

ANNOTATED MINUTES

Monday, November 29, 1999 - 10:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFING

Vice-Chair Diane Linn convened the meeting at 10:00 a.m., with Commissioners Sharron Kelley, Lisa Naito and Serena Cruz present, and Chair Beverly Stein excused.

B-1 Metro Regional Transportation Plan Update. Presented by Sharron Kelley, Harold Lasley, Karen Schilling, Andy Cotugno and Tom Kloster.

KAREN SCHILLING, ANDY COTUGNO, TOM KLOSTER AND HAROLD LASLEY PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

The briefing was adjourned at 11:05 a.m. and the work session convened at 11:09 a.m.

Monday, November 29, 1999 - 11:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BUDGET WORK SESSION

WS-1 Emerging Budget Issues for FY 2000-2001: Auditor's Office. Presented by Suzanne Flynn.

SUZANNE FLYNN PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

There being no further business, the work session was adjourned at 11:35 a.m.

Tuesday, November 30, 1999 - 9:30 AM
Multnomah County Courthouse, Boardroom 602

1021 SW Fourth Avenue, Portland

BUDGET WORK SESSION

Chair Beverly Stein convened the meeting at 9:34 a.m., with Vice-Chair Diane Linn, Commissioners Sharron Kelley, Lisa Naito and Serena Cruz present.

WS-2 Emerging Budget Issues for FY 2000-2001: Health Department. Presented by Lillian Shirley and Invited Staff.

LILLIAN SHIRLEY, DAVE HOUGHTON, GARY OXMAN, GORDON EMPEY, LINDA JARAMILLO, SARAH DOLL, KATHY PAGE, PATSY KULLBERG, PAT FOLEY, SHARON ARMSTRONG, TOM FRONK AND DWAYNE PRATHER PRESENTATIONS AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

The work session was recessed at 11:05 a.m. and reconvened at 11:15 a.m.

WS-3 Emerging Budget Issues for FY 2000-2001: Juvenile Community Justice Division. Presented by Elyse Clawson and Invited Staff.

ELYSE CLAWSON PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

There being no further business, the work session was adjourned at 12:25 p.m.

Thursday, December 2, 1999 - 9:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFING

Chair Beverly Stein convened the meeting at 9:05 a.m., with Vice-Chair Diane Linn, Commissioners Sharron Kelley and Lisa Naito present, and Commissioner Serena Cruz arriving at 9:13 a.m.

B-2 Public Safety Levy: Alcohol and Drug Continuum Briefing: Report of the Alcohol and Drug System Capacity Work Team and Information on Alcohol

and Drug Transitional Housing Options. Presented by Jim Carlson, Elyse Clawson, Ginger Martin and Invited Others.

JIM CARLSON, GINGER MARTIN AND BEVERLY STEIN PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION. DAVE BOYER AND BILL FARVER RESPONSE TO BOARD QUESTIONS REGARDING PUBLIC SAFETY LEVY. CHAIR STEIN ADVISED SHE WILL SUBMIT A RESOLUTION FOR BOARD CONSIDERATION ON THURSDAY, DECEMBER 16, 1999 REGARDING BUILDING A 300 BED ALCOHOL AND DRUG TREATMENT UNIT RATHER THAN A 150 BED UNIT.

Thursday, December 2, 1999 - 10:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

REGULAR MEETING

Chair Beverly Stein convened the meeting at 10:06 a.m., with Vice-Chair Diane Linn, Commissioners Sharron Kelley, Lisa Naito and Serena Cruz present.

FOLLOWING CHAIR STEIN'S ANNOUNCEMENT AND AT HER REQUEST, RESULTS ASSESSMENT COORDINATOR CARLA GONZALES READ PROCLAMATION 99-234 PROCLAIMING RECOGNITION OF COUNTY EMPLOYEES AND PARTNERS FOR RECEIVING THE 1999 OREGON QUALITY AWARD FOR PERFORMANCE EXCELLENCE.

CONSENT CALENDAR

AT THE REQUEST OF CHAIR STEIN AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER LINN, CONSENT CALENDAR ITEMS C-1 THROUGH C-4 AND C-7 THROUGH C-18 WERE UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

- C-1 Ratification of Board Action from Special Meeting of Tuesday, November 16, 1999
- C-2 Appointments of M'Lou Christ and Kenneth Ray to the CITIZEN INVOLVEMENT COMMITTEE
- C-3 Appointments of Carmen Miranda, Anna Knecht, Marge Jozsa and Reappointment of Felicity Taormina to the COMMUNITY HEALTH COUNCIL
- C-4 Amendment 3 to Intergovernmental Agreement 500948 with Washington County and the Portland Development Commission, Extending and Limiting the Scope of the Existing Agreement in which Portland Development Commission Acts as Administering Agency for Regional Strategies through June 30, 2000

SHERIFF'S OFFICE

- C-7 Package Store with Pumps Liquor License Renewal for LARSON'S MARINA, 14444 NW Larson Road, Portland
- C-8 Package Store Liquor License Renewal for ORIENT COUNTRY STORE, 29822 SE Orient Drive, Gresham
- C-9 Package Store Liquor License Renewal for WEECE'S MARKET, 7310 SE Pleasant Home Road, Gresham

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-10 ORDER Authorizing Designees of the Mental Health Program Director to Direct a Peace Officer to Take an Allegedly Mentally Ill Person into Custody

ORDER 99-228.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-11 Report the Hearings Officer Decision Regarding Approval of CS 1-99, a Request by the City of Troutdale for a Water Pollution Control Facility in a Heavy Manufacturing Zone on a Portion of Property Owned by Reynolds Metals Company and Located on NE GRAHAM ROAD, TROUTDALE
- C-12 Report the Hearings Officer Decision Regarding Approval of CU 6-99, a Request for a Type B Home Occupation Permit to Create a Recording Studio on Property Located at 34805 SE HURLBURT ROAD, CORBETT

C-13 RESOLUTION Authorizing Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the Period July 1, 1998 through June 30, 1999

RESOLUTION 99-229.

C-14 RESOLUTION Authorizing Replacement Deed D001694 for Certain Tax Foreclosed Property to the Estate of Larry Burrigh, Deceased

RESOLUTION 99-230.

C-15 RESOLUTION Authorizing Private Sale of Certain Tax Foreclosed Property to Roy T. Sweeten and Charlotte E. Sweeten, Including Direction to Tax Title for Publication of Notice Pursuant to ORS 275.225

RESOLUTION 99-231.

C-16 RESOLUTION Authorizing Execution of Deed D001696 for Repurchase of Tax Foreclosed Property to the Heirs and Devisees of the Former Owner James McIver

RESOLUTION 99-232.

C-17 RESOLUTION Authorizing Execution of Deed D001697 for Repurchase of Tax Foreclosed Property to the Heirs and Devisees of the Former Owner James McIver

RESOLUTION 99-233.

C-18 Intergovernmental Revenue Agreement 0010834 with the City of Troutdale to Construct Sidewalks on Troutdale Road Between Cherry Park Road and Chapman Avenue

REGULAR AGENDA

SHERIFF'S OFFICE

C-5 Bed & Breakfast Liquor License Renewal for BRICKHAVEN BED & BREAKFAST, 38717 E. Columbia River Highway, Corbett

C-6 Package Store Liquor License Renewal for FRED'S MARINA, 12800 NW Marina Way, Portland

CAROL FORD EXPLAINED THE SHERIFF'S OFFICE FORWARDED C-5 AND C-6 TO THE

BOARD WITH A RECOMMENDED ACTION OF "OTHER" RATHER THAN APPROVAL BASED ON POSSIBLE LAND USE VIOLATIONS. FOLLOWING BOARD DISCUSSION WITH DAN OLDHAM ON BEHALF OF THE SHERIFF'S OFFICE AND COUNTY COUNSEL THOMAS SPONSLER, CHAIR STEIN ASKED THAT THE SHERIFF'S OFFICE WORK WITH LAND USE PLANNING ON IMPROVEMENTS TO THE INTERNAL LIQUOR LICENSE APPLICATION SUBMITTAL PROCESS, AND TO FURNISH THE BOARD WITH A RECOMMENDATION ON THESE TWO APPLICATIONS BEFORE DECEMBER 16, 1999. UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER CRUZ, IT WAS UNANIMOUSLY APPROVED THAT LIQUOR LICENSE RENEWALS C-5 AND C-6 BE CONTINUED TO THURSDAY, DECEMBER 16, 1999 TO ALLOW THE SHERIFF'S OFFICE TIME TO ISSUE ITS RECOMMENDATION.

PUBLIC COMMENT

R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

NO ONE WISHED TO COMMENT.

DEPARTMENT OF ENVIRONMENTAL SERVICES

R-2 PUBLIC HEARING and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District

COMMISSIONER LINN MOVED AND COMMISSIONER CRUZ SECONDED, APPROVAL OF R-2. KEN MARTIN EXPLANATION. NO ONE WISHED TO TESTIFY. ORDER 99-235 UNANIMOUSLY APPROVED.

R-3 RESOLUTION Authorizing Execution of Intergovernmental Revenue Agreement 0010867 Granting to the City of Troutdale an Option for Purchase of Approximately 47 Acres of Land at Edgefield County Farm

COMMISSIONER KELLEY MOVED AND COMMISSIONER LINN SECONDED, APPROVAL OF R-3. BOB OBERST EXPLANATION. TROUTDALE PAUL THALHOFER AND DEVELOPER MIKE MCMENAMIN EXPLANATION AND COMMENTS IN SUPPORT. BOARD COMMENTS IN SUPPORT. RESOLUTION 99-236 UNANIMOUSLY APPROVED.

- R-4 Budget Modification DES 02 Reallocating Current Division Resources to Fund a New Customer Services Manager Position in Facilities and Property Management

AT THE REQUEST OF CHAIR STEIN AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER LINN, R-4 WAS UNANIMOUSLY POSTPONED INDEFINITELY.

COMMISSIONER COMMENT/LEGISLATIVE ISSUES

- R-6 Opportunity (as Time Allows) for Commissioners to Comment on Non-Agenda Items or to Discuss Legislative Issues.

NO ONE WISHED TO COMMENT.

The regular meeting was recessed and the briefing convened at 10:45 a.m.

Thursday, December 2, 1999 - 11:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFINGS

- B-3 Metro Housing Technical Advisory Committee Report. Presented by Diane Linn, Erik Sten, David Bell and Jeff Condit.

DIANE LINN, DAVID BELL, JEFF CONDIT AND ERIK STEN PRESENTATIONS AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

- B-4 Report on the Mead Building Good Neighbor Agreement with Association for Portland Progress. Presented by Beverly Stein, Diane Linn and Elyse Clawson.

**DIANE LINN, KEVIN CRISWELL, PAT
PRENDERGAST AND PHIL KALBERER
PRESENTATION AND RESPONSE TO BOARD
QUESTIONS AND DISCUSSION.**

*The briefing was adjourned and the regular meeting was reconvened at
11:55 a.m.*

NON-DEPARTMENTAL

- R-5 First Reading and Possible Adoption of an ORDINANCE Amending Multnomah County Code Section 27.301(C) by Adding an Additional Exemption to the Policy Prohibiting Smoking in County Facilities and Declaring an Emergency

**ORDINANCE READ BY TITLE ONLY. COPIES
AVAILABLE. COMMISSIONER LINN MOVED
AND COMMISSIONER KELLEY SECONDED,
APPROVAL OF FIRST READING AND ADOPTION.
COMMISSIONER LINN EXPLANATION. NO ONE
WISHED TO TESTIFY. BOARD COMMENTS IN
SUPPORT OF THIS EXEMPTION. FIRST READING
AND ADOPTION OF ORDINANCE 936
UNANIMOUSLY APPROVED.**

DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE

- R-7 Budget Modification DCJ 05 Requesting \$275,000 from General Fund Contingency to Pay for Improvements to and Security Enhancements in and Around the Mead Building in Which the West District Parole and Probation Office Operates

**COMMISSIONER LINN MOVED AND
COMMISSIONER NAITO SECONDED, APPROVAL
OF R-7. KEVIN CRISWELL AND CHAIR STEIN
EXPLANATION. MS. CRISWELL AND TOM
HANSON RESPONSE TO BOARD QUESTIONS
REGARDING SECURITY. COMMISSIONER NAITO
COMMENTS IN SUPPORT OF BUDGET
MODIFICATION. COMMISSIONER CRUZ
EXPLAINED SHE DOES NOT SUPPORT BUDGET
MODIFICATION, ADVISING SHE PREFERS
LOOKING AT OTHER WAYS TO FUND
IMPROVEMENTS TO THE MCCOY BUILDING**

STOREFRONT AND THAT SHE FEELS THERE HAS BEEN NO EVIDENCE OF THREAT WHICH WOULD NECESSITATE SUCH A LARGE ONGOING FINANCIAL EXPENDITURE AT THE MEAD BUILDING. MR. PRENDERGAST AND MR. KALBERER RESPONSE TO CHAIR STEIN'S QUESTION REGARDING APPLYING TO PORTLAND DEVELOPMENT COMMISSION FOR STOREFRONT IMPROVEMENT GRANT. COMMISSIONER LINN COMMENTS IN SUPPORT OF BUDGET MODIFICATION. MS. CRISWELL AND MR. HANSEN RESPONSE TO CHAIR STEIN'S QUESTIONS REGARDING MCCOY BUILDING STOREFRONT RENOVATION, CLARIFICATION OF ONGOING EXPENDITURES, AND PLANS TO EVALUATE SECURITY NEEDS. CHAIR STEIN DIRECTED STAFF TO LOOK INTO ALTERNATIVE FUNDING FOR MCCOY BUILDING, KEEP BOARD INFORMED ON SECURITY ISSUES, AND SPEND AS LITTLE CONTINGENCY AS POSSIBLE. CHAIR STEIN AND COMMISSIONER LINN COMMENTS IN APPRECIATION OF THE EFFORTS OF ALLYSON REED AND THE ASSOCIATION FOR PORTLAND PROGRESS AND COUNTY STAFF. THE BUDGET MODIFICATION WAS APPROVED, WITH COMMISSIONERS LINN, KELLEY, NAITO AND STEIN VOTING AYE, AND COMMISSIONER CRUZ VOTING NO.

There being no further business, the meeting was adjourned at 12:15 p.m.

OFFICE OF THE BOARD CLERK
FOR MULTNOMAH COUNTY, OREGON

Deborah L. Bogstad

Deborah L. Bogstad



Multnomah County Oregon

Board of Commissioners & Agenda

connecting citizens with information and services

BOARD OF COMMISSIONERS

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ANY QUESTIONS? CALL BOARD CLERK DEB BOGSTAD @ 248-3277

Email: deborah.l.bogstad@co.multnomah.or.us

INDIVIDUALS WITH DISABILITIES
PLEASE CALL THE BOARD CLERK
AT 248-3277, OR MULTNOMAH
COUNTY TDD PHONE 248-5040, FOR
INFORMATION ON AVAILABLE
SERVICES AND ACCESSIBILITY.

NOVEMBER 29, 30 & DECEMBER 2, 1999

BOARD MEETINGS

FASTLOOK AGENDA ITEMS OF INTEREST

Pg. 2	10:00 a.m. Monday Metro Regional Transportation Briefing
Pg. 2	11:00 a.m. Monday Auditor Budget
Pg. 2	9:30 a.m. Tuesday Health Dept. Budget
Pg. 2	11:00 a.m. Tuesday Juvenile CJ Budget
Pg. 3	9:00 a.m. Thursday Alcohol & Drug Treatment Continuum Briefing
Pg. 3	10:00 a.m. Thursday Regular Meeting
Pg. 6	11:00 a.m. Thursday Metro Housing Technical Advisory Committee Report
Pg. 6	11:30 a.m. Thursday Mead Building Good Neighbor Agreement Briefing

Thursday meetings of the Multnomah County Board of Commissioners are cable-cast live and taped and may be seen by Cable subscribers in Multnomah County at the following times:

Thursday, 9:30 AM, (LIVE) Channel 30
Friday, 10:00 PM, Channel 30
Sunday, 1:00 PM, Channel 30

Produced through Multnomah Community
Television

Monday, November 29, 1999 - 10:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFING

B-1 Metro Regional Transportation Plan Update. Presented by Sharron Kelley, Harold Lasley, Karen Schilling, Andy Cotugno and Tom Kloster. 1 HOUR REQUESTED.

Monday, November 29, 1999 - 11:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BUDGET WORK SESSION

WS-1 Emerging Budget Issues for FY 2000-2001: Auditor's Office. Presented by Suzanne Flynn. 30 MINUTES REQUESTED.

Tuesday, November 30, 1999 - 9:30 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BUDGET WORK SESSION

WS-2 Emerging Budget Issues for FY 2000-2001: Health Department. Presented by Lillian Shirley and Invited Staff. 1.5 HOURS REQUESTED.

WS-3 Emerging Budget Issues for FY 2000-2001: Juvenile Community Justice Division. Presented by Elyse Clawson and Invited Staff. 1 HOUR REQUESTED.

Thursday, December 2, 1999 - 9:00 AM
Multnomah County Courthouse, Boardroom 602
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BOARD BRIEFING

- B-2 Public Safety Levy: Alcohol and Drug Continuum Briefing: Report of the Alcohol and Drug System Capacity Work Team and Information on Alcohol and Drug Transitional Housing Options. Presented by Jim Carlson, Elyse Clawson, Ginger Martin and Invited Others. 1 HOUR REQUESTED.
-

Thursday, December 2, 1999 - 10:00 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

REGULAR MEETING

CONSENT CALENDAR - 10:00 AM

NON-DEPARTMENTAL

- C-1 Ratification of Board Action from Special Meeting of Tuesday, November 16, 1999
- C-2 Appointments of M'Lou Christ and Kenneth Ray to the CITIZEN INVOLVEMENT COMMITTEE
- C-3 Appointments of Carmen Miranda, Anna Knecht, Marge Jozsa and Reappointment of Felicity Taormina to the COMMUNITY HEALTH COUNCIL
- C-4 Amendment 3 to Intergovernmental Agreement 500948 with Washington County and the Portland Development Commission, Extending and Limiting the Scope of the Existing Agreement in which Portland Development Commission Acts as Administering Agency for Regional Strategies through June 30, 2000

SHERIFF'S OFFICE

- C-5 Bed & Breakfast Liquor License Renewal for BRICKHAVEN BED & BREAKFAST, 38717 E. Columbia River Highway, Corbett
- C-6 Package Store Liquor License Renewal for FRED'S MARINA, 12800 NW Marina Way, Portland
- C-7 Package Store with Pumps Liquor License Renewal for LARSON'S MARINA, 14444 NW Larson Road, Portland
- C-8 Package Store Liquor License Renewal for ORIENT COUNTRY STORE, 29822 SE Orient Drive, Gresham
- C-9 Package Store Liquor License Renewal for WEECE'S MARKET, 7310 SE Pleasant Home Road, Gresham

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-10 ORDER Authorizing Designees of the Mental Health Program Director to Direct a Peace Officer to Take an Allegedly Mentally Ill Person into Custody

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-11 Report the Hearings Officer Decision Regarding Approval of CS 1-99, a Request by the City of Troutdale for a Water Pollution Control Facility in a Heavy Manufacturing Zone on a Portion of Property Owned by Reynolds Metals Company and Located on NE GRAHAM ROAD, TROUTDALE
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- C-13 RESOLUTION Authorizing Distribution of Proceeds from the Sale of Tax Foreclosed Properties for the Period July 1, 1998 through June 30, 1999
- C-14 RESOLUTION Authorizing Replacement Deed D001694 for Certain Tax Foreclosed Property to the Estate of Larry Burrigh, Deceased
- C-15 RESOLUTION Authorizing Private Sale of Certain Tax Foreclosed Property to Roy T. Sweeten and Charlotte E. Sweeten, Including Direction to Tax Title for Publication of Notice Pursuant to ORS 275.225

C-16 RESOLUTION Authorizing Execution of Deed D001696 for Repurchase of Tax Foreclosed Property to the Heirs and Devisees of the Former Owner James McIver

C-17 RESOLUTION Authorizing Execution of Deed D001697 for Repurchase of Tax Foreclosed Property to the Heirs and Devisees of the Former Owner James McIver

C-18 Intergovernmental Revenue Agreement 0010834 with the City of Troutdale to Construct Sidewalks on Troutdale Road Between Cherry Park Road and Chapman Avenue

REGULAR AGENDA - 10:00 AM

PUBLIC COMMENT - 10:00 AM

R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

DEPARTMENT OF ENVIRONMENTAL SERVICES - 10:05 AM

R-2 PUBLIC HEARING and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District

R-3 RESOLUTION Authorizing Execution of Intergovernmental Revenue Agreement 0010867 Granting to the City of Troutdale an Option for Purchase of Approximately 47 Acres of Land at Edgefield County Farm

R-4 Budget Modification DES 02 Reallocating Current Division Resources to Fund a New Customer Services Manager Position in Facilities and Property Management

NON-DEPARTMENTAL - 10:45 AM

R-5 First Reading and Possible Adoption of an ORDINANCE Amending Multnomah County Code Section 27.301(C) by Adding an Additional Exemption to the Policy Prohibiting Smoking in County Facilities and Declaring an Emergency

COMMISSIONER COMMENT/LEGISLATIVE ISSUES - 10:55 AM

R-6 Opportunity (as Time Allows) for Commissioners to Comment on Non-Agenda Items or to Discuss Legislative Issues.

DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE - 11:55 AM

R-7 Following Today's Board Briefing on the Mead Building Good Neighbor Agreement with the Association for Portland Progress, the Board May Consider Approval of Budget Modification DCJ 05 Requesting \$275,000 from General Fund Contingency to Pay for Improvements to and Security Enhancements in and Around the Mead Building in Which the West District Parole and Probation Office Operates

Thursday, December 2, 1999 - 11:00 AM
(OR IMMEDIATELY FOLLOWING REGULAR MEETING)
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFINGS

- B-3 Metro Housing Technical Advisory Committee Report. Presented by Diane Linn, Erik Sten, David Bell and Jeff Condit. 30 MINUTES REQUESTED.
- B-4 Report on the Mead Building Good Neighbor Agreement with Association for Portland Progress. Presented by Beverly Stein, Diane Linn and Elyse Clawson. 30 MINUTES REQUESTED.

MULTNOMAH COUNTY COMMISSIONERS
BOARD MEETING CANCELLATION NOTICE

Tuesday, December 21, 1999	Briefing Meeting Cancelled
Thursday, December 23, 1999	Regular Meeting Cancelled
Tuesday, December 28, 1999	No Meeting Scheduled
Thursday, December 30, 1999	Regular Meeting Cancelled

Any Questions, please call Deb Bogstad @ (503) 248-3277



Beverly Stein, Multnomah County Chair

Room 1515, Portland Building
1120 S.W. Fifth Avenue
Portland, Oregon 97204

Phone: (503) 248-3308
FAX: (503) 248-3093
E-Mail: mult.chair@co.multnomah.or.us

MEMORANDUM

TO: Commissioner Diane Linn
Commissioner Serena Cruz
Commissioner Lisa Naito
Commissioner Sharron Kelley
Office of the Board Clerk

FROM: R. Lyne Martin

DATE: November 24, 1999

RE: Beverly's Absence Board/Briefing meetings

Chair Stein will be unable to attend the Board Briefing scheduled for Monday November 29th. She will be in Salem.

Cc: Chair Staff

99 NOV 29 PM 5:40
MULTNOMAH COUNTY
OREGON
BOARD OF
COUNTY COMMISSIONERS



MEETING DATE: NOV 29 1999
AGENDA NO: B-1
ESTIMATED START TIME: 10:00

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Briefing on the Regional Transportation Plan

BOARD BRIEFING: DATE REQUESTED: November 29, 1999 ^{10:00} ~~(10:30)~~

REQUESTED BY: Commissioner Serena Cruz

AMOUNT OF TIME NEEDED: One Hour

REGULAR MEETING: DATE REQUESTED:

AMOUNT OF TIME NEEDED:

DEPARTMENT: Nondepartmental **DIVISION:** Commissioner Sharron Kelley

CONTACT: Karen Schilling **TELEPHONE #:** 248-5050
BLDG/ROOM #: 455/2nd

PERSON(S) MAKING PRESENTATION: Andy Cotugno, Tom Kloster, Harold Lasley, Karen Schilling

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE:

Briefing on the Regional Transportation Plan

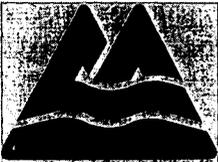
SIGNATURES REQUIRED:

ELECTED OFFICIAL: Sharron Kelley
(OR)
DEPARTMENT
MANAGER: _____

99 OCT 25 PM 2:12
COUNTY COMMISSIONER'S OFFICE
MULTI-COUNTY
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277



COMMISSIONER SERENA CRUZ, DISTRICT 2
MULTNOMAH COUNTY OREGON

1120 SW Fifth Avenue, Suite 1500
Portland, Oregon 97204-1914
(503) 248-5219 phone
(503) 248-5440 fax
e-mail: district2@co.multnomah.or.us
www.co.multnomah.or.us/cc/ds2/

Memorandum

To: Board of County Commissioners
From: Serena Cruz
Cc: Karen Schilling, DES Transportation
Date: 11/24/99
Re: Regional Transportation Plan Comments

I have put together the attached comments to submit to JPACT and Metro regarding the Regional Transportation Plan.

I hope we can discuss these comments during our briefing on Monday, November 29th, and the possibility of submitting these or similar comments to Metro as a Board.

I look forward to discussing these with you further on Monday.

BOARD OF
COUNTY COMMISSIONERS
99 NOV 24 AM 10:55
MULTNOMAH COUNTY
OREGON



---DRAFT---

November 24, 1999

Andy Cotugno
Director, Transportation, METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Cotugno,

I would like to submit the following comments and ideas regarding the Regional Transportation Plan. I applaud the work of Metro staff, community members, TPAC and others who have worked hard to come up with this comprehensive transportation vision for our region that will help to guide our policies for the next twenty years.

The following short list of ideas and comments complement the work already accomplished in the RTP draft. I hope that you will carefully consider them as JPACT and the Metro Council finalize and implement this plan.

1. Funding

Funding is obviously one of the biggest challenges we face in implementing this plan. With the impending referral vote on the increased gas tax measure passed earlier this year by the Legislature, we can not discount that any efforts we make locally or statewide to fund upcoming transportation projects will be hard-fought battles. In light of that, I think it is important that Metro planning staff and JPACT revisit the projects within the Strategic System. It would be more realistic for us to plan for a funding package that is closer to our economic reality. Creating a Strategic System that is closer to our \$2.0 billion predicted revenue would be more attainable than a \$7.21 billion package. (Chapter 5)

In light of the shortfall in funding available regionally, the plan should also direct JPACT to set up a committee to research different funding options. The funding committee should present these options and their suggestions to JPACT for review and implementation.

While I understand that the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, I do not think that we should rule out using this tool to fund other projects. (Section 4.5.1) Additionally, I think it is imperative that congestion pricing be considered for **all** new projects and capacity, including any new capacity built on Interstate 5.

2. Building Transit Ridership:

The RTP depends on alleviating some of the pressures of congestion by expanding transportation choices. Coupling this with efforts to expand transit ridership is very important to our success in

getting people out of their cars for work, shopping and play. At the beginning of the RTP (section 1.3), special mention is made to increase transportation choices for people of all needs, including youth, elderly and disabled. The RTP should not only encourage transportation choices for these populations, but should direct Tri-Met, SMART and C-Trans develop programs that reach out to and build ridership within these populations. This point could be addressed in section 1.3.3 or the Transportation Demand Management section 3.1.

Additionally, special attention should be focussed on providing increased access to transportation for economically disadvantaged people, especially as it addresses their needs to work.

3. Parking:

I applaud the effort of the RTP to limit the amount of parking spaces that new development projects may add by mandating parking space maximums. This effort would be far more effective if the minimum requirement is eliminated. Not all developments require parking. Taking out the minimum parking requirements for new development would signal our region's support of finding creative solutions to decreasing single occupancy vehicles.

Thank you for taking the time to review these suggestions. I look forward to working with Metro to make these plans and ideas a reality.

Sincerely,

Serena Cruz



1999 Regional Transportation Plan

Adoption Timeline

1999

- August 5** Council approval of RTP Resolution - directs staff to complete draft RTP document
- October 1** "Release Draft" RTP available for public review; formal comment period begins
- Mid-October** Joint JPACT/Trans. Comm. hearings on draft RTP (in Clackamas, Gresham, Beaverton and Portland)
- November 5** "Adoption Draft" released, incorporating technical revisions from TPAC and MTAC
- November 10** MPAC begins discussion of draft RTP
- November 18** JPACT begins discussion of draft RTP
- December 2** Council hearing on draft RTP (at Metro)
- December 7** Council Transportation Committee work session
- December 8** MPAC action on draft RTP
- December 9** JPACT action on draft RTP
- December 14** Council Transportation Committee forwards recommendation on draft RTP to Council
- December 16** Public comment period ends; Council approval of draft RTP by Resolution

RTP Adoption

Technical Review

Transportation Policy Alternatives Committee (TPAC)

TPAC will review the October 1 "Release Draft" RTP at a series of workshops, and minor revisions will be incorporated into a November 5 "Adoption Draft." TPAC will also forward substantive revisions to JPACT with the "Adoption Draft." TPAC will forward final RTP recommendations to JPACT on November 23. TPAC workshops are scheduled for:

- Friday, October 15, 9:00-Noon
- Friday, October 22, 9:00-Noon
- Friday, November 19, 9:00-Noon
- Tuesday, November 23, 9:30-Noon
- Friday, December 3, 9:00-Noon

TPAC will review a formal comments in November, and forward their recommendations on the Adoption Draft to JPACT on December 3.

