019. After numerous communications, I finally convinced the Region 1 Traffic Manager to make a site visit to the intersection of Highway 212 and Foster Road on August 22nd. He refused to visit during the peak traffic hours saying "traffic is too heavy during that time." His visit was at 2:00 pm on a Thursday. We had discussed different signal patterns but there were always reasons why nothing can change, unless, of course, \$1.5 million is spent to replace the poles and signal heads. He even suggested the local businesses might consider paying for the upgrade if they were concerned about the problem. Regardless, there is unlikely any signaling pattern that will relieve the overburdened intersection and the impact it has on the volume of traffic moving through Damascus, which is far more than the road can accommodate. The signaling discussion was more to help relieve the situation for local drivers rather than favor passers-through.

After the third attempt to communicate directly with the Clackamas County Board of Commissioners (they did not seem to express be interested in allowing me to engage in a discussion with them), I received a call from an employee of Clackamas County Transportation. He assured me that a Transportation Plan is being created. However, it is on hold for an undetermined time until the contentious issues involving the disincorporation of Damascus can be resolved. Why that



matters is a point of confusion to me. Whether Damascus exists as a city or not will not change the problem that Damascus creates for the function of Highway 212.

To take the problem one community further, the exact same narrative could be used again by replacing the word Damascus with Boring. These two choke points will never allow Highway 212 to function effectively, no matter what occurs.

In my attempt to speak directly with the Region 1 Metro Councilor, I was only able to get as far as her policy adviser. While she was helpful, it became clear that efforts by Metro to bring improvements would only, at best, complete Phase 2 of the Sunrise Corridor. Unfortunately, that won't begin to resolve the problems that Damascus and Boring create for Highway 212. It is tantamount to trying to fix a clogged sink drain by putting in a new faucet or sink. Sure, it looks better, but the water still won't go down the drain.

Based on this discussion, it would seem that prior to completing Phase 2 of the Sunrise Corridor, improvements in the choke points that are Damascus and Boring would do more good. Completing the Sunrise Corridor in a nice, sequential order (i.e. Phase 1, Phase 2, Phase 3) simply won't relieve the congestion until the completion of Phase 3, and that seems to be no where on the horizon.

Sadly, the community of Damascus has been so damaged by crippling politics that there is little faith in government doing the right thing. However, after presenting this issue to the local business association, there seems to be a sense of hope that maybe, if we all speak out in a common voice on this single issue, we might be heard. This is the first step of that. But the other question to follow is "are Metro and the other decision making entities listening? Further, are they actually reaching out to gather this community's feedback?" We live the problem every day. Perhaps the people here might have more to say if asked directly.

Thank you for the opportunity to provide input.

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