For more information on the workshops, contact Cheri Arthur at 797-1857.

Metro Technical Advisory Committee (MTAC)

Because the RTP update also includes revisions to the Regional Framework Plan and the Metro Code, MTAC may review these elements.

For more information on the MTAC meetings, contact Paulette Copperstone at 797-1562.

Public Review

Public Materials

The Draft RTP includes the following public review materials:

- Draft RTP Document and Appendix that are proposed for adoption
- "Getting There" booklet that provides an overview of the plan
- Subarea tabloids that describe proposed transportation improvements in detail

Public Comment Period

The comment period will extend from October 4 through December 16. Public review materials will be available from Metro during that time. Comments should be submitted to Metro.

Local Review

Many local agency comments will be reviewed as part of the technical review process. Formal agency comments will also be considered by JPACT, MPAC and the Council. Coordinating committees and local governments should submit comments by November 12 for review by Metro advisory committees.

Public Hearings

Joint JPACT/Council Transportation Committee hearings are tentatively scheduled for mid-October.

Adoption of the Ordinances

Policy Advisory Committees

Metro's Joint Policy Advisory Committee on Transportation (JPACT) will review the draft RTP document and accompanying Framework Plan and Metro Code revisions, and make a recommendation to the Council. JPACT is scheduled to review the RTP at their regular November 18 meeting and make a recommendation to Council on December 9.

The Metro Policy Advisory Committee (MPAC) will review the elements of the RTP update that affect the Framework Plan and Metro Code. They are scheduled to review these elements on November 10 and make a recommendation to the Council on December 8.

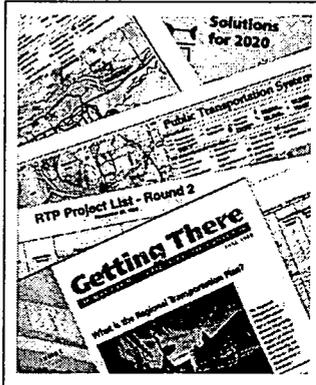
Council Review and Adoption

The Council Transportation Committee is scheduled to review the draft RTP document and accompanying revisions to the Framework Plan and Metro Code, and forward their final recommendations to the full Council on December 14. A Council hearing for the draft RTP is scheduled for December 2, with final action on the resolution on December 16.



METRO

What's in the RTP?



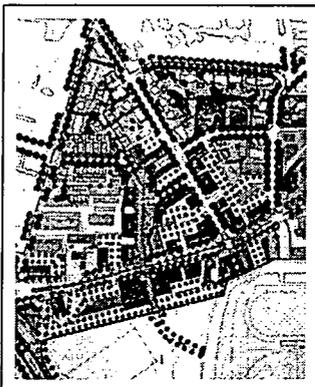
- ✓ New 2040 policy focus
- ✓ \$7 Billion in strategic improvements
- ✓ Focus on local 2040 implementation

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METRO

Policy: Focus on 2040

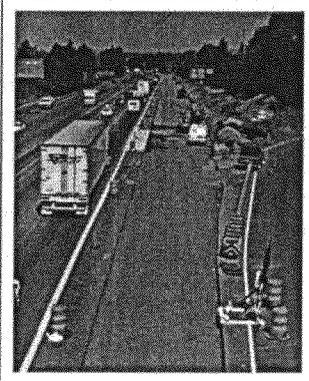


- ✓ Emphasis on centers
- ✓ Access from surrounding trade areas
- ✓ Improving circulation within centers

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Policy: Focus on Trade

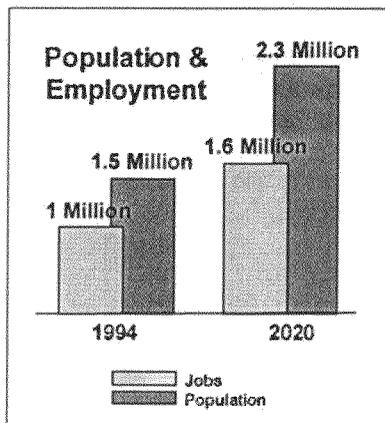


- ✓ Access to industry
- ✓ Access to freight intermodal facilities
- ✓ Improvements to key trade corridors

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2020 Forecast



- ✓ Growth is significant, but slows after 2015, especially in Washington Co.
- ✓ Growth increasingly focused in Urban Reserves after 2015
- ✓ Jobs/Housing imbalance persists in Clackamas and Clark counties

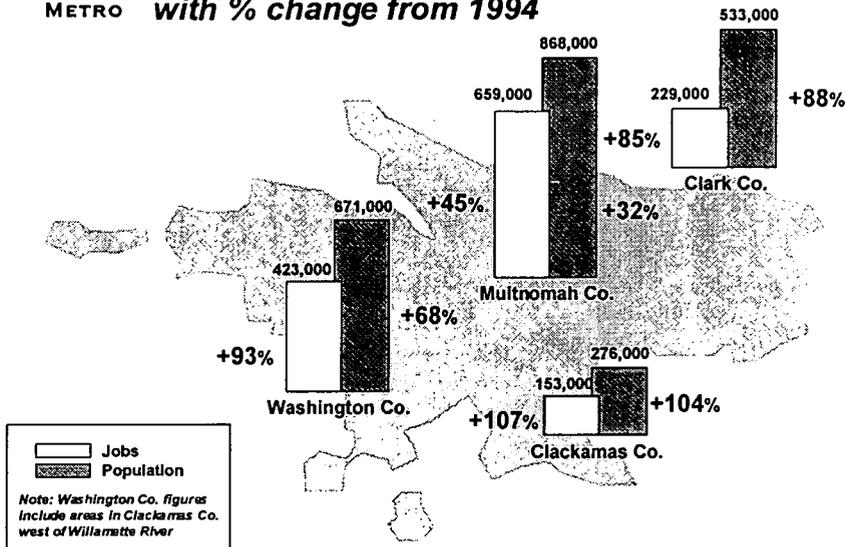
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2020 Forecast by Subarea

with % change from 1994



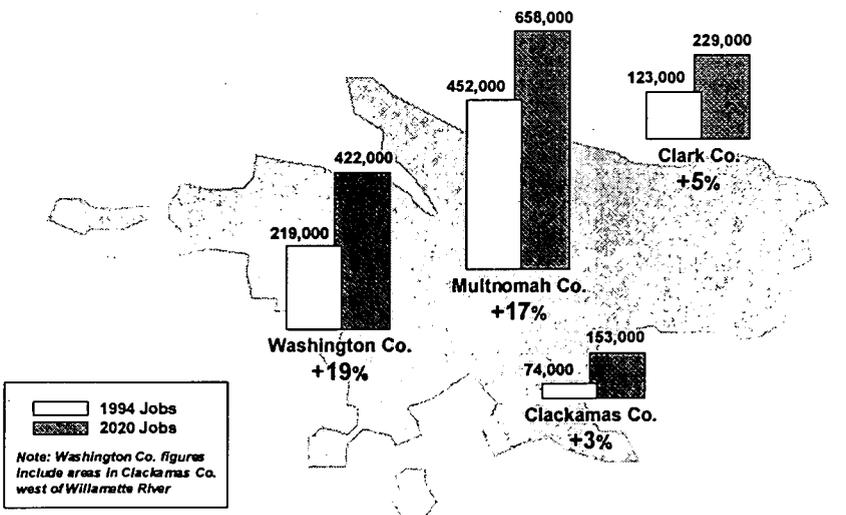
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2020 Jobs/Housing Balance

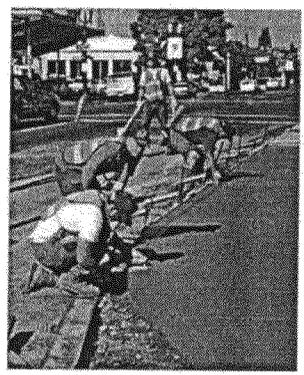
With % Change in Retail Jobs per Household



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Strategic Improvements



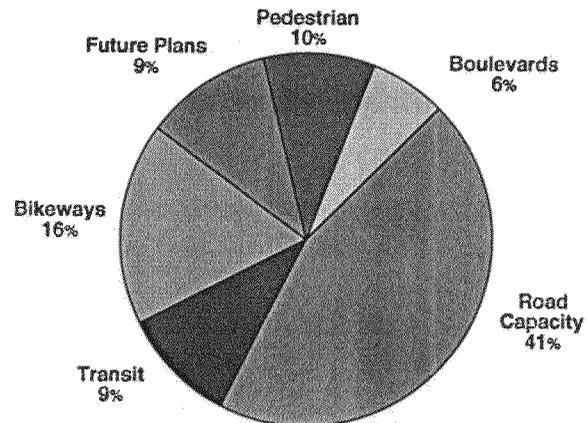
- ✓ \$4.05 Billion in road, sidewalk, bikeway and freight projects
- ✓ \$3.16 Billion in transit capital expansion

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Strategic Projects by Type

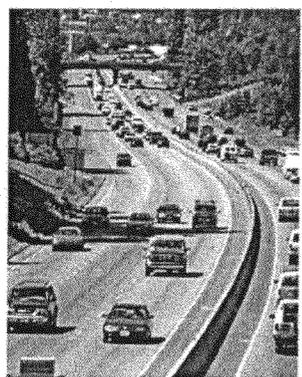
(includes only transit capital)



Metro 1998



Do the Roadways Work?

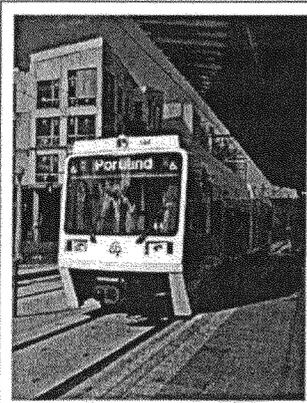


- ✓ 1.3% of freeways have peak period congestion in 2020, compared to 0.5% today
- ✓ 9.8% of arterials have peak period congestion in 2020, compared to 3.4% today

Metro 1998



Does the Transit Work?



- ✓ Transit ridership triples to nearly 600,000 average daily trips
- ✓ Transit share of person trips nearly doubles
- ✓ Transit coverage keeps pace with growth

Metro 1998



Revenue Forecast

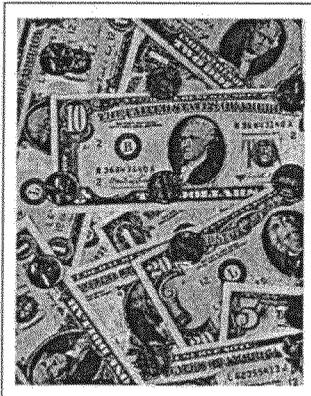


- ✓ Operations and maintenance costs growing more rapidly than revenue
- ✓ \$970 million in capital funds remain over 20-year plan period

Metro 1998



Funding Shortfall



- ✓ \$3.08 Billion capital shortfall over 20-year plan period
- ✓ Traditional funding sources tapped out
- ✓ Alternative funding sources proposed

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1999 Regional Transportation Plan

RTP Discussion Issues

RTP Review and Adoption

1. Adoption Timeline (TPAC)

TPAC has requested an extended technical review period, with workshops in November and December. To accommodate this request, and Council interest in completing the RTP resolution process in December, staff recommends the following schedule for RTP review (new or rescheduled meetings in bold):

November 18	JPACT Discussion
19	TPAC Workshop 3
23	TPAC Workshop 4 (part of regular TPAC meeting)
December 2	Council Hearing on Draft Regional Transportation Plan
3	TPAC Workshop 5 (final workshop)
7	Council Transportation Committee Work Session
8	MPAC action on Draft RTP
9	JPACT action on TPAC recommendations
14	Council Trans. Committee forwards recommendation to Council
16	Council approval of RTP by resolution; public comment period ends

Comments at the December 2 hearing, or additional TPAC review time could delay JPACT and Council action on the draft RTP resolution until January.

2. Proposed two-step approval by resolution and ordinance (TPAC)

This approach would finalize the list of recommended improvements, and allow staff and TPAC to develop:

- a financially constrained network
- air quality conformity findings
- complete an off-peak congestion analysis
- meet state TPR requirements
- meet federal TEA-21 planning requirements
- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies.

3. Title 6 - Shift to the RTP (TPAC)

All of the provisions in Title 6 have been shifted to the draft RTP, with some minor streamlining and modifications.

RTP Policies and Projects

1. Are the Performance Measures appropriate? (TPAC)

The RTP includes a 2-tier congestion policy that differentiates between 2040 land use types. The draft RTP adds a third tier that calls for alternative mode measures instead of congestion-based measures for certain centers and corridors. The RTP also includes non-SOV targets for all areas as a means for reaching state goals for reducing vehicle miles traveled per capita.

2. Connectivity Revisions (TPAC)

The connectivity requirements in Title 6 of the Urban Growth Management Function Plan have been revised as part of shifting Title 6 requirements to the RTP. The revisions simplify the mapping requirement for local jurisdictions, but do not change the connectivity standards for development that are currently in Title 6.

3. Does the Strategic System represent the right project balance? (TPAC)

Though the plan has many more transit, pedestrian, bicycle and boulevard projects than previous plans, it also includes a number of major road and freeway projects.

4. How should improvements in the urban reserve areas be timed? (MPAC)

Should projects be contingent on urban reserves being inside the UGB? Should right-of-way be acquired prior to urbanization for major projects?

5. Light rail to Clackamas County (Citizens)

The strategic system includes light rail in the long term along the 99E-224 corridor from Portland to Clackamas Regional Center, and rapid bus in the interim. Should this improvement be included in the plan at this time?

Funding the Plan

1. Meeting the Funding Gap (TPAC)

The road-related projects in the RTP represent more than four times the current funding projection over the next 20 years:

- Can the funding gap be closed?
- What new sources should be tapped?

2. Is the Strategic System too big? (TPAC)

Should the system be scaled back to meet funding constraints?

3. Should growth pay for system expansion? (Atherton)

Currently, growth pays only a portion of the system expansion, though most of the recommended improvements in the plan are driven by growth. Should growth pay more or all of the costs of expansion?

4. Should maintenance be funded before expansion? (Atherton)

5. Peak Period Pricing (TRO Task Force)

This TRO Task Force has recommended that peak period pricing be considered when new highways or highway lanes in congested corridors are called for in the RTP. Should the RTP consider peak period pricing as part of funding new lanes on the following highways?

- I-5 North
- McLoughlin-Highway 224
- Sunrise Highway
- I-205 North (Or. City to Clark Co.)
- I-205 South (Oregon City to I-5)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Highway 217
- Sunset Highway (west of Highway 217)
- TV Highway (Beaverton to Hillsboro)

Land Use Implications

The RTP is unable to fully address future travel demand in the following areas, and recommends further evaluation of planned land uses.

1. **Clark County jobs/housing imbalance (TPAC)**
The imbalance in Clark County results in heavy demand and need for improvements in the I-5 and I-205 corridors. Should more employment land be designated in Clark County?
2. **Clackamas County job/housing imbalance (TPAC)**
The imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. Should more employment land be designated in Clackamas County?
3. **Beavercreek Urban Reserves (TPAC)**
Major improvements to Highway 213 and connecting arterial streets were not enough to adequately serve these urban reserves. Should they be reconsidered?
4. **Willamette Valley Growth (TPAC)**
Growth in the valley is expected to make up the bulk of traffic on I-5 South in the future. What measures should be taken to address this demand?

Getting There

Metro's Regional Transportation Plan in brief

FALL 1999

Presenting our new Regional Transportation Plan



A more balanced transportation system is planned for the future - including cars and trucks, buses and light rail, walking and bicycling. Convenient access to jobs and shopping, cultural and recreational events is planned to contain sprawl.

Imagine the year 2020 - larger cities with more people - and then think of the traffic! Whatever you think about congestion now, consider how it could increase in the next 20 years. But there's hope for continued livability in the form of the Regional Transportation Plan, described in this newsletter.

The future of transportation

The new Regional Transportation Plan is a blueprint for improving the region's transportation system in the next 20 years. The plan begins to carry out the 2040 Growth Concept to protect the region's livability while planning for continued growth in this region. The plan shows how to keep people and goods moving

throughout our metropolitan area.

With the area's unprecedented growth in population, our travel has increased twice as much. Use of cars is increasing, due partially to two-income households with people traveling to work alone, often on long commutes. Building homes, business and shopping far apart also contributes to the increase in driving.

We need to:

- expand some roads and highways in developing parts of the region
- improve bus and light rail service and the ability to walk to stations
- build new sidewalks and bicycle lanes for safety and access
- limit delays for national

continued on page 2

INSIDE

Questions and answers

2040 Growth Concept

Highways, bridges
and freight

Livable streets

Green Streets initiative

Public transit

Traffic relief options

Traffic management

Financing



Regional Transportation Plan *(continued)*

MAYOR VIEW



Charles J. Becker
Mayor of Gresham

"This transportation plan represents what is best about this region: a commitment to work together to tackle tough issues and support our shared vision for truly livable communities. It recognizes the impact of the transportation system on land use and its ability to shape our future."

and international freight movement

- develop new strategies to improve how our system works.

Metro's goal is to provide a balanced range of transportation choices in this region. The plan recognizes that the car will continue to be the primary choice of personal travel. However, the Regional Transportation Plan sets goals for all forms of urban travel: cars, buses, light rail, walking, bicycling and trucking. The plan includes a list of strategies for local and regional transportation changes.

Why is the plan needed?

More and more traffic is clogging our roads. Twelve percent of roads in the urban tri-county area are now congested. It takes longer to get to work and to school, to shopping and recreation. In the future, more than a quarter of our roads could be clogged during peak periods. We can't build our way out of congestion, but we can lessen the impact of traffic by expanding transportation choices and improving roads and bridges to make them work better.

What will the plan accomplish?

The plan sets a new direction for the future. Planning by all government

The Regional Transportation Plan will guide the transportation plans of all of the region's cities, counties, Tri-Met and Port of Portland.

partners in the region will be guided by the following strategies:

- Reduce the need to drive by making jobs and shopping more convenient to where people live.
- Expand transportation choices by providing safe and convenient alternatives to driving.
- Avoid sprawl and reinforce main streets and traditional downtowns by targeting transportation projects.
- Sustain economic health by providing access to jobs and industry.
- Balance transportation and land use plans to protect livability in the region.
- Maintain access to natural areas around the region.

How can transportation serve new growth?

The plan ties together transportation and land use policies from the adopted Regional Framework Plan (1997) and the 2040 Growth Concept. These policies include expansion of regional and

town centers within established transportation corridors. The plan addresses state planning requirements and looks at future transportation needs through the year 2020 - when our children and grandchildren will be using the transportation system that we build.

Transportation can benefit from the careful placement of new developments. This means building new homes and businesses close to existing transportation, where roads already exist and people can walk to the bus or MAX. This could help reduce the need to expand the transportation system. It



also means placing new transportation projects in areas that most need access, and where the region has decided future growth should occur within the urban growth boundary. This will help slow traffic growth by providing good alternatives to driving alone to work, shopping or cultural events and entertainment.

How will the plan's projects be funded?

Metro's funding strategy is to use limited state and federal dollars to support projects in our major transportation corridors. The plan requires more funding to maintain the existing roads, bridges and other transportation facilities while improving the efficiency of the overall system. Maintenance and safety projects will come before building new projects. Roads, bridges and transit systems are some of our largest public investments. However, funds are scarce and many projects must wait until funding is available. See pages 20-22 for more detailed funding information.

Why does the plan matter?

With a growing population, the transportation system becomes even more important. The Regional Transportation Plan is needed as a guide that

transportation plans of all of the region's cities, counties, Tri-Met, Oregon Department of Transportation and Port of Portland must follow. It clearly sets transportation strategies in the urban area for the next 20 years. Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability.

How does the plan protect the environment?

The plan expands our choices of travel within the region. Even on an occasional basis, the use of bus or MAX, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and reduce pressure to expand the urban growth boundary. By linking transportation and land use planning, there are many ways to limit driving alone to nearby destinations, such as biking to a neighborhood coffee shop or walking to a restaurant close to work. Also, Metro's new Green Streets project will help fish passage through our cities by replacing or repairing old culverts to allow for better stream flows under roads.



Taking transit and riding bicycles can help meet state goals of reducing the miles we drive, reducing dependence on the automobile and driving alone.

How did the plan evolve?

The Metro Council adopted the first Regional Transportation Plan in 1983. Since then, it has been updated every three to five years to reflect changes in the region. The council adopted an interim plan in 1995 to address new federal requirements. In 1996, transportation plan policies were updated to carry out land use policies found in Metro's Regional Framework Plan and the 2040 Growth Concept. The 1999 plan builds on the new policies

and looks at state planning requirements and future needs through the year 2020. The current plan received extensive review and feedback during the past four years from the public, from the 21-member citizen advisory committee, and from our government partners throughout the region.

How does the plan tie in with statewide planning goals?

The plan includes goals required by the state Transportation Planning Rule. The goals for the next

Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability.



Regional Transportation Plan *(continued)*

CITIZEN VIEW



Paul Koch
Oregon City
Chair
Regional Transportation Plan
Citizen Advisory Committee

"The involvement of all citizens in regional transportation planning is vital to the long-term livability of this region. There are no easy answers to the problems of transportation. One way to ensure that the plans reflect what we as citizens want and desire for the future is to participate."

A closer look at the Regional Transportation Plan

This newsletter contains a brief summary of nearly 1000 proposed projects in the updated Regional Transportation Plan. The projects represent the most needed improvements to meet the 20-year demand, as funding becomes available.

For more information

To receive a more complete list of projects in your area of interest, stop by Metro or call the transportation hotline, (503) 797-1900, option 2. Leave your name and address and ask for "Getting There" transportation fact sheets in one or more of the following areas:

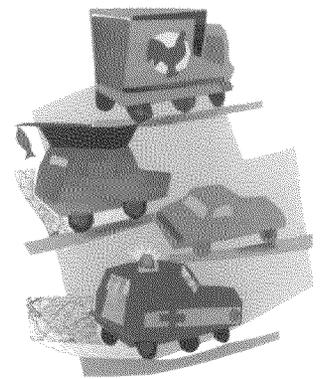
1. West Columbia Corridor (industrial areas)
2. Portland Central City (and neighborhoods)
3. East Multnomah County
4. Pleasant Valley and Damascus (urban reserves)
5. Urban Clackamas County
6. South Washington County (including Washington Square)
7. North Washington County (including Beaverton and Hillsboro)
8. Also, new transit projects are described in a publication called Regional Transit Service Strategy for 2020

Visit Metro's transportation web site at www.metro-region.org for a look at the Regional Transportation Plan. You can also send e-mail to the Transportation Department at trans@metro.dst.or.us or fax a request to (503) 797-1949. Leave your name, address, ZIP code and phone number and staff will send you information or return your call during business hours. For the hearing impaired, call (503) 797-1804.

20 years include reducing the miles we drive by 10 percent per person, reducing dependence on the automobile and driving alone, reducing parking spaces by 10 percent per person and preserving rural lands. Metro is now linking transportation and land use planning, another state goal.

What happens next?

With adoption of the plan, city and county governments will update local plans to reflect the new regional policies. In this way, the transportation planning system throughout the tri-county urban area can be coordinated and upgraded to serve a growing population.





Linking the 2040 Growth Concept and transportation

Protecting the nature of the region

Metro was involved in a long-range planning process that included many residents and most local governments. The 2040 Growth Concept effort was started in 1992 because of the rapid population growth in this region and the concern that we were losing our quality of life.

The purpose of the 2040 Growth Concept is to develop a plan for protecting the nature of the region. This effort is based on the values people in this region hold - such as access to nature, ability to get around the region, clean air and water, safe and stable neighborhoods and a strong regional economy.

Adopted in 1995, the 2040 Growth Concept directs most development to population centers and along major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and keeping freight moving to national and international destinations.

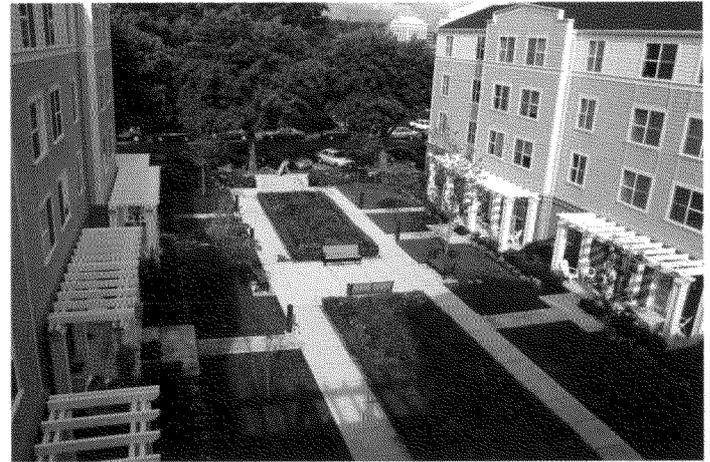
Focusing new jobs, housing and services in these centers and corridors provides many benefits and has important implications for the region's transportation system.

Reducing the need to drive

The 2040 Growth Concept supports the goal of providing jobs and shopping closer to where people live. A diverse and well-designed community provides closer access to a variety of jobs, recreation, shopping and other services. This reduces the need to drive longer distances, thus lessening traffic.

Protecting the environment

By asking residents to examine tradeoffs, we learned that a small expansion of the urban growth boundary and greater protection of environmentally sensitive areas were ideas that generated strong support. Metro has identified areas outside the urban growth boundary for future growth called urban reserves. These urban reserves will allow the region to expand slowly and carefully, and



Buckman Heights Apartment complex in Northeast Portland encourages transit, bicycling and walking. As a result, less than one parking space for every two apartments is needed. Residents may use two carsharing cars and several shared bikes. There are 92 bicycle spaces and many bus routes nearby.

will only require an 8 percent increase of land during the next 10 to 30 years.

In addition, Metro has adopted a Stream and Floodplain Protection Plan that will help preserve rivers, streams and wetlands while reducing future risk of flood damage. Habitat for fish and wildlife in the region is also being examined.

Using land wisely

Using urban land wisely allows for more cost-effective and efficient provision of road, sewer, water and stormwater systems. Our technical analysis showed that without the 2040 Growth Concept, the region's urban growth boundary would need to be expanded by about 50 percent to

accommodate forecasted housing and employment growth. This would result in the need for costly extensions of existing transportation and utility systems.

Providing transportation choices

More people will walk, take transit or ride a bike if our transportation system provides safe and convenient opportunities.

Focusing new jobs and housing close to restaurants, stores and other services makes walking, bicycling and riding buses more convenient. These travel options allow people who can't drive (or choose not to drive) to get where they need to go. Finally, more households may choose not to own a car, or decline a second car, if

People are more likely to walk, take a bus or ride a bike if our transportation system provides safe and convenient opportunities to do so.



2040 Growth Concept *(continued)*

MAYOR VIEW



Ralph Brown
Mayor of Cornelius

"Working as a Metro region, we are able to work cooperatively to solve transportation problems. Regional transportation planning allows small cities a chance to interact with large cities and counties to plan for the future. Cornelius has benefited greatly from this process."



Orenco Station town center in Hillsboro (top) provides a welcoming commercial area for residents who can bicycle or walk to shops, restaurants and business from nearby houses and apartments.



Multiplexes at Orenco Station (bottom) are among the many housing choices in the 190-acre development. Residents are within walking distance of Westside MAX light rail and the town center, providing a village atmosphere.

there are a number of travel options. Money could be saved that would otherwise be spent on car payments, fuel, insurance and maintenance.

Keeping the economy strong

Experience has shown that economic vitality occurs in areas with the best transportation. Therefore, it is important that the Regional Transportation Plan invests transportation funds in areas that need the best access. These areas include the central city, regional centers, industrial areas and facilities where goods move from one form of transportation to another, such as

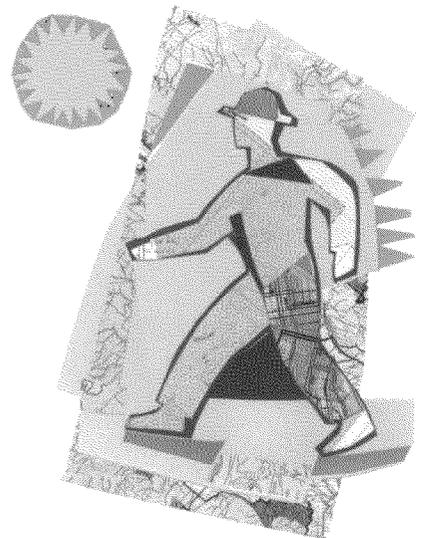
from trucks to ships or rail. It also includes investing in areas where the region decides future development should occur.

This means targeting investments to areas that have been identified as major centers of activity in the 2040 Growth Concept. These kinds of investment decisions are now being made as part of the current Regional Transportation Plan.

For more information

Call Metro's 2040 hotline at (503) 797-1888 and leave your name, address and a message. You can also send e-mail to Metro's

Growth Management Services Department at 2040@metro-region.org and information will be sent to you.





Regional highways

Highways give us the most direct link to our jobs. In addition, these routes provide access for trucks to move freight destined for national and international ports. The regional economy depends on highways to keep people and goods moving efficiently. This is why highways are some of the most critical items on the future projects map.

In the past, many of our major streets and highways have been widened to accommodate more traffic. However, further widening of our system would displace homes and jobs, in addition to incurring high costs in construction and environmental impacts. This is why a balanced approach to planning for the region's 20-year transportation needs has evolved. Highway projects will be balanced with alternatives, such as transit, bicycling and walking.

The following are major projects needed in the region's highway corridors, to be constructed as funds become available:

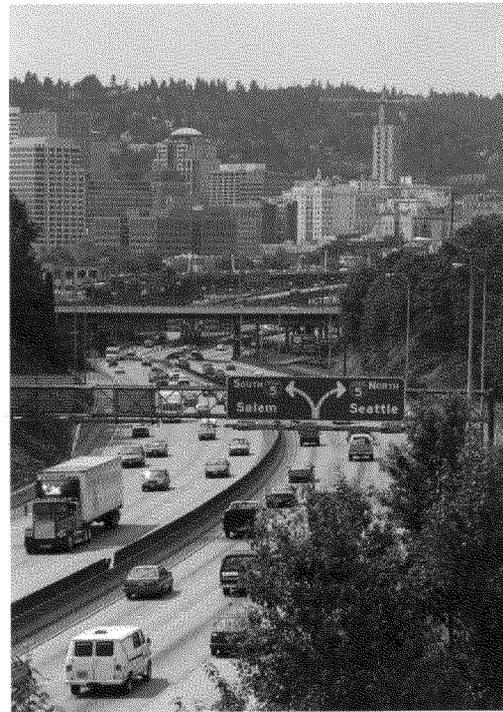
Interstate 5 corridor

Improvements in the I-5 corridor are focused on preserving mobility for freight and commuters. Congestion will likely continue to exist during the morning and evening rush hours, but not during

other times of the day. The planned Interstate MAX light rail, from the Rose Quarter to the Expo Center, will provide an alternative to driving on North I-5.

Some of the improvements planned for I-5 include:

- Provide three through lanes in each direction from the Fremont Bridge to Vancouver. A bridge replacement or expansion is under consideration across the Columbia River.
- Add truck-climbing lanes on I-5 between Terwilliger Boulevard and the Ross Island Bridge.
- Construct new freeway access from the Central Eastside Industrial District to I-5.
- Construct a full interchange at I-5 and Columbia Boulevard.
- Widen the I-5/Nyberg Road interchange and Tualatin-Sherwood Road to maintain access to the Tualatin industrial area.
- Reconstruct the I-5/ Highway 217 interchange in phases to maintain access from I-5 to the Beaverton area.
- Construct new freeway access from the Ross Island Bridge and I-405.



Banfield (I-84) is a busy eastside route but it cannot be widened because of the impacts to the surrounding communities and the environment. Instead, light rail service will expand and more bus service will be provided on nearby streets.

Sunset Highway (Highway 26)

Westside MAX light rail is expected to slow traffic growth on the Sunset Highway by providing a convenient alternative to driving. Long-planned improvements from Sylvan to Highway 217 will be completed, as well, such as widening the freeway to six lanes from Highway 217 to Northwest 185th to maintain access to jobs in this rapidly growing area.

Banfield (I-84)

Widening I-84 is limited by the environmental and neighborhood impacts. Instead, light rail service is proposed to double and expanded park-and-ride is proposed east of I-205. More transit service will be

provided on streets parallel to the freeway between Portland and Gresham.

Interstate 205

Rapid growth in Clackamas County is projected for the next 20 years, creating more demand on I-205. A combination of highway improvements (from I-5 to I-84) and high-quality transit is proposed to address this need. Rapid bus would travel from Oregon City to Gateway. A more detailed study will identify actual improvements in this corridor but may include:

- Widening I-205 to six lanes from West Linn to I-5.
- Widening Oregon City bridge to six lanes with



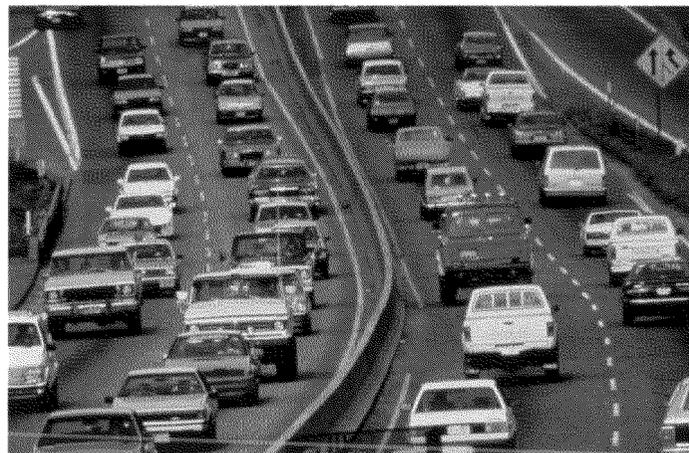
Regional highways *(continued)*

MAYOR VIEW



Rob Drake
Mayor of Beaverton

"The Regional Transportation Plan is an important tool in combining good land use planning and transportation projects. The coordinated planning and transportation efforts help promote regional cooperation and problem solving."



Traffic can be heavy on regional highways, especially during peak travel hours. Improvements are planned on many routes to alleviate auto and freight delays.

auxiliary lanes in each direction.

- Improving streets parallel to I-205, including new overpasses and street extensions near Clackamas regional center.

Proposed Sunrise Highway

Growth in Clackamas County will increase traffic significantly in the Damascus area, creating the need for a new highway in the next 20 years.

Examples of several projects planned for the Sunrise Highway include:

- Build a new four-lane highway, from I-205 to Rock Creek Junction in the near-term.
- An extension from Rock Creek Junction to US 26 is also planned

for the long-term, as warranted by development in the Damascus area.

McLoughlin Corridor

A more streamlined highway design is planned along McLoughlin and Highway 224 to improve travel between Portland and Clackamas County. Greatly expanded bus service with the possibility of carpool lanes is under consideration in this corridor. Light rail service may be considered in the future.

Highway 217

Significantly increased traffic on Highway 217 creates the need for expansion. The Highway 217 study will consider auto and freight traffic and possible solutions to congestion in this area. A combination of transit, highway and street projects

are proposed to maintain access to Washington Square and Beaverton regional centers. In addition, commuter rail is proposed to link Beaverton to Wilsonville, complementing other transit in this corridor.

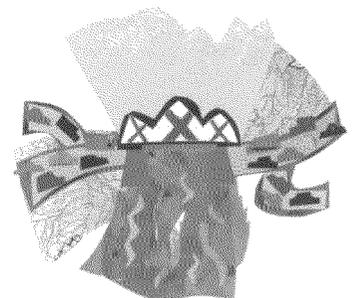
Mt. Hood Corridor in Gresham

A Mt. Hood Parkway project will continue to be part of the long-term vision for connecting I-84 to US 26 and providing access to Gresham regional center.

Meanwhile, a series of improvements are proposed to streamline the Hogan Road connection from I-84 to US 26.

Proposed Tualatin-Sherwood Expressway

A new connection on I-5 between Tualatin and Sherwood is proposed to route through traffic around the Tigard and Tualatin town centers. The location of the new route will be studied and the highway could be built as a tollway.





Bridge improvements

Bridges provide the only access across our rivers, often connecting people with jobs. The region's bridges are aging and in need of repair to maintain their usefulness into the future. Since few new bridges are proposed, bridge repair and preservation plays an important part in the Regional Transportation Plan.

The following are several bridge projects in the plan:

- Preserve the Willamette River crossings with repairs and painting, including the Broadway, Burnside, Morrison and Sauvie Island bridges.
- Preserve or replace the Sellwood Bridge with a two-lane bridge, adding bicycle and pedestrian improvements (see box).
- Restore the St. Johns Bridge.
- Study the need for a new North Willamette crossing from US 30 to the Rivergate industrial area.
- Construct a new bridge from Marine Drive to Hayden Island for access to marine terminals.

Sellwood Bridge improvements



Metro's South Willamette River Crossing Study concluded in July 1999. The study examined new bridge locations, as well as four-lane and two-lane Sellwood Bridge alternatives. Due to other funding priorities and potential adverse community impacts of new or bigger bridges, the Metro Council and local elected officials recommended that the Sellwood Bridge be maintained or replaced as a two-lane structure. They also recommended improvements to the Ross Island and I-205 bridges, more transit and bicycle improvements, widening Southeast McLoughlin and Highway 224 (as necessary), and working to provide more jobs in Clackamas County to reduce demand for long-distance commuter trips.

Hawthorne Bridge improvements



The Hawthorne Bridge underwent a \$20.7 million renovation in 1998-99. More than \$4.7 million of Metro transportation improvement funds went to replacing the surface of the bridge deck and for widening the shared bicycle and pedestrian sidewalks on the bridge and ramps. The rest of the funding, approximately \$16 million, was authorized by JPACT from federal bridge repair funding administered by the Oregon Department of Transportation.



Designing streets for cars and people

MAYOR VIEW



Vera Katz
Mayor of Portland

“The key to being a thriving city is being part of a thriving region. Portland is lucky to have wonderful partners at Metro and surrounding cities that understand the importance of linking transportation, housing and jobs. The Regional Transportation Plan will help us reduce congestion, improve the environment and keep us connected as not just Portlanders, but Oregonians.”

Whatever your destination and however you travel, well-designed streets can get you there. The design of streets directly affects our quality of life. Street design is one way the 2040 Growth Concept can be carried out, by linking the way a street is designed to the land uses it serves. In this way, neighborhoods can be protected for pedestrians, bicycles and local traffic, with through traffic and truck travel encouraged in major transportation corridors.

Metro has worked with the region’s residents and governments to develop new policies for street design. The result has been the creation of new street design classifications: boulevards, streets and roads. Boulevards emphasize people; roads are for cars and trucks; and streets balance all modes of travel. The policies apply to regionally significant streets throughout the metropolitan area, primarily arterial or major street networks.

Focus on boulevards

Boulevards are located in regional and town centers and along main streets. They are often the centerpiece of a community and the focus of civic activities.

Although they often carry heavy traffic, they are



Boulevard improvements will encourage more walking and transit use on major streets around the region. Boulevards will include wider sidewalks with on-street parking, benches, bus shelters and corner curb extensions with improved pedestrian crossings, such as on 122nd Avenue in East Portland..

designed for walking and transit. Designs include improved pedestrian crossings at every intersection, wider sidewalks with on-street parking, benches, bus shelters and curb extensions. These people-friendly elements are intended to slow traffic and make walking, bicycling and the use of transit safer and more inviting. Boulevards can encourage more livable communities with nearby services within walking distance.

Boulevard projects are a transportation priority in this region. Streets that will be redesigned to become boulevards include:

- McLoughlin Boulevard in Milwaukie
- Sandy Boulevard

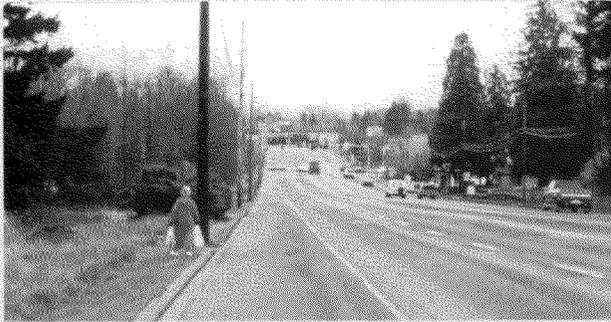
- West Burnside
- Hawthorne
- Division Street in East Multnomah County
- Barbur Boulevard
- Capitol Highway
- Beaverton-Hillsdale Highway
- Main and Adair streets in Cornelius

The plan includes many other boulevard projects throughout the region.



Livable streets

Division Street boulevard



Before



After

Division Street brings many of Gresham regional center's destinations together. It is a bus corridor that connects to light rail. It ties Gresham's historic downtown to the new development called Civic Neighborhood. It connects Gresham with Portland and provides neighborhood access to parks, shopping centers and schools.

Yet Division is completely auto-oriented. A major five-lane arterial, it has heavy traffic and lacks even basic sidewalks in many areas. It acts as a neighborhood divider rather than a connector.

A new boulevard design (lower picture, above) was developed for Division. When completed, the street will become the new heart of Gresham regional center. The boulevard will have broad sidewalks, street trees, lighting, bicycle lanes and on-street parking. Travel lanes for cars and transit will be divided with a raised and landscaped median that also serves as a pedestrian refuge. Division Street is an example of how major streets in the region can be made more attractive and functional for multiple uses.

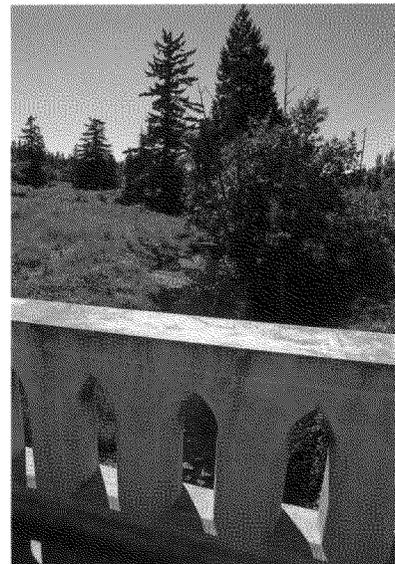
New fish-friendly bridge

Steelhead have traditionally used Mt. Scott Creek in Clackamas County. The creek passes under Sunnyside Road in an old box culvert that does not provide fish passage when water is low. The culvert will be removed and replaced with a new bridge over the road near 117th Avenue. The bridge will allow steelhead to more easily pass under Sunnyside Road. It will also provide a wider crossing for traffic, including bike lanes and sidewalks. A proposed pathway under the bridge could connect to a future Mt. Scott multiuse path connecting to a regional park.

Green Streets for fish passage

What happens when roads must cross over streams? Metro is working to make sure that regional transportation projects do not block fish passages. With the recent federal listing of salmon and steelhead and proposed listing of cutthroat trout as threatened species, new attention is focusing on urban fish habitat, stream passage and water quality.

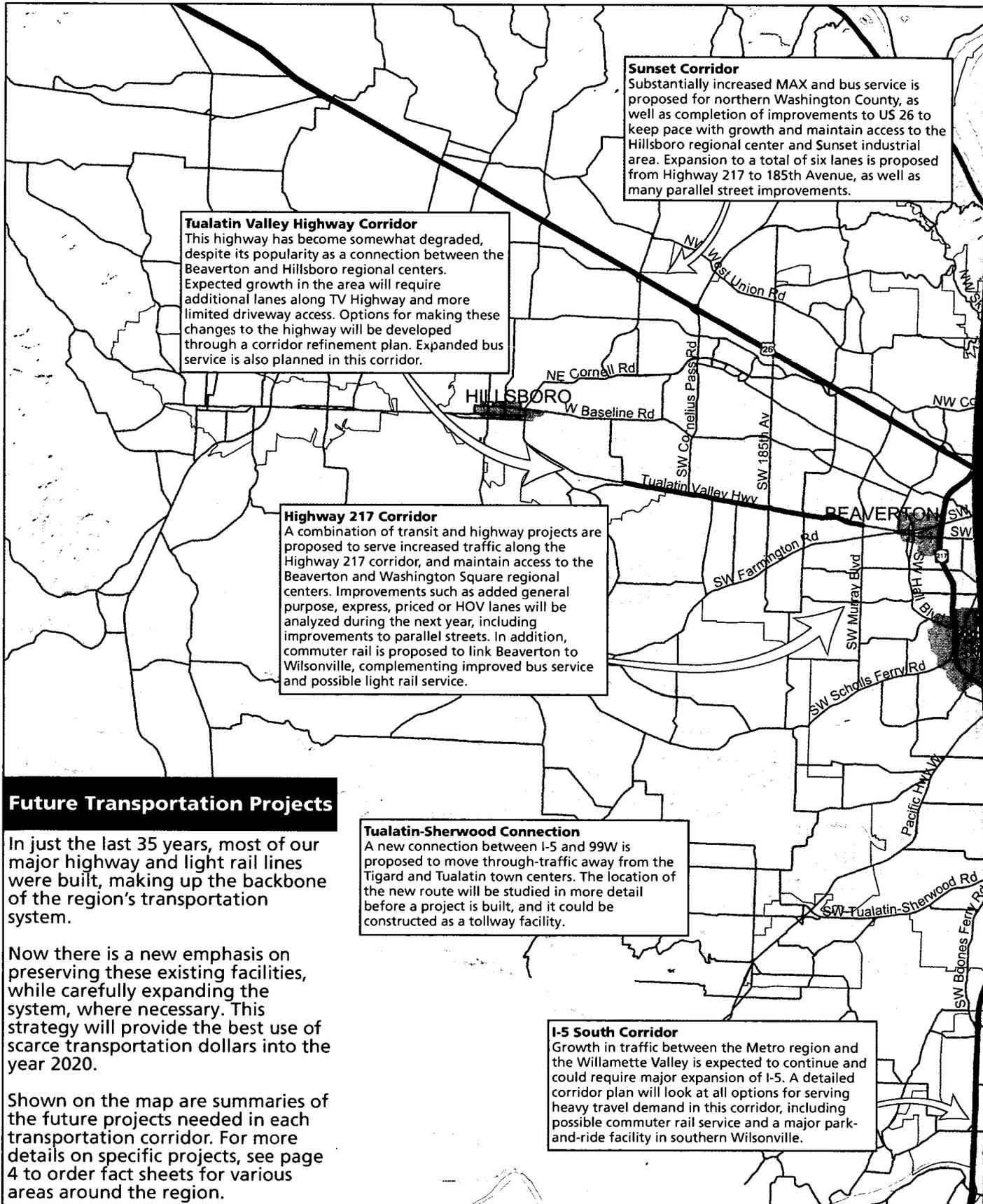
The new Green Streets program will provide new guidelines for transportation projects to ensure fish-friendly design solutions. For example, more than 150 culverts around the region were found to need repair to allow fish to pass under roads. Metro is identifying culverts that should be replaced in the near future. Federal and state transportation programs must allocate funds to replace or repair these fish access problems.



Johnson Creek is a free-flowing stream, spanned by the Seventh Street Bridge in Gresham. The bridge protects the steelhead and trout from road impacts. The Green Streets program will promote similar "fish-friendly" designs to protect streams around the region.



Major regional corridors



Sunset Corridor
Substantially increased MAX and bus service is proposed for northern Washington County, as well as completion of improvements to US 26 to keep pace with growth and maintain access to the Hillsboro regional center and Sunset industrial area. Expansion to a total of six lanes is proposed from Highway 217 to 185th Avenue, as well as many parallel street improvements.

Tualatin Valley Highway Corridor
This highway has become somewhat degraded, despite its popularity as a connection between the Beaverton and Hillsboro regional centers. Expected growth in the area will require additional lanes along TV Highway and more limited driveway access. Options for making these changes to the highway will be developed through a corridor refinement plan. Expanded bus service is also planned in this corridor.

Highway 217 Corridor
A combination of transit and highway projects are proposed to serve increased traffic along the Highway 217 corridor, and maintain access to the Beaverton and Washington Square regional centers. Improvements such as added general purpose, express, priced or HOV lanes will be analyzed during the next year, including improvements to parallel streets. In addition, commuter rail is proposed to link Beaverton to Wilsonville, complementing improved bus service and possible light rail service.

Future Transportation Projects

In just the last 35 years, most of our major highway and light rail lines were built, making up the backbone of the region's transportation system.

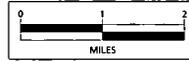
Now there is a new emphasis on preserving these existing facilities, while carefully expanding the system, where necessary. This strategy will provide the best use of scarce transportation dollars into the year 2020.

Shown on the map are summaries of the future projects needed in each transportation corridor. For more details on specific projects, see page 4 to order fact sheets for various areas around the region.

Tualatin-Sherwood Connection
A new connection between I-5 and 99W is proposed to move through-traffic away from the Tigard and Tualatin town centers. The location of the new route will be studied in more detail before a project is built, and it could be constructed as a tollway facility.

I-5 South Corridor
Growth in traffic between the Metro region and the Willamette Valley is expected to continue and could require major expansion of I-5. A detailed corridor plan will look at all options for serving heavy travel demand in this corridor, including possible commuter rail service and a major park-and-ride facility in southern Wilsonville.

Transportation Strategy for Major Corridors



September 1999

- Regional Centers
- Town Centers
- Central City

See separate fact sheets for more detailed information on planned projects in your area.

I-5 North Corridor

A combination of highway, light rail and bus improvements are planned to serve heavy travel demand in this corridor. Several improvements to I-5 will provide three through-lanes in each direction from the Fremont Bridge to Vancouver, Wash. Light rail service is planned along Interstate Avenue, providing a high-quality transit alternative to freeway traffic. Improved highway access to surrounding port and rail terminals is also planned.

Banfield Corridor

Physical and financial realities prevent new freeway lanes along this route, despite heavy demand. Instead, light rail service is proposed to double, in addition to a new park-and-ride east of I-205 and expanded bus service and system management on a number of parallel streets between Portland and Gresham.

Mount Hood Corridor

Although the Mt. Hood Parkway is not warranted in the 20-year plan, a series of improvements to streamline the Hogan Road connection from I-84 to Highway 26 are proposed. The full Mt. Hood Parkway project would continue to be part of the long-term vision.

McLoughlin Corridor

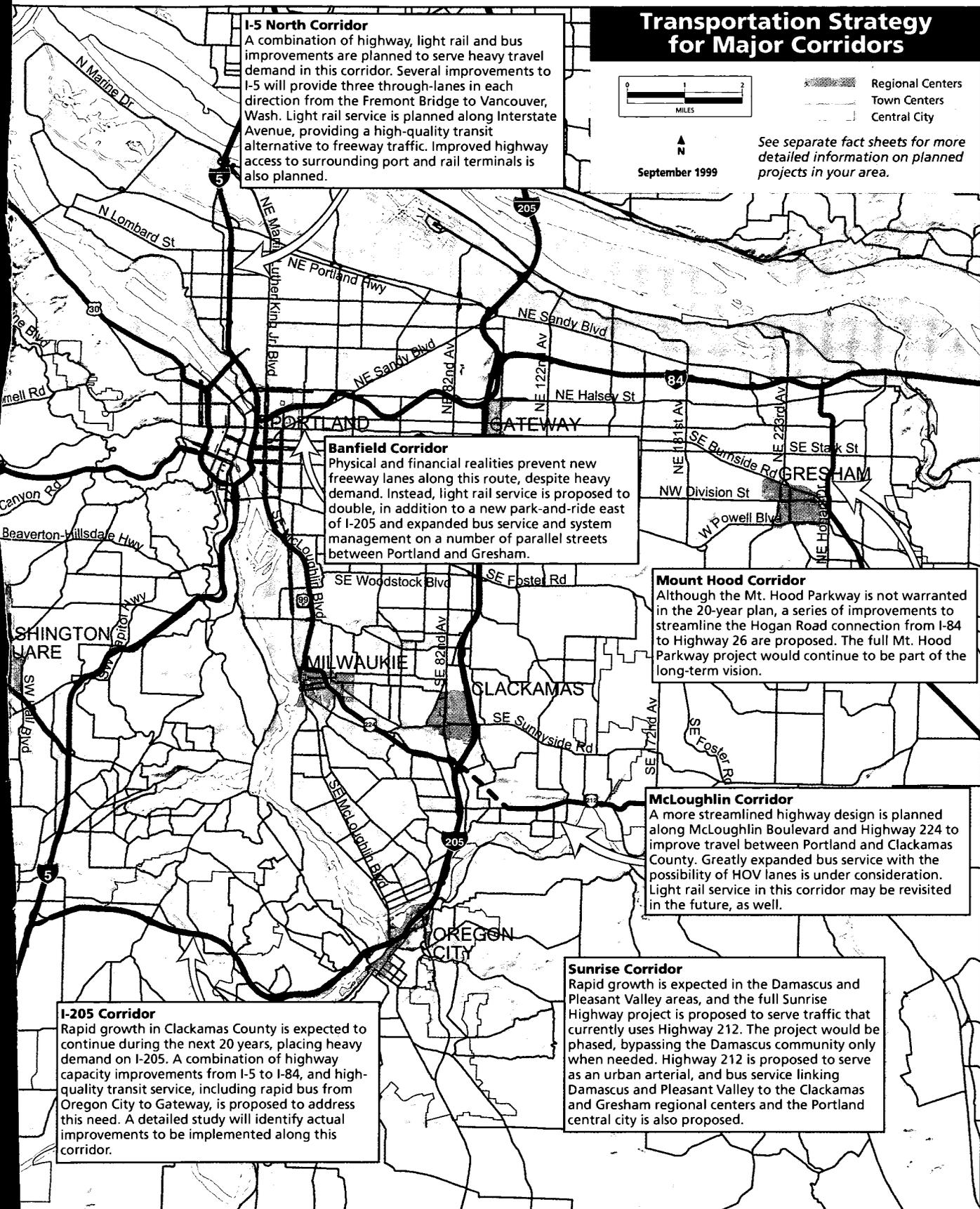
A more streamlined highway design is planned along McLoughlin Boulevard and Highway 224 to improve travel between Portland and Clackamas County. Greatly expanded bus service with the possibility of HOV lanes is under consideration. Light rail service in this corridor may be revisited in the future, as well.

Sunrise Corridor

Rapid growth is expected in the Damascus and Pleasant Valley areas, and the full Sunrise Highway project is proposed to serve traffic that currently uses Highway 212. The project would be phased, bypassing the Damascus community only when needed. Highway 212 is proposed to serve as an urban arterial, and bus service linking Damascus and Pleasant Valley to the Clackamas and Gresham regional centers and the Portland central city is also proposed.

I-205 Corridor

Rapid growth in Clackamas County is expected to continue during the next 20 years, placing heavy demand on I-205. A combination of highway capacity improvements from I-5 to I-84, and high-quality transit service, including rapid bus from Oregon City to Gateway, is proposed to address this need. A detailed study will identify actual improvements to be implemented along this corridor.





Public transit keeps us moving



The Beaverton Transit Center (top) serves bus and Westside MAX, the newest addition to the light rail system. Light rail is proposed for North Portland.

Eastside transit connections may be made easily at the Gateway Transit Center (bottom), where MAX awaits riders from bus connections. More transit, such as rapid bus, frequent bus and streetcars, is planned for this region.

In Portland, transit trips per person increased by 4.4 percent between 1990 and 1995, while other cities experienced an average decline of more than 9 percent. In fact, transit use in Portland increased faster than the population and faster than traffic growth.

Public transit has become more important to our region's transportation system in the past 25 years. Since the Portland Transit Mall was built in the 1970s, bus ridership has grown steadily. With the addition of light rail and the upcoming streetcar line, the types of transit service offered in Portland have also grown. New ideas, such as commuter rail and rapid bus, add to the potential of transit use in our growing region.

Light rail and rapid bus will become the backbone of the transit system, connecting regional centers to each other and to the central city. Light rail service will operate at least every 10 minutes during the day, seven days a week. Rapid bus will operate every 15 minutes during the day, seven days a week. Light rail or rapid bus will connect regional centers and the central city.

On an average weekday in 1998, about 186,000 riders used the bus and rail systems. By 2020, that number is expected to increase to more than 500,000 riders. The Regional Transportation Plan identifies the need for fast, convenient transit access to all parts of the region.

The following types of transit projects or expan-

sions are planned for the metropolitan area:

Light rail transit

Light rail provides speedy and convenient service between downtown Portland and Gresham and Hillsboro regional centers. Extensions are currently under study for future regional service.

- Light rail is currently being built from Gateway to Portland International Airport under a public/private funding package.
- A light rail line on North Interstate Avenue, from the Rose Garden to the Expo Center, is under study and construction is expected to begin in 2001. A future extension may be considered to Vancouver, Wash.
- If funded, a future light rail extension may travel from Portland to Clackamas County. Until then, more frequent buses will serve Highway 99E/ Highway 224 from Clackamas Town Center to Portland.
- Future rail service will be evaluated to Oregon City and in the Highway 217 and Barbur Boulevard corridors.

Commuter rail

Commuter rail uses existing railroad tracks for diesel-powered passenger train cars that typically run long distances, mostly during rush hours. Washington County is seeking funding for an 18-mile commuter rail line from Beaverton's MAX station to Wilsonville, with a possible future extension south to Salem. Corridors for other commuter rail studies could include McMinnville to Portland, Lake Oswego to Portland and Canby to Portland.

Streetcars

Streetcar lines are returning to the Portland area. Streetcars run on new tracks set in the middle of existing streets. A new central city streetcar line is being built from Portland State University in downtown Portland to Good Samaritan Hospital in Northwest Portland. Future streetcar lines to be studied include one from North Macadam to connect to Portland State.

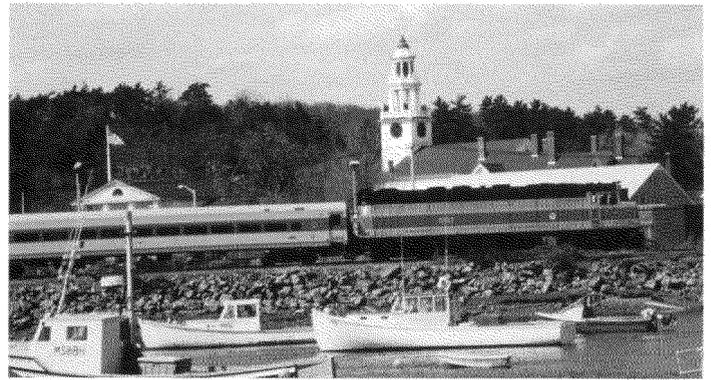
Rapid bus

New rapid bus service will provide fast, frequent and reliable service with limited stops along major transit corridors. The service may run on reserved bus lanes. Stations will include schedule kiosks, ticket machines, lighting and benches, covered shelters and bike parking.

- An interim rapid bus system will be developed from downtown Portland to Clackamas Town Center and Oregon City. A new Milwaukie Transit Center will be built.
- New rapid bus service will be enhanced on the Powell/Foster Corridor to Damascus.
- Service will be improved along Barbur Boulevard and 99W to connect King City, Tigard and Portland.
- Studies will be done for rapid bus lines along I-205 from Vancouver to Oregon City and from Oregon City to as far west as the Beaverton Transit Center.

Frequent bus

"Frequent bus" means high-frequency local bus service along main streets or major routes with frequent stops. Stations feature covered bus shelters, lighting, benches and curb extensions. Frequent bus service will be enhanced on Sandy Boulevard, Killingsworth/82nd, MLK/Lombard, Hawthorne Boulevard, Division Street, Hall Boulevard, Kruse Way and Highway 43 and Belmont/NW 23rd Avenue, as well as Beaverton-Hillsdale Highway and Tualatin Valley Highway.



The commuter train (top) operates in the Boston area. Commuter rail is being studied for Washington County, between Beaverton and Wilsonville.

Portland's central city streetcar, opening in 2001, will be similar in style to this European design (bottom). Portland's streetcar will operate between PSU and Good Samaritan Hospital, with future planned extensions.

New buses

One of the major funding decisions is to purchase more buses to alleviate rush-hour overcrowding on the region's most-used transit routes. Providing new buses during peak use is one of the best ways to keep and gain new ridership. Service improvements during off-peak times are also being funded, as well as bus service to new areas.

Added bus shelters and better schedule information will also be provided.

Regional transit service strategy

Metro and Tri-Met have worked with residents and government partners to define a long-term transit strategy for the region. Future transit service will focus on regional centers, such as Gresham, Beaverton, Clackamas and



Public transit *(continued)*

MAYOR VIEW



Carolyn Tomei
Mayor of Milwaukie

"In working with Metro and the other governments in the region, my mission has been to provide a broad range of transportation choices to Milwaukie residents, support the livability of our community and ensure that our community is connected to the entire metropolitan region. The RTP reflects a careful balance between the transportation goals of the entire region and of local communities. Milwaukie is very pleased to be a partner in this planning effort."

Portland's central city. Improvements planned for the next 20 years will provide transit service that better meets the needs of a growing region by offering:

- Faster, more direct connections to different communities, minimizing the need to travel to downtown Portland to transfer.
- Better routes to serve neighborhoods, employment areas and schools.
- Efficient, reliable service with adequate space for passengers at all times.
- Improved bus connections for better access to light rail.
- New low-floor, air-conditioned buses with security cameras and bigger windows, providing service to all, including those using mobility devices.
- Improved bus stops, with shelters, lighting, phones, maps, schedules, better sidewalks and electronic signs with accurate bus arrival times.
- Support of transportation management associations to improve commute options for employees (see box at right).

Alternatives to rush hour



Transportation management associations, which are private enterprises or private/public partnerships, offer alternatives to employees driving to work alone during rush hour. TMAs can promote ride sharing, transit, walking, biking, work schedule changes and telecommuting to reduce rush hour traffic congestion. One TMA will be located in each regional center.

The Lloyd District TMA formed to reduce traffic congestion around the Lloyd Center area. The TMA has joined with Tri-Met to offer a PASSport program that increased the use of bus passes from 2,500 to nearly 5,000 employees in the Lloyd District during the past year.

The Lloyd District TMA negotiated four new bus lines, adding direct access from Southeast and Southwest Portland and Clark County. New bike lanes and bike parking facilities have also been added to the area. Businesses that participate in the TMA have seen a significant reduction in employees driving to work, thus complying with Oregon's commute rule.



Walking into the millennium



New, wider sidewalks are being built throughout the region to encourage more walking, as part of the regional pedestrian system. This sidewalk is on Northeast Grand Avenue in Portland.

Where would we be without walking? Walking is the most basic and reliable form of transportation. Everyone who can walk is a pedestrian, even those who need mobility assistance. In neighborhoods with good sidewalks and access to transit, more than 20 percent of all travel is on foot.

Metro wants to continue encouraging walking, which is our link to cars, bicycles, buses, trucks and light rail. It is also a valuable form of transportation to accomplish short trips in your neighborhood or to shops near work. Walking can link neighbors and communities, as well.

Improving streets to make them pedestrian-friendly is one goal of the Regional Transportation Plan. This will allow people to walk

safely in attractive areas, especially to transit and major centers. Community design can also help foster convenient walking routes. Walking trips are expected to more than double in the next 20 years, so pedestrian improvements are necessary.

Metro's Regional Transportation Plan calls for the development of a regional pedestrian system to make streets more walkable and improve walkways to public transit. Needed improvements include sidewalks, multiuse paths, curb extensions, bus shelters, safer street crossings, lighting, street trees, benches, landscaping and wide planting strips that buffer walkers from cars.

The design of pedestrian-friendly neighborhoods, with well-connected streets and sidewalks and nearby

shopping, fosters nearly four times more walking trips than other areas.

Examples of specific improvements in the plan to encourage walking are as follows:

- Retrofit existing streets in the Lloyd District, Hillsdale, Washington Square, Beaverton, Gateway and other centers to include wider sidewalks, safer street crossings, bus shelters, curb extensions and benches at major transit stops.
- Improve streets and corridors that connect to light rail transit in regional centers, such

as Gresham, Gateway, Beaverton and Hillsboro.

- Provide wide sidewalks along major transit corridors - particularly at transit stations and bus stops - with landscaped buffers, bus shelters and benches, curb extensions and marked or signal crossings.
- Construct new multi-use trails throughout the region, including along Phillips, Rock and Fanno creeks.
- Fill in missing sidewalks on arterial streets throughout the region.



Walking can be our link to nearby schools, parks, neighbors and shopping. Pedestrian-friendly design, with well-connected streets and wider sidewalks, is planned throughout the region.



Bicycles: from the past into the future

One of the best, cleanest and least expensive transportation choices in the region is bicycling. This is helped by the many new bicycle lanes striped on major streets around the region, with more planned for the near future.

A major goal of the plan is to provide a regional network of safe and convenient bikeways, including bike lanes, multi-use paths and bicycle boulevards. The goals include the following:

- Provide a regional, interconnected network of safe and convenient bikeways.
- Provide good bike access to downtown Portland and the regional centers.

- Increase the number of bicycle trips throughout the region.
- Ensure that transportation projects are designed to accommodate bicyclists.
- Encourage bicyclists, pedestrians and motorists to share the road safely.

There is a coordinated bicycle planning effort in the region, involving Metro, city of Portland, Clackamas, Multnomah and Washington counties, Tri-Met and the Oregon Department of Transportation.

Planned bicycle facilities fall into three categories:

Bike lanes - Striped sections of the roadway designated for bicycles. Bike lanes are planned on many major streets



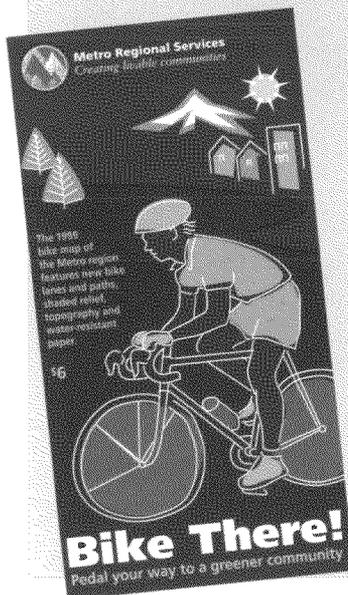
More bicycling will be encouraged through the addition of new bike lanes and bicycle boulevards around the region. Providing a regional, interconnected network of safe and convenient bikeways is one of the plan's goals.

throughout the region. One example is Greeley/Interstate, connecting the Portland central city to North and Northeast Portland. In Washington County, bike lanes on Cornell Road will help fill gaps in the regional bikeway system. Another example is the Division

Street boulevard project in Gresham, which includes bike lanes and sidewalks as part of the project.

Bicycle boulevard - A street with little traffic that becomes a through street for bicyclists while maintaining local access for cars. One example is the Tillamook bikeway in Northeast Portland, which includes a boulevard retrofit in the Hollywood town center.

Multiuse paths - Separated from car traffic, multi-use paths are used by bicyclists, pedestrians, skaters and other non-motorized travelers. An example for future construction is the Clackamas regional center trail, which connects area residents to North Clackamas Park.



Bike There! bike map on sale for a greener, cleaner community

Want to pedal your way to a better community? Metro's new and improved bike map is available. If you like to cycle, the bike map can help you find the best and safest way to travel around the region. Streets are color-coded for safety, and new bike lanes and paths are highlighted. Other features include shaded elevation, topography and water-resistant synthetic paper. You can purchase the bike map for \$6 from many local bike shops and bookstores and through Metro's web site at www.metro-region.org. Additional information about the bike map is available through Metro's web site or by calling the transportation hotline, (503) 797-1900, option 6.



Coping with traffic congestion

While the Regional Transportation Plan assumes that the automobile will continue to be a primary transportation option, it also recognizes that the amount of miles we drive - and therefore the degree of congestion on our roads - is directly related to the availability of varied and dependable transportation choices. For the most part, our road system is built to accommodate the heavy rush hour demand. It stands to reason that if demand is spread over more hours of the day or reduced through use of alternative travel choices, congestion will be better managed and the need to build costly road expansion projects reduced.

The transportation choices and land uses outlined in this newsletter can be tools to reduce growth in traffic congestion. In some cases, people will adjust their travel times to avoid rush hour traffic or workers may arrange to work at home on some days or to share rides with neighbors. Some trips could be made by using an improved transit network, including regional light rail, rapid bus, frequent bus, streetcars, and commuter rail, or by bicycling and walking. Our individual choices can help reduce congestion during peak traffic times.

The Regional Transportation Plan recognizes the following:

- Strategic road and highway improvements are needed to address the most critical areas of congestion.
- A realistic standard for traffic operations, based on what the public has indicated it is willing to fund, translates into some congestion during the morning and evening rush hours.
- Increased congestion can be avoided by providing people with more varied and reliable transportation choices.
- Efficient land use patterns, with employment centers and housing located near one another with easy access to transit and services, will help to manage congestion and sustain communities.

Moving goods and services

Congestion relief is an important focus of the plan's new projects, especially for freight. Our region is a major West Coast distribution center and the economy is dependent on the movement of goods and services to national and international ports. Freight

volumes are expected to more than double by the year 2040. Large trucks as well as local goods and service haulers, are heavily dependent on our shared transportation system. Improvements to the regional highways will focus on moving freight through key routes such as I-5, I-84 and I-205 and priority access to key industrial areas, rail yards, marine terminals and the airports.

Traffic management devices

Today, traffic management devices can help keep traffic moving through congested areas and can slow cars down in residential areas. Several techniques can make the road system smarter, including timing of traffic signals, traffic count stations, message signs, fiber optic interconnection and communication with a central management computer.

Traffic relief options apply to new highways

The Traffic Relief Options Study began in 1996 to review the concept of "congestion pricing" or "peak period pricing," which would charge drivers a fee for using major highways during peak hours. This could reduce the number of commuters using congested freeways by diverting them to other routes or dedicated lanes, or to use transit or travel at other times of day.

A citizen task force conducted an in-depth analysis of peak period pricing for the Portland metropolitan area. They concluded that:

- Peak period pricing could be an appropriate tool to manage congestion. It could also generate revenues to help fund needed transportation improvements.
- It should be considered a feasible option when major new highway capacity is added to congested corridors.
- Existing roadways should not be priced at this time.
- In the next two years, the region should identify a specific project to serve as a pilot project to test peak period pricing.

For more information, call the Metro transportation hotline, (503) 797-1900, and ask for the TRO final report.



Transportation funding puzzle

MAYOR VIEW



Lou Ogden
Mayor of Tualatin

"An effective transportation system is paramount to a meaningful growth management plan for our region. Wise investment of our precious few resources can only occur when all of us partner together working co-operatively and strategically. Fortunately for us and the taxpayers we represent, regional collaboration has resulted in a transportation plan that leverages local, regional, state and federal dollars to create the best integrated system possible within our means."

How to finance the future?

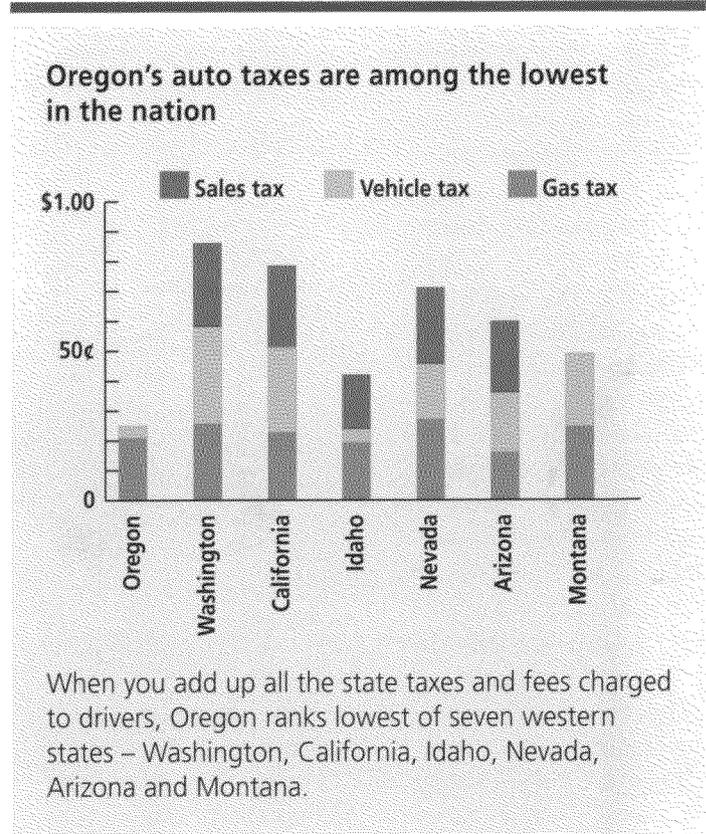
The Regional transportation Plan identifies three funding scenarios to help give elected officials and residents a picture of how different levels of investments can address future transportation needs.

The plan considers funding at three investment levels:

- *Existing resources system* – limited to current funding levels which fall short of maintaining the system already in place.
- *Preferred system* – includes all future projects necessary to meet the adopted goals and standards for the transportation system.
- *Strategic system* – lies in between the other two systems, and is made up of the most critical programs that are needed to keep pace with future growth.

The plan studies these investment levels during three time periods: short-term (five years), medium-term (10 years) and long-term (20 years).

Metro's existing resources system is estimated at \$1.94 billion through the year 2020 for the most-



needed road-related and transit projects.

But Metro estimates that to keep up with growth and build all necessary road-related and transit projects, the preferred system would require approximately \$9.09 billion.

The mid-level strategic system is projected to cost \$7.21 billion and would need increased revenue sources. A portion of this increase could be funded by the 5 cents per gallon gas tax increase and \$10 per biennium vehicle registration fee increase passed by the 1999 Oregon Legislature.

Now, here's the concern: state and local funding sources are currently too low to adequately maintain our existing transportation system. They are clearly inadequate to fund maintenance of the existing system or improvement projects identified in all three investment scenarios, even the lowest.

Closing the gap

The \$4.05 billion required by the mid-level strategic system for road-related projects translates to an increase of the gas tax by 2 cents per gallon per year during the next 20 years – an average increase of about \$12 per vehicle per year for 20 years.

Auto tax comparisons

Compared with other state auto-related taxes, Oregon ranks among the lowest in the nation. Many nearby states have higher total auto registration and related fees, sales taxes and gas taxes.

The average gas and auto taxes currently paid in Oregon is \$162.60 per year. In comparison, Washington residents pay \$564, Nevada residents pay \$455.10 and Idaho residents pay \$316.80. In California, average total gas and auto taxes come to \$466.20 per year.

Utility costs are another comparison. The proposed average Oregon road use taxes are \$27.10 per month, based on a two-car household. In comparison,

an average monthly electric bill is \$61.50 and water/sewer charges are \$45.70. Natural gas is \$37.55; cable TV \$29.40; local phone \$25 and trash pickup \$17.20. A two-zone bus pass is \$41 per month.

Funding future projects

Metro funds transportation projects with federal money through the Metropolitan Transportation Improvement Program.

The MTIP was updated recently to determine which projects in the plan will be funded during the four-year period of October 1999 through September 2003. Local governments and transportation agencies, such as Tri-Met, cities, counties and Port of Portland, submitted requests for projects to

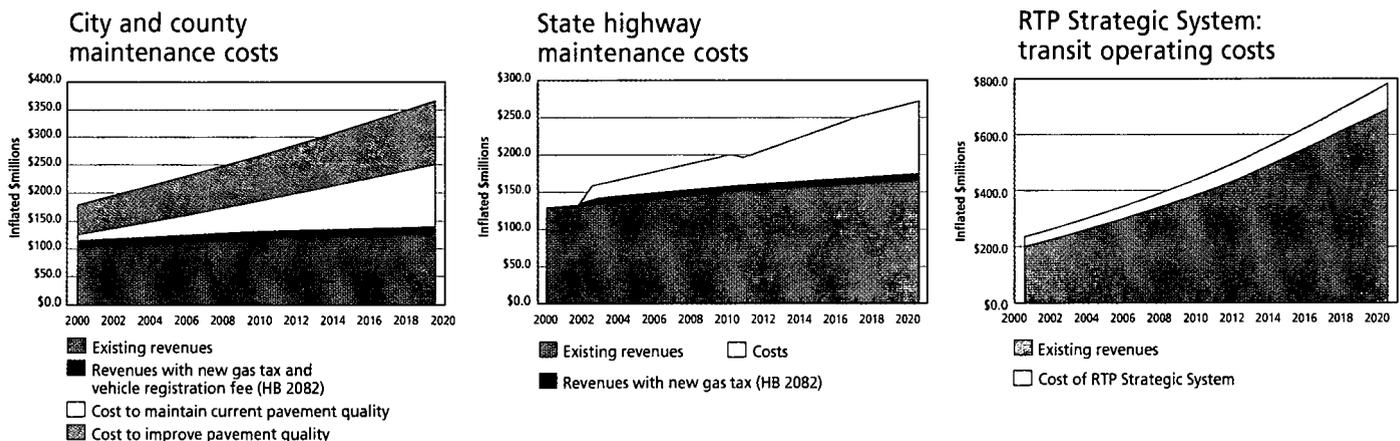
Legislative funding package

The 1999 Oregon Legislature took steps to partially close the funding gap. A package of transportation funding measures (House Bill 2082) was passed by the legislature and may be referred to voters in May 2000.

The package includes a 5-cents-per-gallon gas tax increase, and a \$10-per-biennium auto registration fee increase. The truck weight-mile fees would be replaced with a new 29-cent tax on diesel fuel and an increase in truck registration fees. In addition, it allows counties to enact a \$10 per year add-on to the vehicle registration fee.

If this package is enacted, it would help close the gap for two areas of need. It would fund approximately \$180 million of unfunded modernization projects on the state highway system in the metro area (\$600 million statewide). It would also allow the state, cities and counties to address some of the backlog of unmet maintenance and preservation needs of our highway and road system.

Operating and maintaining what's on the ground



Projections show that existing funding sources to maintain our road system already fall 7 percent short of need. The shortfall will grow to 44 percent because resources don't increase as quickly as costs and needs. While transit funds do grow, transit service needs to grow faster than current funding levels to make service more convenient to more people.



Transportation funding puzzle (continued)

Metro for consideration.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council then selected projects for funding that support a balance of alternatives, promote 2040 land use objectives, provide geographic equity and meet air quality standards.

The federal transportation act (ISTEA) adopted in 1991 ushered in a new era, calling for integrated planning and financing for all travel methods. This

region has met the federal challenge with a comprehensive and integrated long-range plan for transportation and land use.

How projects get funded

There is a selection process that all projects must go through before being accepted for funding:

Step 1 - Application

Application is submitted by state, regional or local jurisdiction.

Step 2 - Initial criteria

Elected officials establish "threshold criteria" that must be met to ensure consistency with regional planning goals.

Step 3 - Technical ranking

A technical score is calculated based on how well the project supports the 2040 Growth Concept and meets transportation goals. Project categories include: pedestrian, transit oriented development, bicycle, road modernization, road reconstruction, transit, freight, transportation demand management and

boulevard projects.

Step 4 - Selection

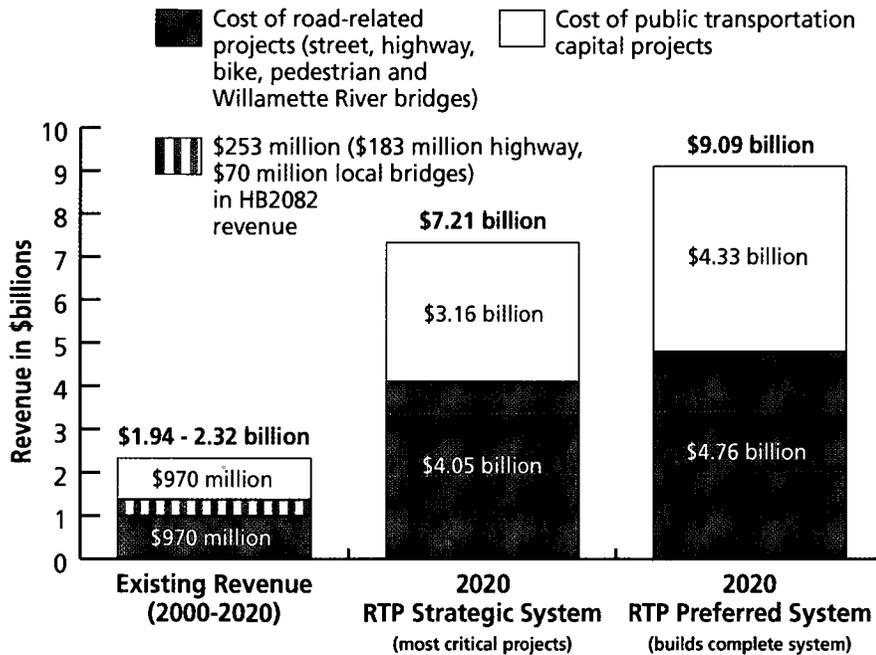
If the funding amount is available and project meets all necessary criteria, the project is recommended for public hearing and funding by JPACT and Metro Council elected officials.

Where the money comes from

The region's transportation system is funded through a combination of federal, state, regional and local money sources. Federal funds are given to this region with differing requirements on how they can be spent. The state generates funds through a series of user fees that are constitutionally limited to road use, including a gas tax, taxes on heavy trucks, vehicle/truck registration fees and drivers license fees. Tri-Met and SMART (Wilsonville) collect regional transit funds through a business payroll tax and fares. Local sources include county gas taxes, dedicated property tax levies and other development-related fees.

How to close the gap?

Transportation needs exceed available revenue



The strategic system is projected to cost \$7.21 billion, of which more than half includes street, highway, bike, pedestrian and Willamette River bridges projects.

Metro: Protecting the nature of our region

"It's better to plan for growth than ignore it."

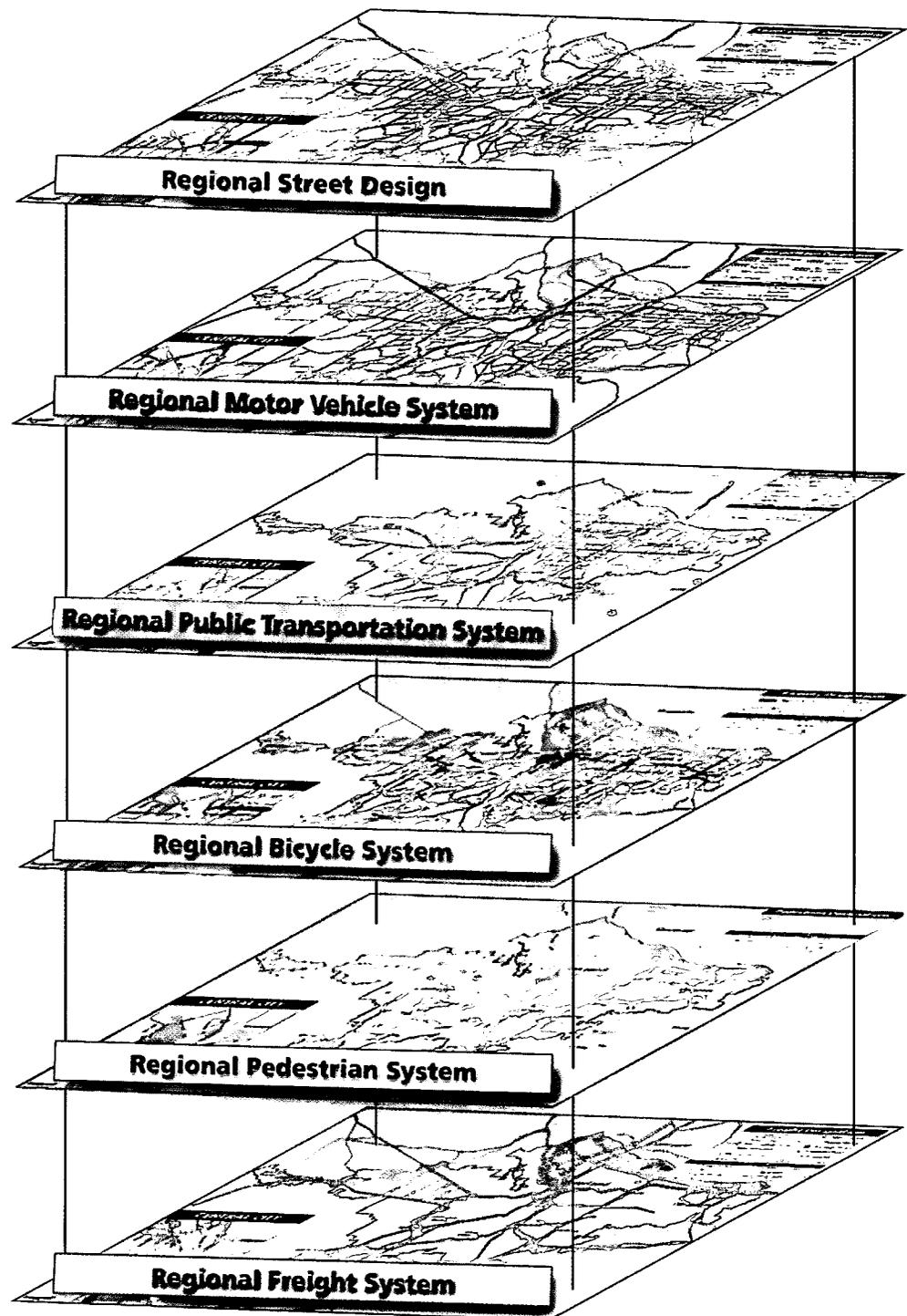
Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth - things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

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Metro's web site:
www.metro-region.org

Building the Regional Transportation Plan



The Regional Transportation Plan brings together all aspects of our transportation system: street design, arterial streets, highways, public transportation, bikeways, pedestrian walkways and freight movement. They combine to create a collective vision for transportation for the next 20 years.



Moving into the new millennium

We are poised on the threshold of new challenges as we enter the 21st century. One of the most visible concerns affects us all: traffic congestion.

Metro's main task is to maintain this region's livability as we plan for more growth in population. Keeping communities livable is our primary goal, now and into the next millennium.

The Regional Transportation Plan, summarized in this newsletter, is the culmination of four years of work by citizens, local government partners and Metro. The plan sets out a collective vision for the future of our region. In doing so, it reflects Metro's commitment to link transportation, land use and environmental planning so that our future can reflect our values.

A balanced transportation system is at the heart of the plan, including walking, bicycling, driving, using transit and keeping freight moving to national and international destinations.

The plan also incorporates the 2040 Growth Concept, which is based on using land wisely. The 2040 Growth Concept directs new development to population centers and along existing transportation corridors.

When 2020 arrives, we hope people will look back and recognize everyone's current efforts to protect the livability of the Portland metropolitan region.

Sincerely,



Mike Burton

Mike Burton
Metro Executive Officer



Rod Monroe

Rod Monroe
Metro Council Presiding Officer



METRO

Regional Services

600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

COUNCILOR VIEW



Ed Washington
Metro Council
District 5

"As we look to the future, there are two basic issues that we must balance. One is how to plan for a road transportation system that really works because it is such an important link in our economy. The second issue is to provide alternatives that help protect the health of the people and the livability of their neighborhoods."

Linking land use and transportation

The 2040 Growth Concept

Adopted in 1995, the 2040 Growth Concept is a 50-year vision of where expected growth should occur in the Portland metropolitan region. This vision is based on using urban land wisely and directs development to centers and along existing major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and national and international goods movement.

The Regional Transportation Plan

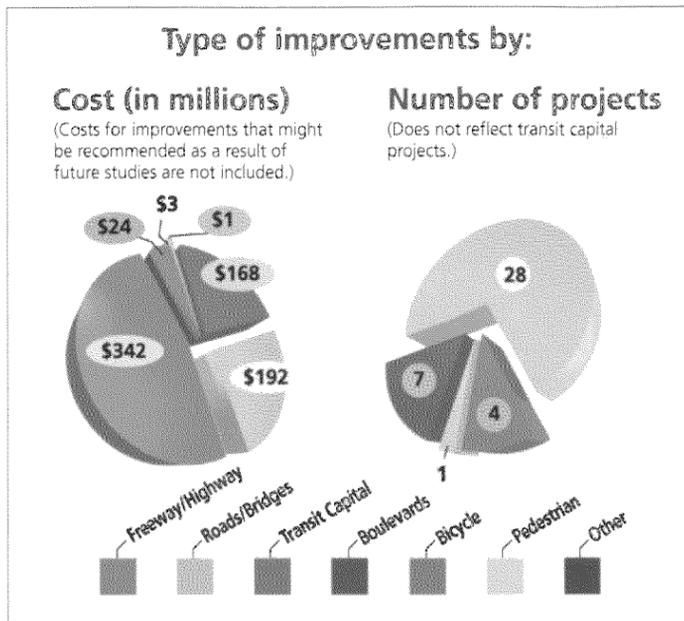
The Regional Transportation Plan sets a regional framework that coordinates city, county, Tri-Met, Oregon Department of Transportation and Port of Portland transportation plans. It identifies specific transportation projects and programs needed to improve our choices for travel and create livable communities throughout the region as envisioned in the 2040 Growth Concept. It also identifies a financial strategy to achieve this vision. Examples of the types of projects included in the plan are: retrofits of major

streets for walking, biking and transit; new street connections and capacity improvements; new multiuse paths and better bike-pedestrian connections to existing paths; and expanded transit service to destinations throughout the region.

In addition, the Regional Transportation Plan identifies other projects that focus primarily on improving regional mobility and access to industrial areas and facilities where goods move from one transportation mode to another. These improvements are primarily focused along major highway corridors throughout the region, including I-205, I-84 and the Mount Hood Parkway in East Multnomah County.

For more info

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Fall 1999 Facts Pack

Getting There newsletter,
The RTP in brief

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 - 2 Portland Central City
 - 3 East Multnomah County
 - 4 Pleasant Valley and Damascus
 - 5 Urban Clackamas County
 - 6 South Washington County
 - 7 North Washington County
 - 8 Transit Service Strategy

Metro - Protecting the nature of our region

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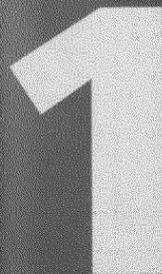
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INSIDE

Road expansion

- I-5 North
- I-84
- I-205
- Northeast Portland Highway
- Airport access
- New street connections

Transit

- Expanded transit service
- Pedestrian access
- Bus shelters and benches
- Employee commuting programs

Bicycle and pedestrian facilities

- Sidewalks
- Bike lanes
- Multiuse paths



METRO
Regional Services
Creating livable communities

Getting There
West Columbia Corridor

Update on Regional Transportation Plan Projects

FALL 1999

A close-up look at the 20-year regional transportation blueprint for West Columbia Corridor from I-205 to Rivergate



Industry throughout the region will require many freeway and rail improvements during the next 20 years to maintain access to the marine terminals on the Willamette and Columbia rivers (Terminal 6 pictured).

Planned transportation projects

More than 50 projects and programs have been identified to serve the West Columbia Corridor subarea during the next 20 years. These projects are considered to be the most critical in terms of serving planned growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

- Complete the I-5 Trade Corridor study to determine the scope and phasing of transit and road-related improvements in the corridor. Implement identified 20-year improvements.
- Implement and refine Columbia Corridor study recommendations to address

full corridor needs from the Rivergate industrial area to I-205, including the development of a streamlined connection in the US 30 Bypass corridor that reduces the need for peak-period freight use of I-84 and inner northeast portions of I-5.

- Expand transit service to include light rail transit from the Rose Quarter transit center to Expo Center, then potentially to Vancouver, and from Gateway to Portland International Airport in addition to express bus, taxi service, inter-city shuttles and other shuttle service to the airport.

- Make capacity improvements along NE Portland Highway, I-5, Marine Drive and Lombard Street to maintain an acceptable level of freight access to marine terminals in the Rivergate and West Hayden Island intermodal

areas and rail-loading facilities in the Union Pacific Yard near Swan Island.

- Capacity improvements to I-205 and Airport Way to maintain an acceptable level of access to passenger and freight terminals in the airport area.
- Complete a corridor study of I-205 that focuses on freight mobility, access to the airport and future general purpose capacity needs. See urban Clackamas County fact sheet for improvements in this corridor.
- Build new street connections in the Portland International Center, including Marx Drive, Alderwood Road, International Parkway and Cornfoot Road extensions.

turn to back page



This digital rendering shows the proposed new marine cargo complex on West Hayden Island including the new bridge access proposed in the Regional Transportation Plan.

CITIZEN VIEW



Bob Walsh
President
Port of Portland Commission

"The ability to move freight quickly and efficiently is key to the region's economic vitality and competitiveness. As freight volumes in the region are projected to double in the next 30 years, the Port of Portland recognizes the Regional Transportation Plan as an important tool in planning for the future."

2011-2020

4028 Airport Way/82nd Grade Separation

Construct a grade-separated overcrossing at the intersection of Airport Way and 82nd Avenue.

4039 NE 92nd Avenue

Improve the street between Columbia Boulevard and Alderwood Road to better facilitate circulation in the Portland International Center development. Scope of project is not fully defined.

Rivergate Industrial Area 2000-2005

4062 Marine Drive Improvement - Phase 1

Reconstructs Marine Drive to five lanes from the Terminal 6/ Marine Drive intersection to 2.5 miles east, including bike lanes, sidewalks and vegetated buffer of adjacent trail and natural resource area from the Columbia Slough to the N. Marine Drive overpass. This project also signalizes the intersection at the Terminal 6 entrance and Marine Drive to improve safety.

4065 South Rivergate Entry Overpass

Construct an overpass from the intersection at Columbia Boulevard and Lombard Street to South Rivergate entrance to separate rail and vehicular traffic.

4066 Columbia River Channel Deepening Study

Study to determine the feasibility of deepening the Columbia River channel from Astoria to Portland.

4068 Rivergate Rail Expansion

Expand railroad capacity in the Rivergate industrial area to increase bulk capacity for mineral and agricultural products and improve train flows within the industrial area.

2006-2010

4061 West Hayden Crossing

Construct new four-lane bridge from Marine Drive to Hayden Island to serve as the primary access to marine terminals on the island.

4063 N. Lombard Improvements

Widen Lombard Street to four lanes from Purdy Street to Ramsey Street.

4069 Hayden Island Rail Access

Increase rail access to Hayden Island.

4070 Additional Tracks - Kenton Line

Construct additional rail tracks for staging of Pacific Northwest unit trains.

2011-2020

4064 Marine Drive Improvement - Phase 2

Reroute rail tracks and construct an above-grade rail crossing at the Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.

4067 Columbia River Channel Deepening

Deepen the Columbia River channel to 43 feet from the mouth of the river in Astoria to Portland to better serve the new class of larger container ships.

Regional Highways 2000-2005

4003 I-5 Interstate Bridge and I-5 Widening

Add capacity to the I-5/ Columbia River bridge and widen I-5 from Columbia Boulevard to the Interstate Bridge based on final recommendations from I-5 Trade Corridor Study.

4009 I-5 Trade Corridor Study

Study to define an appropriate mix of improvements from I-405 to I-205, including adding capacity and transit service within the corridor.

2006-2010

2068 I-205 Direct Ramp

Redesign the I-205 off-ramp at Airport Way.

4005 I-5 North Improvements

Widen I-5 to three lanes in each direction from Lombard Street to the Expo Center exit.

4006 I-5/Columbia Boulevard Improvement

Construct a full diamond interchange at I-5 and Columbia Boulevard.

4008 I-205 North Corridor Study

Develop a long-term traffic management plan for I-205 from I-84 to the Columbia River to limit congestion and improve traffic flow.

2011-2020

2069 I-205 Interchange Improvement

Construct a new I-205 northbound on-ramp from Airport Way.

2070 I-205 Interchange Improvement

Widen the existing I-205 southbound on-ramp from Airport Way.

2071 I-205 Auxiliary Lane

Construct new north- and southbound auxiliary lanes from Airport Way to Columbia Boulevard.

2072 I-205 Auxiliary Lane

Construct new north- and southbound auxiliary lanes from I-84 to Columbia Boulevard.

4004 I-5 Reconstruction and Widening

Reconstruct and widen I-5 from I-84 to Greeley Avenue in addition to various bridge and ramp improvements along this section of I-5 to improve access to the Lloyd District and Rose Quarter.

Regional Transit

The projects listed in the Regional Transit section identify major transit capital projects and other improvements that enhance rapid bus and frequent bus service. Capital improvements for rapid bus routes and stations would include transit preferential treatments such as queue-by-pass lanes and signal preemption, park-and-ride facilities, possible off-street station areas and station amenities such as schedule information, ticket machines, lighting, benches, covered shelters and bicycle parking. Capital improvements for frequent bus routes and stations would include transit preferential treatments such as signal preemption and passenger amenities such as schedule information, covered shelters, curb extensions, lighting and benches. (See Transit Service Strategy fact sheet for additional information on transit service.)

2000-2020

1000 and 1002 Light Rail Expansion

Extend light rail service from the Rose Quarter transit center north to the Portland Metropolitan Exposition Center and then potentially to Vancouver, Wash.

4002 Transit Station and Park-and-Ride Lot Upgrades

Construct, expand and/or upgrade transit stations and park-and-ride lots throughout the subarea, including facilities in St. Johns, Linnton, Parkrose and Kenton.

2000-2005

4000 Airport Light Rail

Complete new light rail transit service from Gateway regional center to the Portland International Airport terminal.

4019 Light Rail Station/Track Realignment

Constructs new light rail station in conjunction with development of the Portland International Center.

2006-2010

1135 MLK/Lombard Frequent Bus

Provide capital improvements that enhance new frequent bus service along MLK Boulevard and Lombard Street from downtown Portland to St. Johns.

4001 Killingsworth Frequent Bus

Provide capital improvements that enhance new frequent bus service along Killingsworth Street from Swan Island to the Clackamas regional center.

Regional Trails 2000-2005

4073 Kelley Point Park Access Trail/40 Mile Loop Trail

Construct a multiuse trail for bicycles and pedestrians along the north bank of the Columbia Slough.

4074 Rivergate Bicycle and Pedestrian Trail

Construct a multiuse trail for bicycles and pedestrians along the Columbia Slough in the Rivergate area.

4076 Columbia Slough Greenway Trail Study

Future study to determine the feasibility of constructing a multiuse trail from Kelley Point Park to Blue Lake Regional Park.

COUNCILOR VIEW



Presiding Officer
Rod Monroe
Metro Council
District 6

"Native Oregonians, as well as those who have just moved here, know the same thing: that this Metro region is a very special place to live. This Regional Transportation Plan works to preserve what makes the region so special while protecting our precious resources."

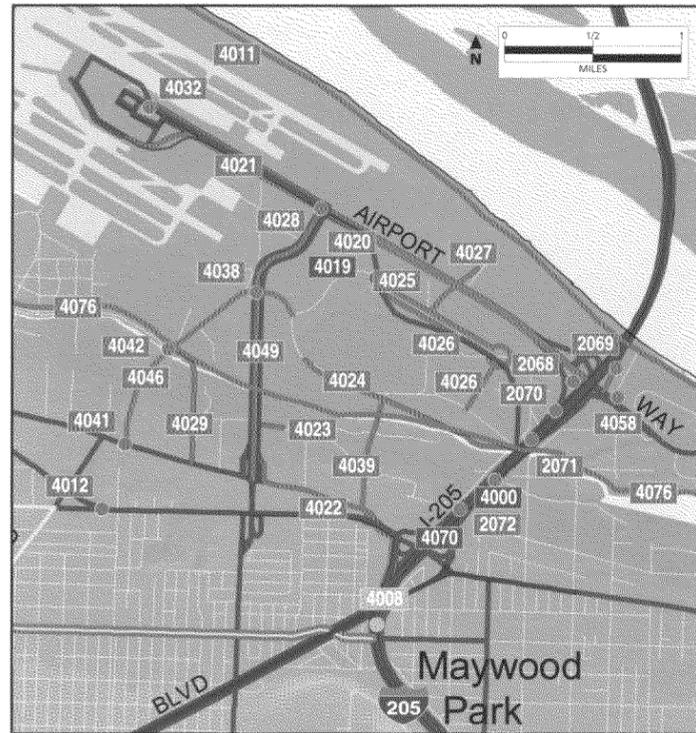
Priority projects by area

CITIZEN VIEW



Bill Stewart
Freight delegate
Regional Transportation Plan
Citizen Advisory Committee

"Good freight mobility is particularly important to the Portland area as we have traditionally served as a distribution center for much of the Northwest. A Regional Transportation Plan that recognizes the importance of freight is critical to the long-term well being of the regional economy."



4016 North Willamette Crossing Study

Future study to determine the need for a new bridge from US 30 to the Rivergate industrial area.

2010-2020

4072 N. Force/Broadacre/Victory Bikeway

Provide a signed bikeway connection to the I-5 river crossing.

Portland International Airport Industrial Area 2000-2005

4020 Airport Way Improvements, East

Widen Airport Way to three lanes in both directions from 82nd Avenue to I-205.

4022 East End Connector

Construct an at-grade intersection connection from Columbia Boulevard at 82nd Avenue to US 30 Bypass/I-205 interchange and widen I-205 southbound on-ramp at Columbia Boulevard. This project is intended to better distribute traffic between Columbia Boulevard and Lombard Street.

4023 Marx Drive Extension

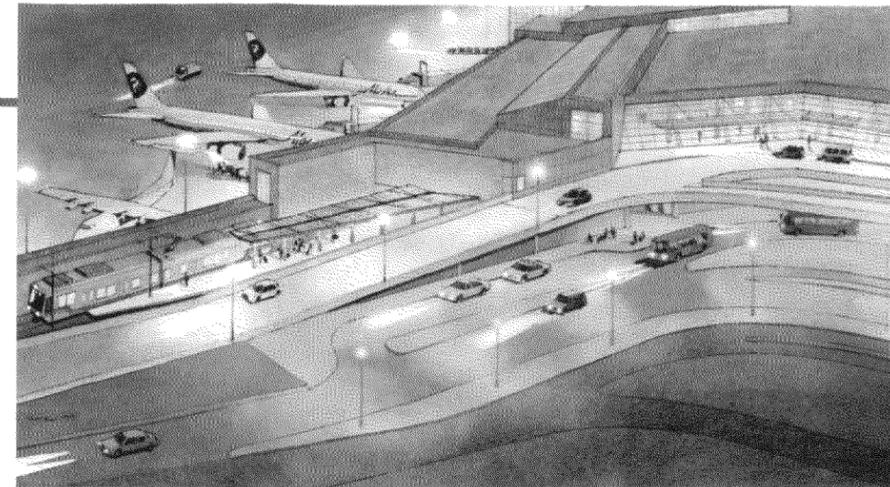
Construct a two-lane extension of Marx Drive to 82nd Avenue.

4024 Alderwood Road Extension

Construct a three-lane extension of Alderwood Road to Clark Road.

4025 International Parkway Extension - Phase 1

Construct a three-lane extension of International Parkway to Cascade Avenue.



Light rail to the airport is already under construction and will provide passenger service from Gateway to the main terminal (as shown in this rendering.)

4027 Airport Way/Cascade Grade Separation

Construct a grade-separated crossing at the intersection of Airport Way and Cascade Avenue and widen Airport Way to four lanes in each direction from a new overcrossing to I-205.

4030 NE 11/13th Avenue Connector

Construct a new three-lane roadway and bridge at Columbia Boulevard.

4032 Airport Way Terminal Entrance Roadway Relocation

Relocate and widen Airport Way at the terminal entrance to maintain access and circulation in the terminal area.

4037 Columbia and Lombard Intersection Improvements

Widen turn lanes at the intersection of MLK and Columbia boulevards and MLK Boulevard and Lombard Street.

4040 47th Avenue Intersection and Roadway Improvements

Widen and reconfigure intersection at 47th Avenue and Columbia Boulevard to better facilitate truck turning movements to the cargo area located within the airport area.

4041 Columbia Boulevard/Alderwood Improvements

Widen and signalize the intersection at Alderwood Road and

Columbia Boulevard to better facilitate truck turning movements to the cargo area located within the airport area.

4042 Cornfoot Road Intersection Improvement

Widen turn lanes and signalize the intersection at Alderwood Road and Cornfoot Road.

4049 NE 82nd Avenue Bikeway

Retrofit the existing street with bike lanes from Columbia Boulevard to Airport Way to improve access to the Columbia Corridor.

4054 N. Columbia Pedestrian Improvements - Phases 1 and 2

Construct sidewalks and safer pedestrian crossings.

4055 Airtrans/Cornfoot Intersection Improvement

Signalize the intersection and reconfigure traffic flow to provide efficient movement of traffic to adjacent properties.

4057 N./NE Marine Drive Traffic Management Improvements

Implement comprehensive traffic management plan in the corridor to improve traffic flow. This project includes three new traffic signals between N. Portland Road and 185th Avenue, better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

4058 NE Airport Way Traffic Management Improvements

Implement comprehensive traffic management plan in the corridor to improve traffic flow. This project includes three new traffic signals between I-205 and 158th Avenue, better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

2006-2010

4021 Airport Way Improvements, West

Widen Airport Way to three lanes in both directions from 82nd Avenue to the airport terminal.

4029 Cornfoot Road Extension

Construct a two-lane extension of Cornfoot Road from Alderwood Road to Columbia Boulevard to better facilitate truck access to the cargo area located within the south airport area.

4038 82nd Avenue/Alderwood Road Improvement

Modify the traffic signal at the intersection of 82nd Avenue and Alderwood Road and construct a right turn lane on southbound 82nd Avenue and a second right turn lane on westbound Alderwood Road.

4043 33rd/Marine Drive Intersection Improvement

Signalize the intersection at 33rd Avenue and Marine Drive.

4046 NE Alderwood Bikeway

Retrofit the existing street with bike lanes from Columbia Boulevard to Alderwood trail to improve access to the Columbia Corridor industrial and employment areas.

4050 N./NE Columbia Boulevard Bikeway

Retrofit the existing street with bike lanes from Lombard Street east to MLK Boulevard to improve access to the Columbia Corridor industrial and employment areas.

4056 Columbia Boulevard - Traffic Management Improvements

Implement comprehensive traffic management plan in the corridor to improve traffic flow. This project includes better signalization between N. Burgard Street and I-205, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

Columbia Corridor 2000-2005

1139 St. Johns Bridge Restoration

Complete restoration improvements to the bridge.

1152 I-5 Freight Mobility Study

Study to identify improvements to N. Lombard Street to provide better truck access to Rivergate and protect adjacent neighborhoods from freight truck traffic.

4011 NE Marine Drive Bikeway

Retrofit existing street with bike lanes from I-5 to 122nd Avenue to improve access to the Columbia Corridor.

4013 US 30 Bypass - Phase 1 Refinement Study

Study to refine long-term improvements defined in the Columbia Corridor Study, including consideration of additional system and access management strategies.

4014 US 30 Bypass Study - Phase 2

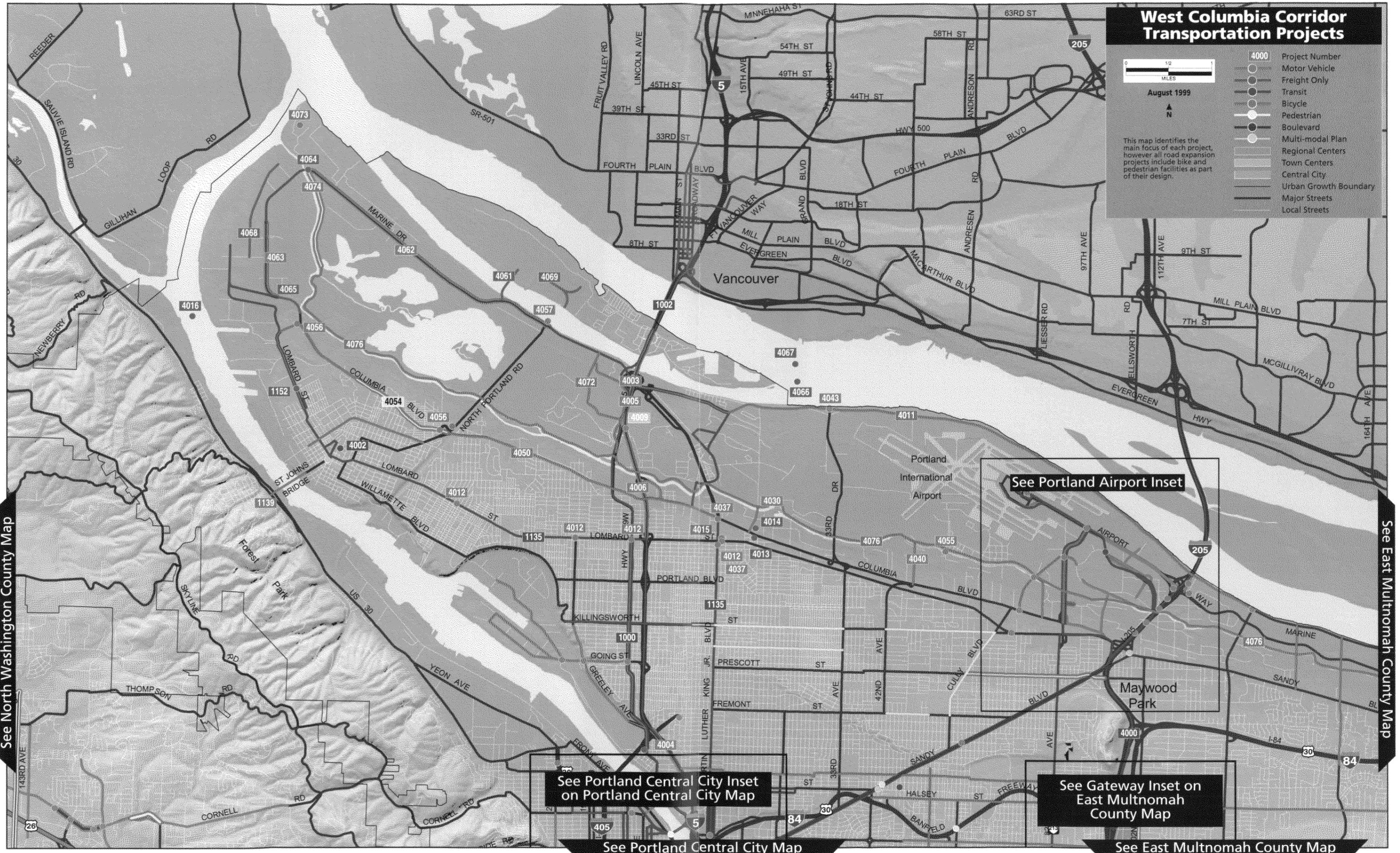
Study to define improvements needed to support US 30 Bypass as a long-term primary freight route from I-5 to I-84.

4015 US 30 Bypass Improvements Study

Study to define improvements needed for better transition of freight movement from Lombard Street to Columbia Boulevard within the US 30 Bypass corridor.

4012 N./NE Lombard/Killingsworth Traffic Management Improvements

Implement comprehensive traffic management plan in the corridor to improve traffic flow. This project includes better signalization at MLK Boulevard, Interstate Avenue; Greeley Avenue, Portsmouth Avenue and Philadelphia Avenue message signs; fiber optic interconnection and communication with the city of Portland's central management computer.



open for list of corresponding project descriptions

- Retrofit major streets in centers and main streets with "boulevard" designs, including Grand/MLK Boulevard and Broadway/Weidler Street couplets in the Lloyd District, Sandy Boulevard in the Hollywood town center, Hawthorne Boulevard and Division Street in Southeast Portland and Barbur Boulevard, Capitol Highway and Beaverton-Hillsdale Highway in Southwest Portland. Boulevard designs include better sidewalks and street crossings, bikeways, curb extensions, lighting, bus shelters and benches.

- Preserve the Willamette River bridges, including sidewalk repair, deck replacement, painting and liftspan repair. Implement South Willamette River crossing recommendations for the Sellwood Bridge.

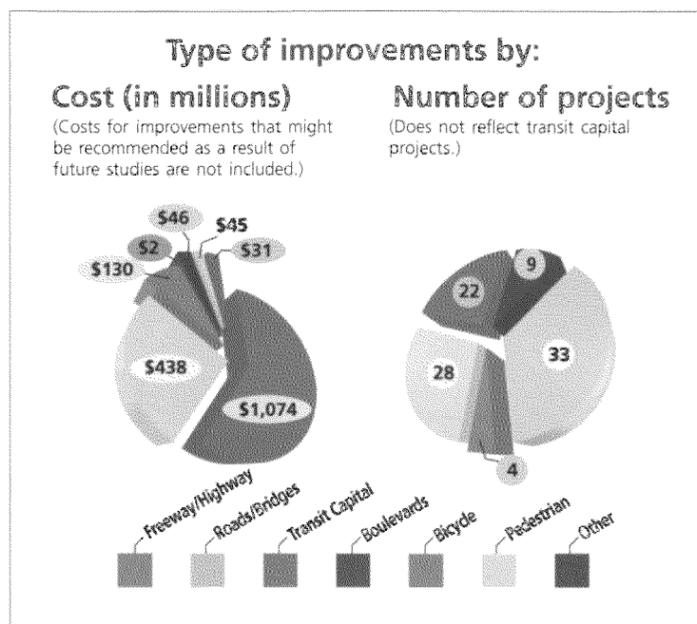
- Emphasize system management strategies and traffic calming throughout Southeast Portland to improve traffic flow and mitigate impact of spillover east/west traffic in the Banfield corridor, particularly along arterial streets parallel to I-84 such as Halsey, Glisan, Burnside and Stark.

COUNCILOR VIEW



Presiding Officer
Rod Monroe
Metro Council
District 6

"Native Oregonians, as well as those who have just moved here, know the same thing: that this Metro region is a very special place to live. This Regional Transportation Plan works to preserve what makes the region so special while protecting our precious resources."



Linking land use and transportation

The 2040 Growth Concept

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INSIDE

Metro - Protecting the nature of our region

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US 30
Northeast Portland
Highway

Transit

Expanded transit service
Pedestrian access
Bus shelters and benches
Employee commuting programs

"Boulevard" retrofits

Central city
Town centers
Main streets

Bicycle and pedestrian facilities

Wider sidewalks
Street lighting and landscaped buffers
Bike lanes
Multiuse paths
Springwater Trail access



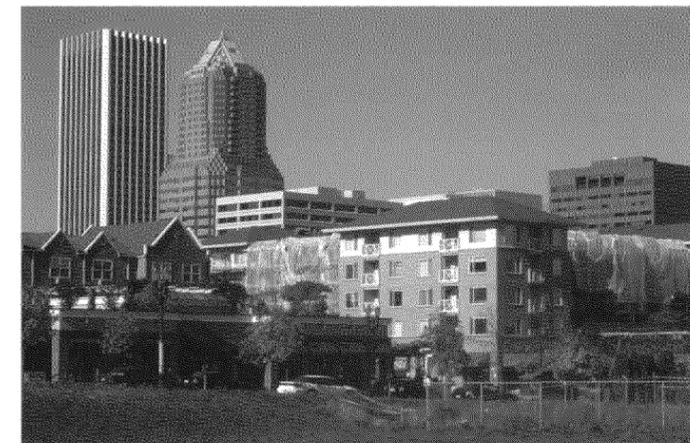
METRO
Regional Services
Creating livable communities

Getting There Portland Central City

Update on Regional Transportation Plan Projects

FALL 1999

A close-up look at the 20-year regional transportation blueprint for Portland central city and neighborhoods



Transportation improvements in the central city are aimed at linking emerging neighborhoods such as the River District, North Macadam and River-Place (pictured) to the heart of downtown.

Planned transportation projects

Nearly 120 projects and programs have been identified to serve this subarea during the next 20 years. These projects are considered to be the most critical in terms of serving expected growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

- Make capacity improvements to I-5 north of Lombard, I-5 south near I-405, 99E to Milwaukie, US 26 west of Sylvan and US 30 in the Columbia Corridor to address predicted increases in traffic that are expected to impact the movement of people and goods to the central city and through the region.

- Add a light rail extension from Rose Quarter transit center to the Expo Center, Clackamas regional center to Rose Quarter transit center, then potentially to Vancouver, Wash., in addition to more frequent service along eastside and westside MAX. Interim bus transit service will serve the McLoughlin Boulevard/Highway 224 corridor from Clackamas regional center to the Portland central city until light rail service can be provided.

- Conduct a detailed I-5 North corridor study and phase implementation of future transit and road-related improvements needed to enhance interstate travel, particularly goods movement to and from the region in this corridor. See *West Columbia Corridor fact sheet for improvements in this corridor.*

- Add rapid bus improvements along Powell Boulevard/Foster

Road to downtown Portland. Evaluate how to implement high-capacity transit service along the Powell/Foster corridor, given the right-of-way constraints in the corridor and expected urbanization of the Damascus area.

- Complete a corridor study of Barbur Boulevard to determine feasibility and timing for high-capacity transit service along this route.

- Complete streetcar improvements in downtown Portland, and rapid and frequent bus improvements from the central city to Gresham, Gateway and Clackamas regional centers and Milwaukie, Tigard, Wilsonville and Hillsdale town centers.

- Expand park-and-ride facilities along the Banfield corridor east of I-205 where such facilities do not conflict with planned land uses.

turn to back page

Hillsdale Town Center 2000-2005

1168 Hillsdale Intersection Improvements Redesign the intersection at Beaverton-Hillsdale Highway, Capitol Highway and Bertha Boulevard to improve safety.

1172 SW Bertha Bikeway Improvements Widen street from Vermont Street to Beaverton-Hillsdale Highway to construct bicycle lanes.

1174 and 1175 Capitol Highway Pedestrian and Bicycle Improvements Construct bicycle lanes, sidewalks and better crossings for pedestrian and bicycle safety and improve access to transit.

2006-2010

1177 SW Sunset Pedestrian and Bicycle Improvements Construct bicycle lanes, sidewalks and crossing improvements for pedestrian and bicycle safety and improve access to transit.

1181 Beaverton-Hillsdale Highway Traffic Management Improvements Implement comprehensive traffic management plan along Beaverton-Hillsdale Highway to limit traffic congestion and improve traffic flow. This project includes better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

2011-2020

1169 SW Vermont Bikeway – Phase 1 and 2 Retrofit existing street with bicycle lanes from Oleson Road to Terwilliger Boulevard to improve access to the town center.

1171 SW 30th Avenue Bikeway Retrofit existing street from Beaverton-Hillsdale Highway to Vermont Street with bicycle lanes to improve access to the town center.

1176 SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements Retrofit existing street from Capitol Highway to 65th Avenue to include better sidewalks and crossings, bicycle lanes and other improvements that enhance access to transit such as curb extensions.

Raleigh Hills Town Center 2000-2005

1189 SW 62nd Avenue at Beaverton-Hillsdale Highway Install a median refuge to make it safer for pedestrians to cross Beaverton-Hillsdale Highway.

2006-2010

1184 Beaverton-Hillsdale Highway/Scholls Redesign Redesign Beaverton-Hillsdale Highway and Scholls Ferry Road intersection to improve safety for all modes of travel.

1185 Oleson Road Improvements Upgrade existing street to urban standards from Fanno Creek to Hall Boulevard. This project involves constructing bicycle lanes and sidewalks where they do not currently exist and providing lighting, better crossings, bus shelters, benches and a new traffic signal at 80th Avenue.

2011-2020

1186 Scholls Ferry Bikeway Retrofit existing street with bicycle lanes from Beaverton-Hillsdale Highway to the Multnomah County line to improve access to the town center.

West Portland Town Center 2000-2005

1193 West Portland Town Center Safety Improvements Construct safety improvements, including traffic signals at the intersection of Capitol Highway, Taylors Ferry Road, Huber Street and Barbur Boulevard, and better sidewalks and crossings.

1195 Barbur Boulevard Design Retrofit existing street within town center to include better sidewalks, curb extensions and safer street crossings.

1198 SW Taylors Ferry Bikeway Retrofit existing street from Capitol Highway to city limits to include bicycle lanes and will involve widening the shoulder and drainage improvements.

1200 Pedestrian Overpass near Markham School Construct a pedestrian crossing over I-5 connecting SW Alfred Street and 52nd Avenue.

1202 SW Capitol Highway Pedestrian and Bicycle Improvements Retrofit existing street from Multnomah Boulevard to Taylors Ferry Road to construct bicycle lanes, sidewalks and safer street crossings for pedestrian and bicycle safety and to improve access to transit.

1206 West Portland I-5 Crossings Study Study to identify possible new connections over I-5 to serve motor vehicle, pedestrian and bicycle travel.

2006-2010

1245 Capitol Highway – Phase 2 Implement West Portland town center study recommendations.

2011-2020

1201 West Portland Town Center Pedestrian District Retrofit Barbur Boulevard and Capitol Highway and intersecting streets within the town center to include better sidewalks and crossings, curb extensions, bus shelters and benches.

Portland Main Streets 2000-2005

1211 Garden Home/Oleson/Multnomah Improvements Reconstruct intersection and provide better sidewalks and crossings to improve access to town center from Multnomah Boulevard to 71st Avenue.

1214 Division Street Transit Improvements – Phase 1 Construct improvements that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1217 Multnomah Pedestrian District Construct improvements in Multnomah along Capitol Highway and Multnomah Boulevard that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1219 Belmont Pedestrian Improvements Identify improvements along Belmont from 12th to 43rd Avenue that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1220 Fremont Pedestrian Improvements Identify improvements along Fremont from 42nd Avenue to 52nd Avenue that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1221 Killingsworth Pedestrian Improvements Identify improvements along Killingsworth from Williams to 33rd and 42nd to Cully that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1223 NE Alberta Pedestrian Improvements Construct improvements along Alberta from MLK Boulevard to 33rd Avenue that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1224 NE Cully/57th Pedestrian and Bicycle Improvements Construct improvements that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1227 SE Tacoma Main Street Study Study to identify boulevard-type improvements from Sellwood to McLoughlin Boulevard that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1229 SE Woodstock Main Street Study to identify improvements along Woodstock from 39th to 49th Avenue that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as better lighting, bus shelters, benches and crossings.

1239, 1240 and 1242 Traffic Management Improvements Implement comprehensive traffic management plan along Sandy Boulevard, 82nd Avenue and MLK/Interstate Avenue to limit traffic congestion and improve traffic flow. These projects include traffic count stations, better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

1247 SE Holgate Bikeway – Phase 1 Stripe bicycle lanes along street from 42nd Avenue to the Portland city limits.

1253 NE Prescott Pedestrian and Bicycle Improvements Construct bicycle lanes, sidewalks and crossing improvements for pedestrian and bicycle safety and to improve access to transit.

2014 Ventura Park Pedestrian District Retrofit existing streets along eastside MAX to include better sidewalks and crossings, curb extensions, bus shelters and benches at major transit stops.

Projects to improve traffic circulation and pedestrian crossings are proposed for the Raleigh Hills town center.



2006-2010

1231 Tacoma Street Traffic Management Implement comprehensive traffic management along Tacoma Street to limit traffic congestion and improve traffic flow. These projects include better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

2011-2020

1222 SE Milwaukie Pedestrian Improvements Identify improvements along Milwaukie from Yukon Street to Tacoma Street that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

Banfield Station Communities 2006-2010

1263 Banfield Pedestrian Improvements Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters and benches.

Willamette River Bridges 2000-2005

1005, 1006 and 1007 Willamette River Bridges Rehabilitation These projects provide a range of improvements to the Broadway, Burnside Morrison and Sauvie Island bridges, including sidewalk repair, deck replacement, painting and lift span repair.

1077 Caruthers Bicycle/Pedestrian Bridge If a new light rail bridge is constructed across the Willamette River, include bike/pedestrian facilities to connect to downtown.

1079 Steel Bridge Pedestrian Way (RATS Phase 1) Construct bicycle and pedestrian overcrossing to improve access to the Steel Bridge and the East Bank esplanade.

2006-2010

1012 Sellwood Bridge Implement South Willamette River Crossing Study recommendations for the Sellwood Bridge.

1013 Willamette River Bridges Accessibility Project Relocate light poles at the Sellwood Bridge.

1062 Willamette River Bridges Accessibility Project Improve bicycle and pedestrian access to the Morrison Bridge.

1075 Willamette River Bridges Accessibility Project Improve bicycle and pedestrian access to the Burnside Bridge.

1139 St. Johns Bridge Restoration Complete restoration improvements to the bridge.

Regional Transit

The projects listed in the Regional Transit section identify major transit capital projects and other improvements that enhance rapid bus and frequent bus service. Capital improvements for rapid bus routes and stations would include transit preferential treatments such as queue-by-pass lanes and signal preemption, park-and-ride facilities, possible off-street station areas and station amenities such as schedule information, ticket machines, lighting, benches, covered shelters and bicycle parking. Capital improvements for frequent bus routes and stations would include transit preferential treatments such as signal preemption, and passenger amenities such as schedule information, covered shelters, curb extensions, lighting and benches. (See Transit Service Strategy fact sheet for additional information.)

2000-2020

1000, 1001 and 1002 Light Rail Expansion Extend light rail service from the Rose Quarter transit center north to the Portland Metropolitan Exposition Center and south to Clackamas regional center, then potentially to Vancouver, Wash. Provide interim bus service along McLoughlin Boulevard and Highway 224 from Clackamas regional center to the Portland central city until light rail service can be provided in this corridor.

1011 Transit Station and Park-and-Ride Upgrades Expand and/or upgrade transit stations and park-and-ride lots in various locations, including the River District, St. Johns, Lents, Hollywood, Parkrose, Hillsdale and Barbur transit centers.

2000-2005

1015 Central City Streetcar Construct streetcar between Portland State University and Good Samaritan Hospital.

1019 Barbur Boulevard Rapid Bus Provide improvements that enhance rapid bus service along Barbur Boulevard from downtown Portland to Tigard.

1046 Transit Mall Restoration Provide improvements to transit mall in downtown Portland in conjunction with construction of light rail transit.

1228 Powell/Boulevard/Foster Corridor Study Study the potential for high-capacity transit service or other improvements from the Ross Island Bridge to Damascus town center to address travel demand in the corridor.

1232 NW 23rd/Mt. Tabor Frequent Bus Provide improvements that benefit new frequent bus service along Belmont connecting to NW 23rd Avenue.

2006-2010

1118 Sandy Boulevard Frequent Bus Provide capital improvements that enhance frequent bus service along Sandy Boulevard.

1135 MLK/Lombard Frequent Bus Provide capital improvements that enhance new frequent bus service along MLK Boulevard and Lombard Street from downtown Portland to St. Johns.

1233 Hawthorne Boulevard Frequent Bus Provide improvements that enhance new frequent bus service along Hawthorne Boulevard.

1241 Grand Avenue/MLK Boulevard Frequent Bus Construct improvements that enhance frequent bus service, such as timing of traffic signals and restriping travel lanes.

2025 Division Street Frequent Bus Provide capital improvements that benefit frequent bus service along Division Street from downtown Portland to Gresham.

7023 Powell/Foster Corridor Rapid Bus Provide improvements that enhance new rapid bus service along Powell/Foster corridor from downtown Portland to Damascus.

Regional Trails 2006-2010

1009 Springwater Trail Connection Construct multiuse path designed for bicycle and pedestrian use from the Sellwood Bridge to the Springwater Corridor trail.

COUNCILOR VIEW



David Bragdon
Metro Council
District 7

"The draft Regional Transportation Plan includes many different kinds of projects. I believe some will work better than others. Now is the time for you to let me know what you think so that together we can make the best decisions possible for our community."

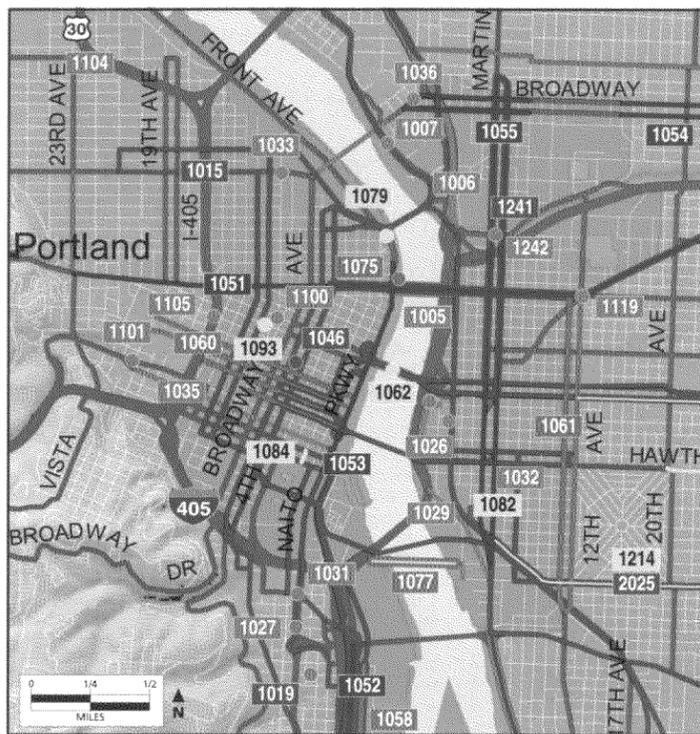
CITIZEN VIEW



Patty Lee
Southwest Portland
Regional Transportation Plan
Citizen Advisory Committee

"I really feel that only excellent, fast bus service will help get people where they need to go. Bus routes that help people move east to west within Southwest Portland are particularly important."

Priority projects by community



1054 Broadway/Weidler Improvements - Phase 2 and 3 Boulevard retrofit of street from 15th Avenue to 24th Avenue including wider sidewalks, curb extensions, safer crossings, street trees and traffic signals.

1058, 1060, 1061, 1064, 1069 Bicycle Lane Retrofits Retrofit existing streets with bicycle lanes throughout the central city, along SW Moody, SW Salmon/Taylor/Madison/Main, SE 11th/12th Avenue bikeway, N. Interstate bikeway and E. Burnside.

1080 Hawthorne Boulevard Pedestrian Improvements Make street safer for pedestrians and improve access to transit from 20th Avenue to 60th Avenue with better lighting, safer street crossings, bus shelters and benches. This project also will include bicycle parking and bicycle facility upgrades on parallel streets.

1084 Clay/Second Pedestrian/Vehicle Signal Install a new traffic signal to make street safer for pedestrian crossings.

1093 Central City Pedestrian Enhancements Study Future study to identify needed pedestrian improvements to address locations lacking pedestrian crossings, difficult bridge crossings and access over freeways.

1034 Lower Albina RR Crossing Construct a new roadway overcrossing of rail facilities to separate truck and rail freight movements. This project is intended to eliminate freight truck delay experienced when trains block multiple local street intersections.

1035 SW Columbia Street Reconstruction Rebuild street to improve access to central city by all modes.

1036 Broadway/Flint Arena Access Realign intersection to improve access to the Rose Garden arena.

1051 E.W. Burnside Street Traffic Management Improvements Boulevard retrofit of street from SE 12th Avenue to NW 23rd Avenue, including pavement reconstruction, wider sidewalks, curb extensions, safer crossings and traffic management to limit motorist delays.

1052 North Macadam Improvements and Traffic Management Boulevard retrofit of street from Bancroft Street to Ross Island Bridge, including pavement reconstruction, wider sidewalks, curb extensions, safer crossings and traffic management to limit motorist delays.

1053 Naito Parkway Improvements and Traffic Management Boulevard retrofit of street from NW Davis Street to SW Market Street, including pavement reconstruction, median islands, bicycle lanes, wider sidewalks, curb extensions, safer crossings and traffic management to limit motorist delays.

1096 Barbur/I-5 Corridor Study Study to identify needed improvements for motor vehicle, truck, bicycle, pedestrian and transit travel in the corridor.

1100 Central City Traffic Management Improvements Limit traffic congestion and improve traffic flow in the central city by improving traffic signal operations along arterial streets.

1104 and 1207 Traffic Management Improvements Limit traffic congestion and improve traffic flow in the central city by using computer technology to improve traffic signal operations along NW Yeon/St. Helens and Barbur Boulevard.

2006-2010

1025 I-5/North Macadam Access Improvements Construct new northbound I-5 off-ramp to Macadam Avenue.

1037 Bybee Boulevard Overcrossing Replace existing bridge with a four-lane bridge with standard clearance.

1101, 1102 and 1103 Traffic Management Implement comprehensive traffic management plan along Jefferson Street, Macadam Avenue, Going Street and SW/NW 14th/16th Avenue to limit traffic congestion and improve traffic flow. These projects include better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

2011-2020

1004 I-5 South Improvements Add auxiliary lanes from Terwilliger Boulevard to the Ross Island Bridge, Capitol Highway to 99W and I-205 to the Charbonneau interchange and widen the northbound I-5 on-ramp to northbound I-205 to two lanes.

1024 I-5/McLoughlin Ramps Construct new on-ramp from McLoughlin Boulevard to I-5 north.

1026 Water Avenue Ramps on I-5 Construct new freeway access from the Central Eastside Industrial District to I-5.

1031 I-405/US 26 Connector Construct new freeway access from the Ross Island Bridge to I-405 to US 26.

1055 MLK/Grand Improvements Retrofit existing street with boulevard design features, including construction of wider sidewalks, curb extensions, safer street crossings and street trees.

Swan Island Industrial Area 2000-2005

1109 Going Street Rail Overcrossing Widen intersection at Swan Island entrance to improve access to industrial area.

1113 Swan Island Bicycle Lane Retrofit Retrofit existing street with bicycle lanes to improve access to employment and industrial areas within the Columbia Corridor.

Hollywood Town Center 2000-2005

1119 Sandy Boulevard/Burnside/12th Avenue Intersection Redesign existing intersection to make it safer for all modes of travel.

1120 Sandy Boulevard Multi-Modal Improvements - Phase 1 Redesign intersections from 12th to 47th avenues to improve safety for all modes of travel.

1125 NE/SE 50s Bicycle Boulevard Retrofits Retrofit existing streets with a bicycle boulevard design, providing an important connection between Northeast Portland and Southeast Portland.

1130 Hollywood Town Center Pedestrian District Improvements Identify improvements that enhance pedestrian access to transit, improve safety and enhance the streetscape, such as better lighting and crossings.



A "boulevard" retrofit to make it easier for people to walk, bike or use transit is proposed for Sandy Boulevard, where heavy traffic now divides the Hollywood town center.

1133 Hollywood Town Center Plan Study to identify long-term transportation needs for motor vehicle, truck, bicycle, pedestrian and transit travel in the town center.

2006-2010

1121 and 1122 Sandy Boulevard Multi-Modal Improvements - Phase 2 Redesign intersections from 47th to 109th avenues to improve safety for all modes of travel.

St. Johns Town Center 2000-2005

1145 N. St. Louis/Fessenden Bikeway Retrofit bicycle lanes on existing street from Columbia Way to Willamette Boulevard.

1146 N. Greeley/Interstate Bikeway Retrofit bicycle lanes on existing street from Willamette Boulevard to Russell Street. This project provides a regional corridor bikeway from North Portland to the central city.

1150 St. Johns Town Center Pedestrian District Enhance pedestrian access to transit, improve safety and enhance the streetscape, such as better lighting and crossings.

1151 St. Johns Town Center Plan Study to identify long-term transportation needs for motor vehicle, truck, bicycle, pedestrian and transit travel in the town center.

1152 I-5 Freight Mobility Study Study to identify improvements to N. Lombard Street to provide better truck access to Rivergate and protect adjacent neighborhoods from freight truck traffic.

2011-2020

1144 N. Portland Road Bikeway Retrofit existing street with bicycle lanes from St. Louis to Richmond to improve access to the town center.

Lents Town Center 2000-2005

1157 SE 92nd Avenue Bikeway Retrofit bicycle lanes on existing street from Stark Street to Lincoln Street and Powell Boulevard to Foster Road.

1158 Lents Town Center Pedestrian District Enhance pedestrian access to transit, improve safety and enhance the streetscape, such as traffic signals, better lighting, bus shelters, benches and crossings.

1159 Foster Road Pedestrian Access to Transit Improvements Make street safer for pedestrians and improve access to transit from Powell Boulevard to the town center with wider sidewalks, lighting, safer crossings, bus shelters and benches.

1163 Lents Town Center Plan Study to identify long-term transportation needs for motor vehicle, truck, bicycle, pedestrian and transit travel in the town center.

2006-2010

1164 I-205 Ramp Study Study possible I-205 ramp improvements at Powell Boulevard and Foster Road.

CITIZEN VIEW



Lois Achenbach
Northeast Portland
Regional Transportation Plan
Citizen Advisory Committee

"The streetscape will reflect a more human scale to encourage walking. Benches will dot pedestrian ways to provide resting places for shoppers and transit riders; medians will provide refuges for crossing wide busy streets."

Portland Central City 2000-2005

1016 Rose Quarter Track Reconstruction Replace light rail track at the Rose Quarter transit center.

1027 South Portland Improvements Implement study recommendations to improve access to the central city by all modes.

1028 Kerby Street Interchange Realign I-405 off-ramp at Kerby Street to improve local access and calm traffic.

1029 Water Avenue Extension Construct new two-lane extension of street with sidewalks, bicycle lanes and landscaping to improve access to the Willamette River Greenway.

1032 Southern Triangle Circulation Improvements Improve traffic movement and access to the Central Eastside Industrial District and the central city.

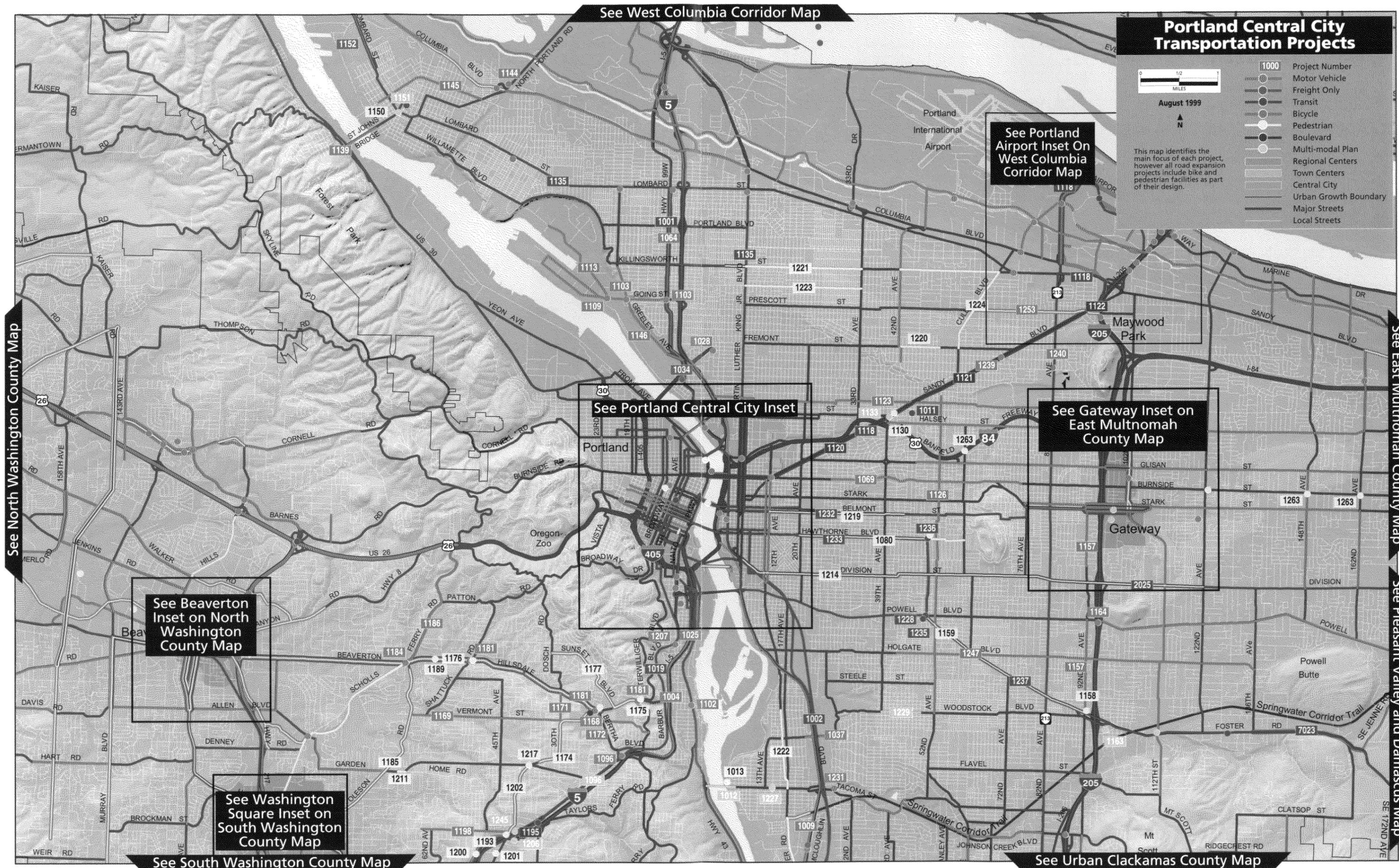
1033 Lovejoy Ramp Reconstruction Remove the Lovejoy ramp to support development of housing in the River District area. Project also will include sidewalks and transit facilities.

COUNCILOR VIEW



Ed Washington
Metro Council
District 5

"As we look to the future, there are two basic issues that we must balance. One is how to plan for a road transportation system that really works because it is such an important link in our economy. The second issue is to provide alternatives that help protect the health of the people and the livability of their neighborhoods."



Portland Central City Transportation Projects

August 1999

This map identifies the main focus of each project, however all road expansion projects include bike and pedestrian facilities as part of their design.

1000	Project Number
(Symbol: Dotted line)	Motor Vehicle
(Symbol: Solid line)	Freight Only
(Symbol: Dashed line)	Transit
(Symbol: Line with dots)	Bicycle
(Symbol: Line with triangles)	Pedestrian
(Symbol: Thick solid line)	Boulevard
(Symbol: Thin solid line)	Multi-modal Plan
(Symbol: Dotted area)	Regional Centers
(Symbol: Dotted area)	Town Centers
(Symbol: Dotted area)	Central City
(Symbol: Dotted area)	Urban Growth Boundary
(Symbol: Thick solid line)	Major Streets
(Symbol: Thin solid line)	Local Streets

See West Columbia Corridor Map

See Portland Airport Inset On West Columbia Corridor Map

See Portland Central City Inset

See Gateway Inset on East Multnomah County Map

See Beaverton Inset on North Washington County Map

See Washington Square Inset on South Washington County Map

See South Washington County Map

See Urban Clackamas County Map

See North Washington County Map

See East Multnomah County Map

See Pleasant Valley and Damascus Map

- Implement a transportation management association with employers in Gresham and Gateway.
- Develop a regional strategy to evaluate the need for expanding park-and-ride facilities in and near Gateway where such facilities do not conflict with planned land uses.

COUNCILOR VIEWS



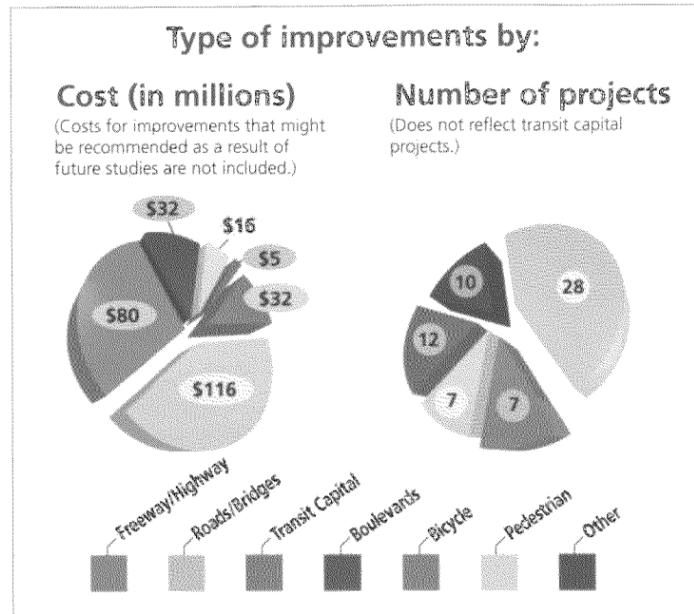
Presiding Officer
Rod Monroe
Metro Council
District 6

"Native Oregonians, as well as those who have just moved here, know the same thing: that this Metro region is a very special place to live. This Regional Transportation Plan works to preserve what makes the region so special while protecting our precious resources."



Rod Park
Metro Council
District 1

"This plan brings a portion of much-needed resources to the East County area. But is it the right mix of transportation projects? I need to hear from you to make sure this will work for you and your family."



Linking land use and transportation

The 2040 Growth Concept

Adopted in 1995, the 2040 Growth Concept is a 50-year vision for where expected growth should occur in the Portland metropolitan region. This vision is based on using urban land wisely and directs development to centers and along existing major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and national and international goods movement.

The Regional Transportation Plan

The Regional Transportation Plan sets a regional framework that coordinates city, county, Tri-Met, Oregon Department of Transportation and Port of Portland transportation plans. It identifies specific transportation projects and programs needed to improve our choices for travel and create livable communities throughout the region as envisioned in the 2040 Growth Concept. It also identifies a financial strategy to achieve this vision. Examples of the types of projects included in the plan are: retrofits of major

streets for walking, biking and transit; new street connections and capacity improvements; new multiuse paths and better bike-pedestrian connections to existing paths; and expanded transit service to destinations throughout the region.

In addition, the Regional Transportation Plan identifies other projects that focus primarily on improving regional mobility and access to industrial areas and facilities where goods move from one transportation mode to another. These improvements are primarily focused along major highway corridors throughout the region, including I-205, I-84 and the I-84/US 26 connector in East Multnomah County.

For more info

To learn more about meetings, hearings and other opportunities for involvement, call Metro's transportation hotline, (503) 797-1900, or TDD, (503) 797-1804. You can also send e-mail to the Transportation Department at trans@metro-region.org

Metro's Regional Transportation Plan

Fall 1999 Facts Pack

Getting There newsletter,
The RTP in brief

Transportation strategy
fact sheets:

- 1 West Columbia Corridor
- 2 Portland Central City
- 3 East Multnomah County
- 4 Pleasant Valley and Damascus
- 5 Urban Clackamas County
- 6 South Washington County
- 7 North Washington County
- 8 Transit Service Strategy

Metro - Protecting the nature of our region

"It's better to plan for growth than ignore it."

Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth - things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro's web site:
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3

INSIDE

Road expansion

- I-84/US 26 connector
- I-84
- I-205
- Airport access
- New street connections

Transit

- Expanded transit service
- Pedestrian access
- Bus shelters and benches
- Employee commuting programs
- Transit-oriented development

"Boulevard" retrofits

- Gresham
- Gateway
- Rockwood
- Troutdale

Bicycle and pedestrian facilities

- Wider sidewalks
- Street lighting and landscaped buffers
- Bike lanes
- Multiuse paths
- Springwater Trail access



METRO
Regional Services
Creating livable communities

Getting There East Multnomah County

Update on Regional Transportation Plan Projects

FALL 1999

A close-up look at the 20-year regional transportation blueprint for East Multnomah County



Metro's goal is to provide a range of transportation choices and to create livable communities now and in the future. Main Avenue in Gresham is a good example of a street that works for pedestrians, bicyclists, transit riders and motorists.

Planned transportation projects

Nearly 75 projects and programs have been identified to serve East Multnomah County during the next 20 years. The following projects are considered to be the most critical in terms of serving planned growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

- Build interim phases of the I-84/US 26 connector, connecting the Gresham regional center to the highway system and providing safe, convenient connections from North and Northeast Portland to Mt. Hood and Central Oregon. Additional right-of-way preservation and access management will be needed along the Hogan Road/242nd Avenue corridor.

- Conduct a detailed I-205 corridor study and phase the implementation of additional transit and road-related improvements needed to enhance interstate travel, particularly moving goods to and from the region. The long-term vitality of the eastern portion of the Columbia Corridor depends on continued access to the regional highway system, intermodal facilities in the western portion of the corridor, Portland International Airport and the pool of workers in Oregon and Washington.

- Develop a Gateway traffic management plan that identifies projects to mitigate cut-through traffic on residential streets, improve traffic flow on regional streets and provide better bicycle and pedestrian connections and access to transit.

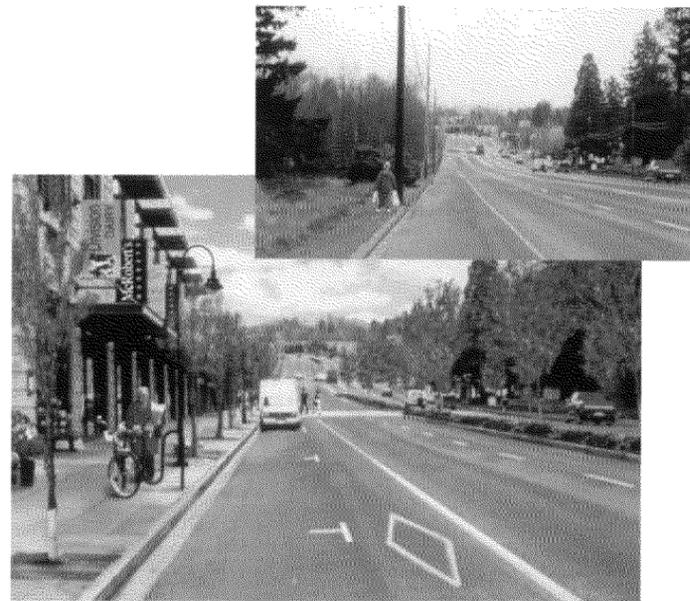
- Retrofit major streets in the Gresham, Gateway, Troutdale

and Fairview regional centers and town centers with "boulevard" designs, including Division Street, Burnside Street, Eastman Parkway in Gresham and Stark and Washington streets in Gateway. These boulevard designs will include better sidewalks and street crossings, bikeways, curb extensions, lighting, bus shelters and benches.

- Expand Gateway transit service to include rapid bus service from Oregon City along I-205, light rail to Portland International Airport and improved Banfield light rail frequencies.
- Expand Gresham transit service to include frequent bus from downtown Portland along Division Street, and from Pleasant Valley/Damascus and primary bus on all other transit corridors.

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The Division Street "boulevard" project is designed to link the new Gresham civic neighborhood with the historic downtown district and is the centerpiece of the regional center plan. The first phase of this project received funding in 1999.



2126 257th Avenue Pedestrian Improvements
Retrofit existing street from Cherry Park Road to Stark Street to widen sidewalks, move overhead utilities underground and install a raised median, traffic signals, lighting and landscaping.

2006-2010

2124 Halsey Street Improvements
Widen to three lanes with a boulevard design from 238th to 257th Avenue including bike lanes, wider sidewalks, curb extensions and safer street crossings.

Burnside Station Communities
2000-2005

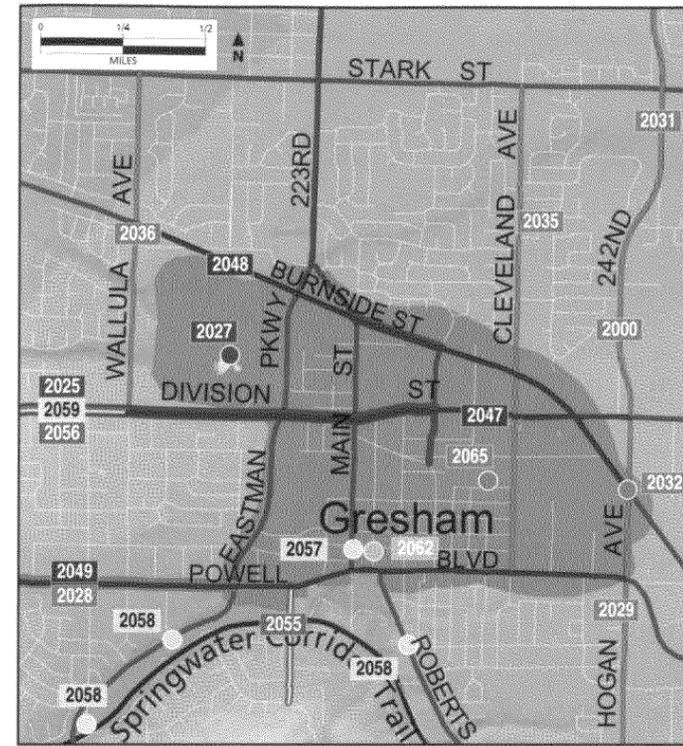
2130 162nd Avenue Bikeway
Retrofit the existing street with bike lanes from Sandy Boulevard to Halsey Street and Stark Street to Powell Boulevard.

Regional Highways
2000-2005

2000 Hogan Corridor Improvements
Widen 242nd Avenue from Stark Street to Palmquist Road and implement access management strategies.

2001 Hogan Corridor Improvements
Construct a new interchange at I-84, extending new interchange connection south to Stark Street.

2002 I-84/US 26 Connector Right-of-Way Preservation
Preserves right-of-way for future construction of a principal arterial connection along the 242nd Avenue corridor from Palmquist Road to US 26.



2006-2010

4008 I-205 North Corridor Study
Develop a long-term traffic management plan for I-205 from I-84 to Columbia River to limit congestion and improve traffic flow.

2011-2020

2003 Hogan Corridor Improvements
Construct a new four-lane principal arterial from Palmquist Road to US 26.

2004 I-84 Widening
Widens I-84 to six lanes from 238th Avenue to the Sandy River Bridge.

Regional Transit

The projects listed in the Regional Transit section identify major transit capital projects and other improvements that enhance rapid bus and frequent bus service. Capital improvements for rapid bus routes and stations would include transit preferential treatments such as

queue-by-pass lanes and signal preemption, park-and-ride facilities, possible off-street station areas and station amenities such as schedule information, ticket machines, lighting, benches, covered shelters and bicycle parking. Capital improvements for frequent bus routes and stations would include transit preferential treatments such as signal preemption and passenger amenities such as schedule information, covered shelters, curb extensions, lighting and benches. (See Transit Service Strategy fact sheet for additional information on transit service.)

2000-2020

2007 Transit Station and Park-and-Ride Lot Upgrades
Construct, expand and/or upgrade transit stations and park-and-ride lots throughout the subarea, including Troutdale, Gateway, Gresham, Rockwood and Fairview/Wood Village.

2006-2010

2025 Division Street Frequent Bus
Provide capital improvements that benefit frequent bus service along Division Street from downtown Portland to Gresham.

2027 Civic Neighborhood Light Rail Station/Plaza
Complete redevelopment of the land adjacent to the Gresham City Hall MAX stop to include a new light rail station with retail services.

2011-2020

2063 Study Light Rail Extension to Mt. Hood Community College
Future study to determine the feasibility of extending light rail to Mt. Hood Community College.

Regional Trails
2000-2005

2053 Gresham/Fairview Trail
Construct a 5.2-mile multiuse path designed for bicycle and pedestrian use from the Springwater Corridor Trail to Marine Drive.

2133 I-205 Multiuse Path Crossing Improvements
Construct safer bicycle and pedestrian crossings, improving access to the I-205 multiuse path at various locations.

2011-2020

2054 Springwater Trail Connections
Provide bicycle access to the Springwater Corridor Trail at 182nd Avenue and 190th Avenue.

2055 SW Walters Road/ Springwater Trail Access
Provide bicycle access to the Springwater Corridor Trail from Seventh Avenue to Powell Boulevard. Upgrade the pedestrian signal to full traffic signal at Walters Road.

2058 Springwater Trail Pedestrian Access
Provide pedestrian access to the Springwater Corridor Trail at Eastman Parkway, Towle Road, Roberts Road, Regner Road and Hogan Road. This project includes wider sidewalks and lighting.

2011-2020

2079 185th Railroad Crossing Improvement
Reconstruct and widen a narrow railroad overcrossing to more safely accommodate motor vehicles, trucks, buses, pedestrians and bicycles.

2082 Columbia River Highway Railroad Crossing Improvement
Reconstruct and widen a narrow railroad overcrossing to more safely accommodate motor vehicles, trucks, buses, pedestrians and bicycles.

2084 181st Avenue Intersection Improvement
Improves the intersection of 181st Avenue and Glisan Street.

2085 181st Avenue Intersection Improvement
Improve the intersection of 181st Avenue and Burnside Road.

Rockwood Town Center
2000-2005

2102 Stark Street Improvements
Complete the boulevard retrofit of the street from 181st to 197th including bike lanes, wider

sidewalks, curb extensions and crossing improvements.

2104 Burnside Road Boulevard Improvements
Complete the boulevard retrofit of the street from 181st Avenue to 197th Avenue including bike lanes, wider sidewalks, curb extensions and safer street crossings.

2006-2010

2103 181st Avenue Improvements
Complete the boulevard retrofit of street from Glisan Street to Yamhill Street including bike lanes, wider sidewalks, curb extensions and safer street crossings.

Fairview-Wood Village Town Center
2000-2005

2108 Halsey Street Improvements - Wood Village
Widen the street to three lanes from 223rd Avenue to 238th Avenue including sidewalks and bike lanes.

2111 207th Connector
Complete the project currently under construction along 207th Avenue.

2006-2010

2116 NE 223rd Avenue Bikeway and Pedestrian Improvements
Retrofit the existing street with bike lanes and sidewalks from Halsey Street to Marine Drive.

2011-2020

2105 Rockwood Town Center Pedestrian and Ped-to-MAX Improvements
Retrofit the existing streets within the town center and pedestrian corridors linking to Eastside MAX to include better sidewalks and crossings, lighting, curb extensions, bus shelters and benches.

Troutdale Town Center
2000-2005

2123 Stark Street Improvements
Widen the street to five lanes from 257th Avenue to Troutdale Road including sidewalks and bike lanes.

CITIZEN VIEW



Paul Spanbauer
Gresham
Regional Transportation Plan
Citizen Advisory Committee

"Better north-south connections are needed to link I-84 and US 26. We need to work together to accomplish this and reach consensus on the best solutions."

Priority projects by community

Gateway Regional Center 2000-2005

1157 SE 92nd Avenue Bikeway

Retrofit bicycle lanes on existing streets from Stark Street to Lincoln Street and Powell Boulevard to Foster Road.

2012 SE Stark/Washington Improvements

Boulevard retrofit of street from 92nd to 108th Avenue including bike lanes, wider sidewalks, curb extensions and safer street crossings. This project also provides traffic safety improvements and traffic management to limit motorist delays.

2014 Ventura Park Pedestrian District

Retrofit existing streets along Eastside MAX to include better sidewalks and crossings, curb extensions, bus shelters and benches at major transit stops.

2015 NE/SE 102nd/Cherry Blossom Bikeway

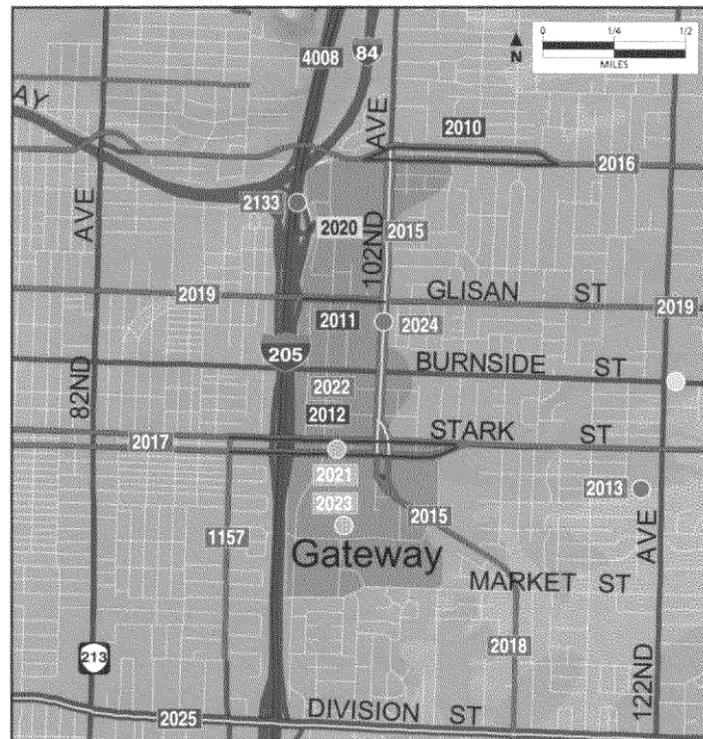
Retrofit the existing street with bike lanes from Halsey to Market Street to improve access to the regional center.

2016 NE Halsey/92nd Avenue Bikeway

Retrofit the existing street with bike lanes from 92nd Avenue at Tillamook Street to 102nd Avenue at Halsey Street to Portland city limit to improve access to the regional center.

2017 SE Stark/Washington Bikeway

Retrofit the existing street with bike lanes from 75th Avenue to the Portland city limits (outside of the Gateway regional center) to improve access to the regional center.



2019 NE Glisan Bikeway

Retrofit the existing street with bike lanes from 47th to 162nd Avenue to improve access to the regional center.

2020 Gateway Regional Center Pedestrian District

Retrofit existing streets within the regional center and pedestrian corridors linking to Eastside MAX to include better sidewalks and crossings, lighting, curb extensions, bus shelters and benches.

2021 Gateway Regional Center Transportation Plan

Study to identify long-term transportation needs for motor vehicle, truck, bicycle, pedestrian and transit travel in the regional center.

2024 102nd Corridor Safety Project

Provide full signal remodels at Glisan and Halsey streets, minor signal modifications, overhead signing along the corridor and reconfiguring of 102nd at Stark and Washington streets.

2006-2010

2010 Halsey/Weidler Boulevard and Traffic Management Improvements

Boulevard retrofit of these streets within the regional center, including wider sidewalks, curb extensions and crossing improvements, and improving traffic management to limit motorist delays.

2011 Glisan Street Boulevard and Traffic Management Improvements

Boulevard retrofit of the street within the regional center including wider sidewalks, curb extensions and crossing improvements, and improving traffic management to limit motorist delays.

1231 Tacoma Street Traffic Management Improvements

Implement comprehensive traffic management along Tacoma Street to limit traffic congestion and improve traffic

flow. These projects include better signalization, message signs, fiber optic interconnection and communication with the city of Portland's central management computer.

2022 Gateway Traffic Management

Implement comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. This project also includes utility improvements.

2023 Gateway Transportation Management Association Startup

Implement a transportation management association program with employers in the regional center.

2011-2020

2018 SE 111th/112th Avenue Bikeway

Retrofit existing streets with bike lanes from Mt. Scott Boulevard to Market Street.

Gresham Regional Center 2000-2005

2041 257th Avenue Improvements

Construct arterial improvements from Division Street to Powell Valley Road including bike lanes, sidewalks, traffic signals, landscaping, lighting and drainage.

2042 257th Avenue Intersection Improvements

Realign the intersection of 257th Avenue/Palmquist Road/US 26 to increase safety for all modes of travel.

2047 Division Street Improvements

Boulevard retrofit of street from Wallula Street to Hogan Road including bike lanes, wider sidewalks, curb extensions and safer street crossings.

2049 Powell Boulevard Improvements

Boulevard retrofit of street from Birdsdales Road to Hogan Road including bike lanes, wider sidewalks, curb extensions and safer street crossings.

2057 Gresham Regional Center Pedestrian and Ped-to-MAX Improvements

Retrofit existing streets within the regional center and pedestrian corridors linking to Eastside MAX to include better sidewalks and crossings, lighting, curb extensions, bus shelters and benches.

2065 Phase 3 Signal Optimization

Implement comprehensive traffic management plan throughout Gresham and Multnomah County to limit traffic congestion and improve traffic flow. This project includes traffic cameras, better signalization, variable message signs, highway advisory radio emitters throughout city and county facilities for detection and management of arterial incidents, especially near I-84.

2006-2010

2028 Powell Boulevard Improvements

Widen the street to five lanes from I-205 to Eastman Parkway including sidewalks and bike lanes.

2035 Cleveland Street Reconstruction

Reconstruct the existing street from Stark Street to Powell Boulevard.



Projects to improve traffic circulation and pedestrian crossings are proposed in the heavily traveled Gateway regional center.

2045 190th/Highland Drive Improvements

Reconstruct and widen the street to five lanes from Butler Road to Powell Boulevard with sidewalks and bike lanes.

2048 Burnside Street Improvements

Complete boulevard retrofit of street from Wallula Street to Hogan Road including bike lanes, wider sidewalks, curb extensions and safer street crossings.

2056 Division Street Bikeway

Retrofit the existing street with bike lanes from 182nd to Wallula Avenue.

2062 Gresham Regional Center Transportation Management Association Startup

Implement a transportation management association program with employers in the regional center.

2011-2020

2031 Hogan Corridor Improvements

Move the regional freight route designation from 181st/Burnside Road to 242nd Avenue from I-84 to US 26 and revise road signs in that corridor.

2032 Burnside/Hogan Intersection Improvement

Improve safety of the intersection by adding a southbound through-lane on Hogan Road.

2036 Wallula Street Reconstruction

Reconstruct the existing street from Division Street to Stark Street.

2059 Division Street Pedestrian-to-Transit Access Improvements

Make street safer for pedestrians and improve access to transit from 175th Avenue to Wallula Avenue with wider sidewalks, lighting, crossings, bus shelters and benches.

Columbia Corridor 2000-2005

2077 181st Avenue Widening

Widen street to three lanes southbound from Halsey Street to eastbound on-ramp at I-84.

2078 162nd Railroad Crossing Improvements

Reconstruct and widen a narrow railroad overcrossing to more safely accommodate motor vehicles, trucks, buses, pedestrians and bicycles.

2080 202nd Railroad Crossing Improvement

Reconstruct and widen a narrow railroad overcrossing to more safely accommodate motor vehicles, trucks, buses, pedestrians and bicycles.

2081 223rd Railroad Crossing Improvement

Reconstruct and widen a narrow railroad overcrossing to more safely accommodate motor vehicles, trucks, buses, pedestrians and bicycles.

2086 NE 138th Avenue Improvements

Replace the deteriorating timber bridge to improve safety and access to the Columbia Corridor industrial and employment areas.

2087 NE 158th Avenue Improvements

Upgrade the existing street to urban standards from Sandy Boulevard to Marine Drive. This project addresses storm drainage issues and includes constructing bike lanes, sidewalks and a bridge to replace culverts along the Columbia Slough.

2088 NE Marine Drive/122nd Avenue Improvements

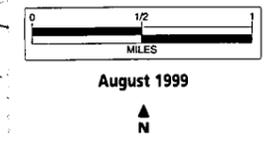
Add a traffic signal to the intersection and widen the dike to install a left turn lane on Marine Drive.

2006-2010

2091 NE/SE 148th Avenue Bikeway

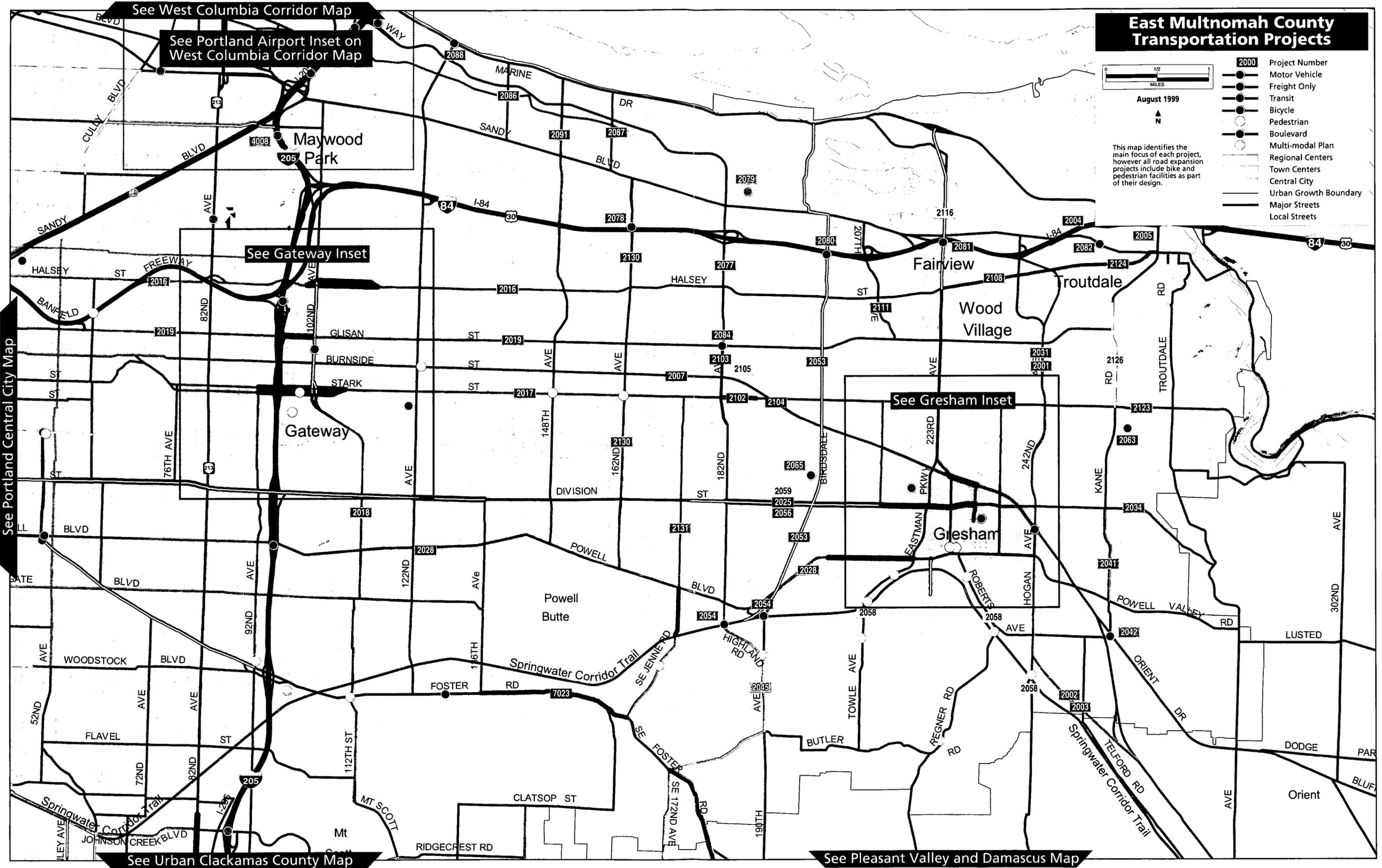
Retrofit the existing street with bike lanes from Marine Drive to I-84 multiuse path.

East Multnomah County Transportation Projects



- 2000 Project Number
- Motor Vehicle
- Freight Only
- Transit
- Bicycle
- Pedestrian
- Boulevard
- Multi-modal Plan
- Regional Centers
- Town Centers
- Central City
- Urban Growth Boundary
- Major Streets
- Local Streets

This map identifies the main focus of each project, however all road expansion projects include bike and pedestrian facilities as part of their design.



See West Columbia Corridor Map

See Portland Airport Inset on West Columbia Corridor Map

See Gateway Inset

See Gresham Inset

See Portland Central City Map

See Urban Clackamas County Map

See Pleasant Valley and Damascus Map

- Further evaluate how to implement high-capacity transit service along the Powell Boulevard/Foster Road corridor given the right-of-way constraints in the corridor.

- Make capacity improvements to major routes, including 172nd Avenue, Foster Road, Sunnyside Road, Towle Road, 190th Avenue and Highland Drive.

COUNCILOR VIEW



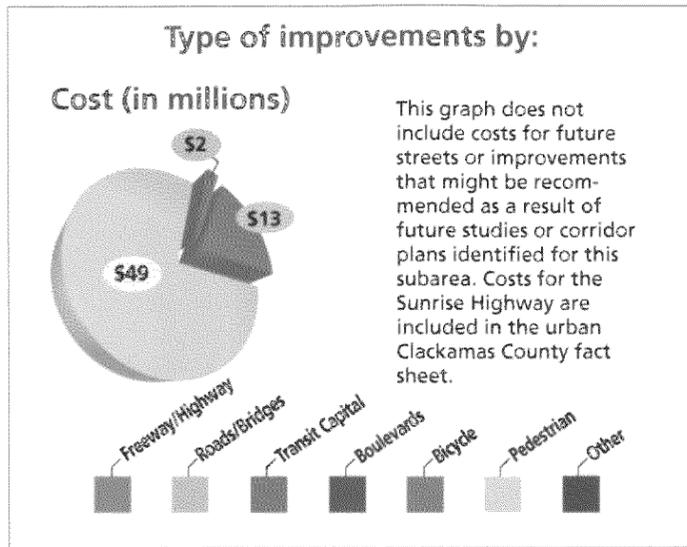
Rod Park
Metro Council
District 1

"This plan brings a portion of the much-needed resources to the East County area. But is it the right mix of transportation projects? I need to hear from you to make sure this will work for you and your family."



Bill Atherton
Metro Council
District 2

"Please know this is a draft plan. Serious blank spots, such as paying to maintain existing facilities (let alone build new ones), need to be filled in."



Linking land use and transportation

The 2040 Growth Concept

Adopted in 1995, the 2040 Growth Concept is a 50-year vision of where expected growth should occur in the Portland metropolitan region. This vision is based on using urban land wisely and directs development to centers and along existing major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and national and international goods movement.

The Regional Transportation Plan

The Regional Transportation Plan sets a regional framework that coordinates city, county, Tri-Met, Oregon Department of Transportation and Port of Portland transportation plans. It identifies specific transportation projects and programs needed to improve our choices for travel and create livable communities throughout the region as envisioned in the 2040 Growth Concept. It also identifies a financial strategy to achieve this vision. Examples of the types of projects included in the plan are: retrofits of major streets for walking, biking and transit; new street connections and capacity improvements; new

multiuse paths and better bike-pedestrian connections to existing paths; and expanded transit service to destinations throughout the region.

In addition, the Regional Transportation Plan identifies other projects that focus primarily on improving regional mobility and access to industrial areas and facilities where goods move from one transportation mode to another. These improvements are primarily focused along major highway corridors throughout the region, including Sunrise Highway corridor in the Damascus area.

For more info

To learn more about meetings, hearings and other opportunities for involvement, call Metro's transportation hotline, (503) 797-1900, or TDD, (503) 797-1804. You can also send e-mail to the Transportation Department at trans@metro-region.org

Metro's Regional Transportation Plan

Fall 1999 Facts Pack

Getting There newsletter, The RTP in brief

Transportation strategy fact sheets:

- 1 West Columbia Corridor
- 2 Portland Central City
- 3 East Multnomah County
- 4 Pleasant Valley and Damascus
- 5 Urban Clackamas County
- 6 South Washington County
- 7 North Washington County
- 8 Transit Service Strategy

Metro - Protecting the nature of our region

"It's better to plan for growth than ignore it."

Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth—things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro's web site:
www.metro-region.org

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INSIDE

Road expansion

Phased Sunrise Highway
New street connections
Major streets

Transit

Expanded transit service
Pedestrian access
Bus shelters and benches

Future street plans

Damascus
Pleasant Valley

Bicycle and pedestrian facilities

Wider sidewalks
Bike lanes
Springwater Trail access

Getting There Pleasant Valley & Damascus

Update on Regional Transportation Plan Projects

FALL 1999

A close-up look at the 20-year regional transportation blueprint for Pleasant Valley and Damascus



The proposed Sunrise Highway is expected to take much of the freight burden and through traffic off Sunnyside Road (pictured) and the existing Highway 212.

Planned transportation projects

More than 20 projects and programs have been identified to serve the Pleasant Valley and Damascus subarea as it urbanizes during the next 20 years. These projects are considered to be the most critical in terms of serving planned growth in this subarea. Additional projects will be identified as future planning for this area occurs. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

- Phase Sunrise Highway construction as follows: complete the I-205 to Rock Creek segment first, followed by right-of-way acquisition of remaining segments, then

construction of Boring to US 26 segment, and last, construction of the middle segment from Rock Creek to Boring after the Damascus town center develops. Final highway design should examine use of express lanes, high-occupancy vehicle lanes and/or priced lanes as phases are constructed and there is potential for the highway to serve as a "hard edge" for the urban growth boundary in this area. Configuration of interchange locations should be examined as part of future street plans for the urban reserve areas and incorporated in the final draft environmental impact statement for the highway.

- Complete a future street plan of arterial and collector streets adequate to serve expected growth in the Pleasant Valley and Damascus area while protecting environmentally

sensitive areas and adjacent rural reserves from the impacts of urbanization. This plan may include a major north/south axis that links 172nd Avenue to Highland Drive at 182nd Avenue and other possible street connections. The plan also will address the potential impact of traffic generated in Pleasant Valley and Damascus urban reserves on Southwest Gresham neighborhoods.

- Expand transit service to include rapid bus service along Powell Boulevard/Foster Road to downtown Portland, primary bus service from Pleasant Valley to Gresham along Eastman Parkway/Towle Road and frequent bus service from Damascus to Clackamas regional center along Sunnyside Road and from Damascus to Gresham along 172nd Avenue.

turn to back page



METRO
Regional Services
Creating livable communities



Metro has received a grant to develop a Green Streets handbook that will be used to design transportation projects that will help to protect streams and other natural features in the developing Pleasant Valley and Damascus area.

All eyes on Damascus-Pleasant Valley urban reserves

Metro has received two planning grants that focus on identifying the future transportation and land-use needs of the Damascus-Pleasant Valley urban reserves while addressing the impacts of urbanization on local communities and the environment. Urban reserves are areas located outside the urban growth boundary that have been designated by the Metro Council to accommodate future growth.

Urban reserve planning

Metro was awarded a \$500,000 grant by the Federal Highways Administration to create a plan for protecting and enhancing the unique natural features of the Damascus-Pleasant Valley area as it urbanizes during the next 20 years. Metro will work in partnership with Gresham, Portland, Clackamas County, the Johnson Creek Watershed Council and the community to develop the plan. Issues to be addressed include:

- developing a future transportation system for all types of travel that serves the community, provides good access to the rest of the region and avoids impacts to the environment
- planning for local services, such as grocery stores and medical facilities, to meet the needs of residents
- providing for a range of housing types and prices
- preserving and enhancing streams and wetlands, to prevent pollution and downstream flooding
- protecting open spaces and planning for public access to them.

For more information about the transportation and community and system preservation pilot program, call Mary Weber, Metro, (503) 797-1735.

Green Streets

Designing future streets for environmentally sensitive areas poses a challenge for planners. How can these streets meet the needs of those using them without adversely impacting streams, wetlands and wildlife? With the support of a state of Oregon transportation growth management grant, Metro will address this question. The Green Streets project will look at the conflicts between good transportation design, expected growth and the need to protect streams and wildlife corridors from urban impacts. The project will propose new regional street connectivity standards tailored to urban reserves and create a handbook that recommends best practices and street design solutions that protect the environment. For more information, call Tom Kloster, Metro, (503) 797-1832.



A new town center is planned at the historic heart of the Pleasant Valley community. Proposed transportation projects are designed to provide access to this area.

2011-2020

5005 Sunrise Highway

Construct a new four-lane highway from Rock Creek/152nd Avenue to 242nd Avenue.

5006 Sunrise Highway

Construct a new four-lane highway from 242nd Avenue to US 26.

schedule information, ticket machines, lighting, benches, covered shelters and bicycle parking. Capital improvements for frequent bus routes and stations would include transit preferential treatments such as signal preemption and passenger amenities such as schedule information, covered shelters, curb extensions, lighting and benches. (See Transit Service Strategy fact sheet for additional information.)

2006-2010

7022 Sunnyside Road Frequent Bus

Provide improvements that enhance new frequent bus service along Sunnyside Road from Clackamas regional center to Damascus.

2011-2020

7023 Powell/Foster Corridor Rapid Bus

Provide improvements that enhance new rapid bus service along Powell Boulevard/Foster Road corridor from downtown Portland to Damascus.

7024 Transit station

Construct a new transit station in support of expanded transit service to this area.

Regional Transit

The projects listed in the Regional Transit section identify major transit capital projects and other improvements that enhance rapid bus and frequent bus service. Capital improvements for rapid bus routes and stations would include transit preferential treatments such as queue-by-pass lanes and signal preemption, park-and-ride facilities, possible off-street station areas and station amenities such as

2000-2005

1228 Powell Boulevard/Foster Road High-Capacity Transit Corridor Study

Study the potential for high-capacity transit service or other improvements from the Ross Island Bridge to Damascus town center to address travel demand in the corridor.

COUNCILOR VIEW



Presiding Officer
Rod Monroe
Metro Council
District 6

"Native Oregonians, as well as those who have just moved here, know the same thing: that this Metro region is a very special place to live. This Regional Transportation Plan works to preserve what makes the region so special while protecting our precious resources."

CITIZEN VIEW



Paul Koch
Oregon City
Chair
Regional Transportation Plan
Citizen Advisory Committee

"The involvement of all citizens in regional transportation planning is vital to the long-term livability of this region. There are no easy answers to the problems of transportation. One way to ensure that the plans reflect what we as citizens want and desire is to participate."

Priority projects by community

Pleasant Valley and Damascus Town Centers 2000-2005

7013 Foster Road Corridor Plan

Future study to identify right-of-way and transportation needs along the Foster Road corridor from I-205 to Highway 212 in Damascus.

7014 Damascus/Pleasant Valley Future Street Plan

Develop street plan for Damascus and Pleasant Valley urban reserves to serve planned growth in the area. Throughout the 20-year planning period, implement a multi-modal local and collector street system as development occurs.

2006-2010

5066 West Sunnyside Road Improvements

Widen the street to five lanes from 122nd Avenue to 172nd Avenue.

7001 East Sunnyside Road Improvements

Widen the street to three lanes from 172nd Avenue to Highway 212. This project includes sidewalks and bike lanes.

7002 Foster Road Improvements

Widen the street to three lanes from 172nd Avenue to Highway 212. This project includes sidewalks and bike lanes.

2006-2010

7005 190th Avenue Extension

Construct a new five-lane connection from 190th/Butler Road to 172nd/Foster Road with sidewalks and bike lanes.

7006 SE Foster Improvements

Widen the street to three lanes from 136th Avenue to Jenne Road.

7007 SE Jenne Road Improvements

Widen the street to three lanes from Foster Road to Powell Boulevard.

7008 147th Avenue Improvements

Realign 147th Avenue to 142nd Avenue at Sunnyside Road to provide additional access into town center.

7009 SE 145th/147th Bike Lanes

Widen the street from Clatsop Street to Monner Road to include bike lanes.

7012 Highland Corridor Plan

Study Highland Drive from Powell Boulevard to Foster Road to develop a corridor plan to address north-south access to urban reserves.

7015 Towle/Eastman Corridor Plan

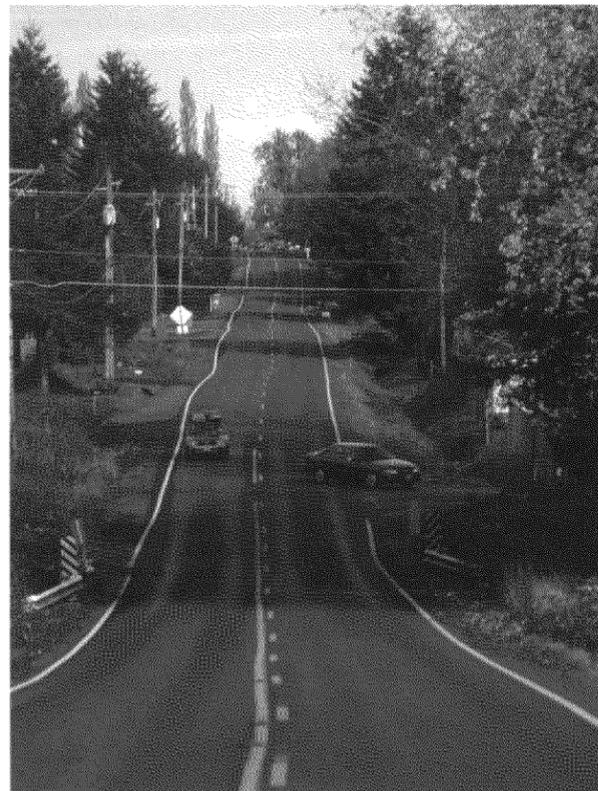
Study Towle Road/Eastman Parkway from Powell Boulevard to 190th Avenue to develop a corridor plan to address north-south access to urban reserves.

7016 Jenne Road Traffic Management Plan

Develop a comprehensive traffic management plan for the street from Powell Boulevard to Foster Road to manage the impacts of planned growth in the urban reserves.



Development is already occurring in the Pleasant Valley area. Metro has received a federal grant (see sidebar) to complete a future street plan that provides an adequate street system and does not overburden existing farm roads.



Although only a narrow farm-to-market road today, 172nd Avenue is envisioned to be the major route serving Pleasant Valley and Damascus connecting the area to the proposed Sunrise Highway and Gresham.

2011-2020

7000 172nd Avenue Improvements

Widen the street to five lanes from Foster Road to Highway 212. This project includes sidewalks and bike lanes.

7010 SE 162nd Avenue Bike Lanes

Widen the street from Monner Road to Sunnyside Road to include bike lanes.

7011 SE Monner Bike Lanes

Widen the street from 147th Avenue to 162nd Avenue to include bike lanes.

7020 Regner/222nd Corridor Plan

Study to develop traffic management plan for the street from Roberts Avenue to Highway 212 to manage the impacts of planned growth in nearby urban reserves and identify an urban-to-urban connector route that serves the corridor.

7021 Hogan/242nd Corridor Plan

Study to develop traffic management plan for the street from Palmquist Road to Highway 212 to manage the impacts of planned growth in nearby urban reserves and identify an urban-to-urban connector route that serves the corridor.

Regional Highways 2000-2005

5003 Sunrise Highway

Construct a new four-lane highway from I-205 to Rock Creek/152nd Avenue. This project includes construction of interchanges at 122nd Avenue and 152nd Avenue and modification of I-205 interchange.

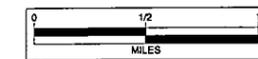
5004 Sunrise Highway Right-of-Way Preservation

Preserve right-of-way for future four-lane highway from 152nd Avenue to 242nd Avenue.

See East Multnomah County Map

See Gresham Inset on East Multnomah County Map

Pleasant Valley and Damascus Transportation Projects

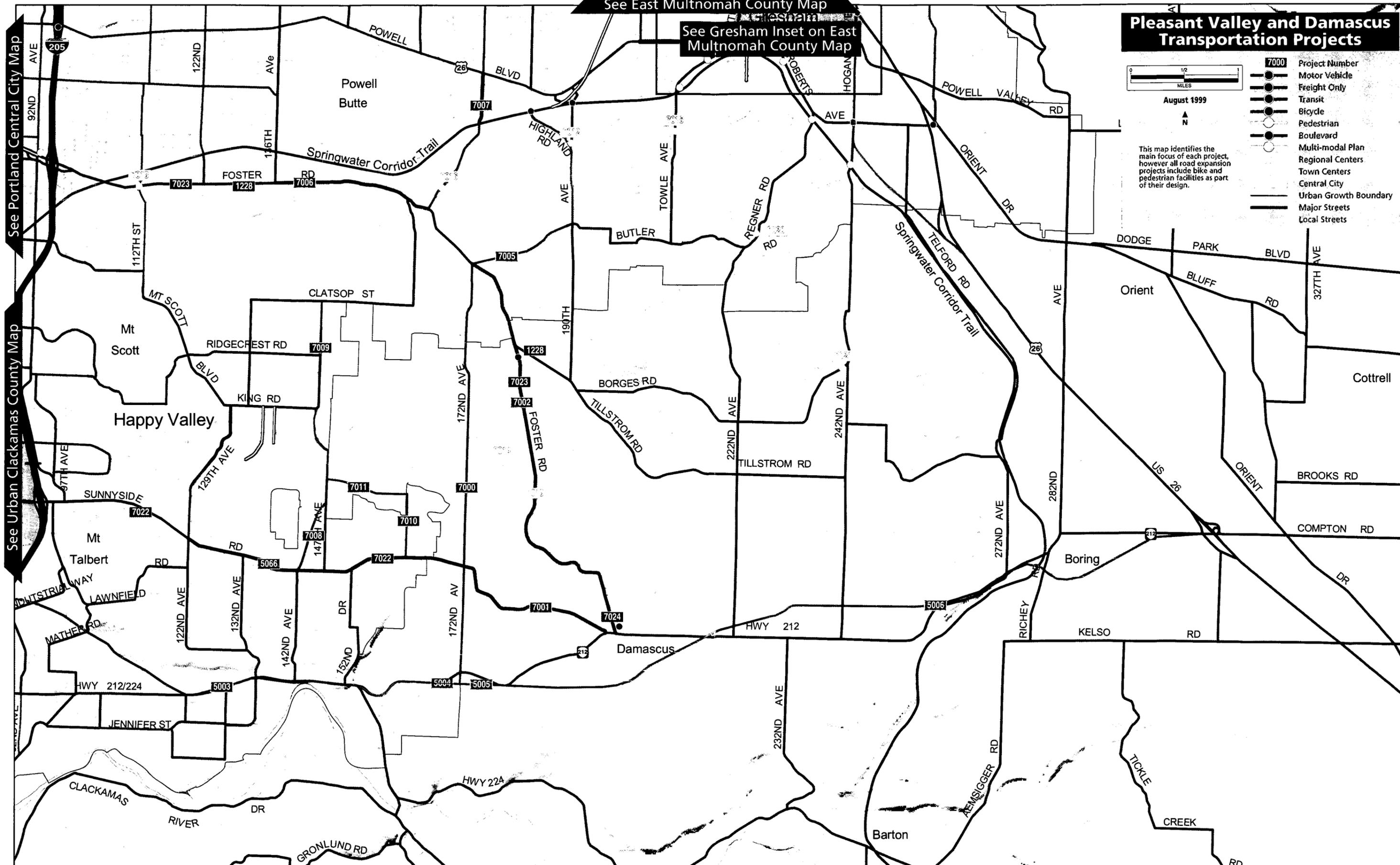


August 1999



This map identifies the main focus of each project, however all road expansion projects include bike and pedestrian facilities as part of their design.

- 7000 Project Number
- Motor Vehicle
- Freight Only
- Transit
- Bicycle
- Pedestrian
- Boulevard
- Multi-modal Plan
- Regional Centers
- Town Centers
- Central City
- Urban Growth Boundary
- Major Streets
- Local Streets



See Portland Central City Map

See Urban Clackamas County Map

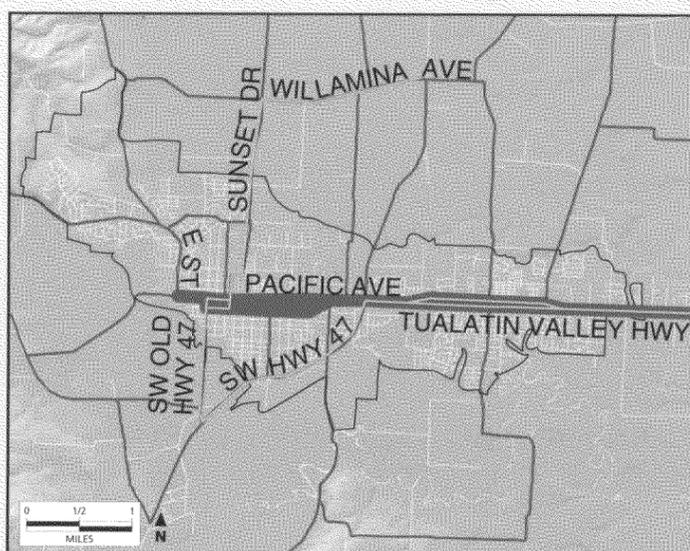
continued from front page

When implemented together, the improvements described in this fact sheet will provide a transit system that better meets current and expected travel needs by offering:

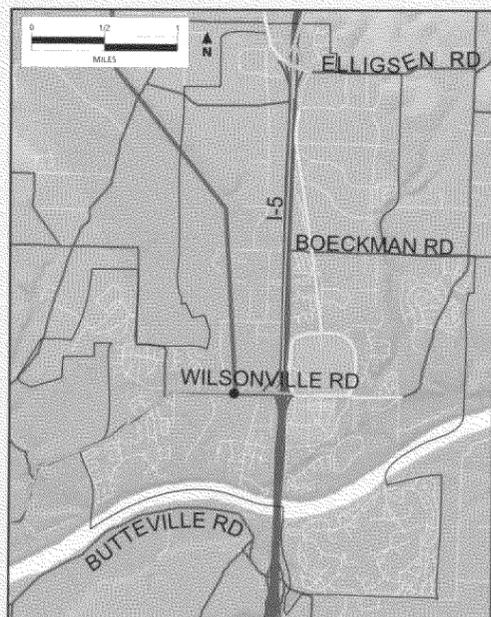
- Faster, more direct connections to different communities and regional destinations – minimizing the need to go to downtown Portland to transfer.
- New community and local routes to better serve neighborhoods, employment areas and schools.

- Efficient, reliable service with adequate passenger capacity at all times.
- Improved bus connections with light rail so that more people can have easy access to this regional fixed-route form of transit.
- New low-floor air-conditioned buses with security cameras and bigger windows, providing access to the regional transit network for everyone, including individuals who use mobility devices.

- Improved bus stops with amenities such as shelters, special lighting, phones, maps, schedules, better sidewalks and electronic signs showing actual bus arrival times.
- Support of transportation management associations, coalitions of employers dedicated to improving commute options for their employees and customers.



Forest Grove and Cornelius inset



Wilsonville inset

Metro's Regional Transportation Plan Fall 1999 Facts Pack

Getting There newsletter,
The RTP in brief

- Transportation strategy fact sheets:
- 1 West Columbia Corridor
 - 2 Portland Central City
 - 3 East Multnomah County
 - 4 Pleasant Valley and Damascus
 - 5 Urban Clackamas County
 - 6 South Washington County
 - 7 North Washington County
 - 8 Transit Service Strategy

8

INSIDE

Metro – Protecting the nature of our region

"It's better to plan for growth than ignore it."

Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

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For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro's web site:
www.metro-region.org

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Regional transit network

Light rail transit and rapid bus service

Frequent bus and streetcar service

Regional bus service

Commuter rail service

Community transit network

Transit supports livability

Portland central city and neighborhoods

West Columbia corridor

East Multnomah County

North Washington County

Pleasant Valley and Damascus

Citizen views



METRO
Regional Services
Creating livable communities

Getting There Transit Service Strategy

Update on Regional Transportation Plan Projects

FALL 1999

Regional Transit Service Strategy for 2040



Although most of today's bus service focuses on neighborhood routes, future service will include faster "rapid bus" service in several corridors, and more convenient "frequent bus" for short hops along busy main streets and corridors.

Regional transportation strategy

The Regional Transportation Plan is a 20-year transportation blueprint for the region. As part of the current update to the RTP, Metro and Tri-Met have worked with residents and local government partners to define long-term transit needs for the region. Metro's role is to establish a 20-year plan for regional transit improvements, such as major bus or rail service, through the RTP. Metro also links long-term transit and land-use planning in the region.

Tri-Met makes these transit improvements happen through annual updates and expansions to its service plan. In addition, Tri-Met plans improvements to community-level transit service, such as local bus lines or lift

services. In determining where expanded transit service is most needed each year, annual growth trends, ridership and traffic congestion are all considered.

Other public transit operators in the region include SMART, which serves the Wilsonville area, and C-Tran, which serves Clark County and includes bus service to points in Portland. Metro works with these operators, as well, to ensure that planned transit service is adequate to meet our 20-year needs.

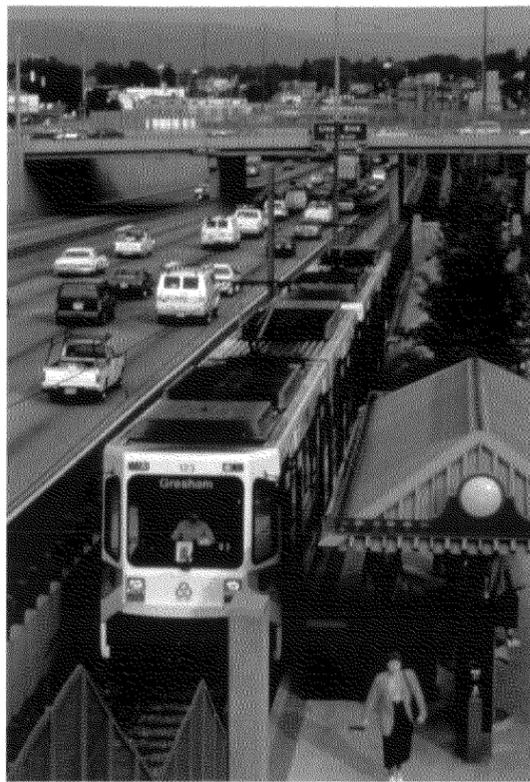
Transit plays an important role in managing congestion on our roads, helping to keep our air clean, offering us choices for getting around and supporting community goals. Transit plays a vital role in successfully implementing the Region 2040

Plan. By improving transit quality, adding more service and providing different types of transit options, the region can achieve substantial increases in ridership.

Transit can be a viable alternative to driving by serving a variety of destinations daily throughout the metropolitan region. Future transit service will focus on regional centers, such as Gresham, Beaverton and Clackamas, and the Portland central city. Transit must also reinforce other land uses that depend on frequent transit services, most notably main streets, town centers, light rail station areas and major street corridors.

turn to back page

Light rail transit will continue to serve as the backbone of the region's transit system, linking regional centers and the central city, and giving commuters an alternative to congested freeways.



CITIZEN VIEW

.....



LeAnn Bennett Osborne
Wilsonville
Smart Stakeholders Committee

"Increased population and development seems to be inevitable for Portland. With growth comes increased traffic and longer commute times.

Personally, I see more MAX trains in our future, running the length of I-5 from Vancouver to Wilsonville, and elsewhere. In addition, we'll need more park-and-rides and a better express bus system, few stops, fast trips and comfort (air conditioning!)."

Portland central city and neighborhoods

The grid network of transit lines in Portland will be expanded and strengthened by the transit projects and programs identified to serve this area during the next 20 years. Transit investments would be tied to planned land uses and street classifications. The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- For the short-term, add new light rail transit service from North Portland to the Expo Center via Interstate Avenue, with a future possible extension to Vancouver, Wash. More frequent rush-hour service on eastside, westside and airport light rail would be added to meet increases in demand.
- For the long-term, add new light rail transit service from downtown Portland to the Clackamas regional center, also serving Southeast Portland neighborhoods. Interim bus transit service improvements in the McLoughlin Boulevard/Highway 224 corridor from the Clackamas regional center to the Portland central city would be provided until light rail transit service is funded and constructed.
- Expand transit service to include new rapid bus service along Barbur Boulevard/Highway 99W from Portland central city to King City, I-205 from Vancouver Mall to the Oregon City regional center via Gateway and Clackamas regional centers, and along

Powell Boulevard/Foster Road from the Portland central city to Damascus. A corridor study of Barbur Boulevard would determine the feasibility and timing for high-capacity transit service (including light rail transit) along this route.

- Expand transit service to include frequent bus service along N. Lombard, NE Sandy, NE Martin Luther King Jr. Boulevard, NE/SE 82nd Avenue, SE Hawthorne Boulevard, NW 23rd Avenue, NE Broadway and SW Beaverton-Hillsdale Highway.
- Add cross-town regional bus lines to run on NE Prescott, SE 92nd Avenue and SE 20th/28th avenues.
- Extend new streetcar service from the North Macadam redevelopment area through the Portland central city to Northwest Portland.
- Improve frequency of buses and longer service days on most regional bus lines so that buses come at least every 15 minutes during the daytime, seven days a week.
- Extend hours of operation on light rail transit and frequent bus lines.
- Develop transportation management associations in key employment areas such as the Swan Island, Hollywood and Lents town centers in addition to existing associations in the Lloyd District and Marquam Hill.
- Improve service to non-office employment areas in cooperation with business associations and transportation management associations.

- Improve service reliability through use of transit preferential treatments and service adjustments such as special lanes, signals, modified stop spacing and more direct routes.

- Enhance passenger waiting areas with shelters, paving, lighting and customer information.

- Create new and improved community transit service that offers access to developing and under-served residential and employment areas.

West Columbia corridor

Access to jobs is an important need to be met by the transit improvements for this area. The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- Expand transit coverage and shuttle service to provide connections to airport light rail and regional bus lines. Enhance and expand demand management programs, including incentives for transit, carpool and vanpool use as a key element in the overall strategy.
- For the short-term, add new light rail transit service from North Portland to the Expo Center via Interstate Avenue, with a future possible extension to Vancouver, Wash. More frequent rush-hour service on eastside, westside and airport light rail would be added to meet increases in demand.
- Initiate new express bus, taxi service and shuttle service to the corridor in conjunction with the Columbia Corridor Association.

East Multnomah County

The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- Expand the network of regional transit routes in this area to provide east-west and north-south bus service running every 15 minutes during the daytime. This would improve local travel options in East Multnomah County and provide direct access to eastside light rail transit stations and rapid bus stations along I-205.

- Expand Gateway transit service to include rapid bus service from Oregon City along I-205, light rail transit to Portland International Airport and improved Banfield light rail frequencies.

- Expand Gresham transit service to include frequent bus service from downtown Portland along Division Street, frequent bus service from the Clackamas regional center to Pleasant Valley and regional bus service on all other transit corridors.

- Implement a transportation management association with employers in the Gresham and Gateway regional centers.

- Develop a regional strategy to evaluate the need for expanding park-and-ride facilities in and near Gateway, where such facilities do not conflict with planned land uses.

- Establish new primary bus service along NE Halsey, SE Stark, NE 181st, NE 162nd and NE 148th avenues and frequent or rapid bus service along Division Street between Gresham and Portland.

- Create new and improved community transit service that offers access to developing and under-served residential and employment areas.



North Washington County

The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- Expand the network of regional transit routes in this area to provide east-west and north-south bus service running every 15 minutes during the daytime. This would improve local travel options, improve access to town centers and regional centers, and provide direct access to westside light rail transit.

- Provide new and expanded service to areas under-served today and emerging employment and residential areas. In addition, regional connections via rapid bus, commuter rail and frequent bus lines would connect North Washington County more directly with other parts of the region.

- Expand transit service to Beaverton to include commuter rail service from Wilsonville, increased frequencies on westside light rail and frequent bus service on Beaverton-Hillsdale Highway and Tualatin Valley Highway.

- Add rapid or frequent bus service along Tualatin Valley Highway between Beaverton and Forest Grove, along Hall Boulevard between Tigard and Washington Square and rapid bus service between Tualatin and Oregon City.

- Help create and support a Hillsboro regional center transportation management association.

- Create new and improved community transit service that offers access to developing and under-served residential and employment areas.

Special service will continue to expand, providing door-to-door transit access to disabled and elderly passengers. Small buses will also be used to provide door-to-door service to major employment centers and industrial areas.

South Washington County

The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- Improve coverage and frequency of transit service to provide more direct north-south as well as east-west connections that make transit more useful for suburban trips.

- Add rapid bus service along SW Barbur Boulevard/Highway 99W to connect King City, Tigard and Portland.

- Add frequent bus service along Hall Boulevard from Tualatin to Beaverton, along Kruse Way between Lake Oswego and Tigard transit centers, along Tualatin Valley Highway from Beaverton to Forest Grove, and along SW Beaverton-Hillsdale Highway between Southwest Portland and Beaverton.

- Add commuter rail service with peak-hour service between Wilsonville and Beaverton. Study the potential for all-day service and commuter rail service to Salem and between Union Station and Wilsonville via Lake Oswego and Milwaukie

- Help create and support a Washington Square regional center transportation management association.

- Offer new and improved community transit service to developing and under-served residential and employment areas.

Urban Clackamas County

The following service improvements are most critical in serving expected growth in this area during the next 20 years:

- Expand frequency and hours of service on existing transit lines, expand service to areas with no service today and improve regional connections to East Portland across the Willamette River to Tualatin, Lake Oswego and Southwest Portland.

- Expand transit service to include rapid bus service along I-205 connecting the Oregon City, Clackamas and Gateway regional centers. Extend light rail service from the Clackamas regional center to the Portland central city, then potentially to Vancouver, Wash., and from Oregon City to Milwaukie. Provide excursion rail and frequent bus service between Portland and Lake Oswego.

- Define interim transit service improvements in the McLoughlin Boulevard/Highway 224 corridor from the Clackamas regional center to the central city.

- Conduct a study to examine rail transit opportunities in the Lake Oswego area, including the Macadam/Highway 43 corridor to Portland and potential use of existing freight rail connections from Lake Oswego to Milwaukie and Tualatin.

- Help create and support a transportation management association with employers in the Clackamas, Oregon City and Milwaukie regional centers. Consider a TMA and other demand management strategies to address congestion in the vicinity of the Clackamas industrial area.

- Offer new and improved community transit service to developing and under-served residential and employment areas.

Pleasant Valley and Damascus

The following service improvements are most critical in serving expected growth in this emerging area during the next 20 years:

- Expand transit service to provide more coverage in the urban reserve areas and to connect the areas to the Clackamas and Gresham regional centers and the grid of regional transit lines in Southeast Portland.

- Add new rapid bus service along Powell Boulevard and Foster Road to downtown Portland.

- Add new frequent bus service from Damascus to the Clackamas regional center along Sunnyside Road.

- Add new regional bus service connecting the Gresham regional center to the Clackamas regional center via the Pleasant Valley town center.

- Add new community bus service connecting the Damascus and Pleasant Valley town centers to the Gresham regional center.

- Offer new and improved community transit service to developing and under-served residential and employment areas.

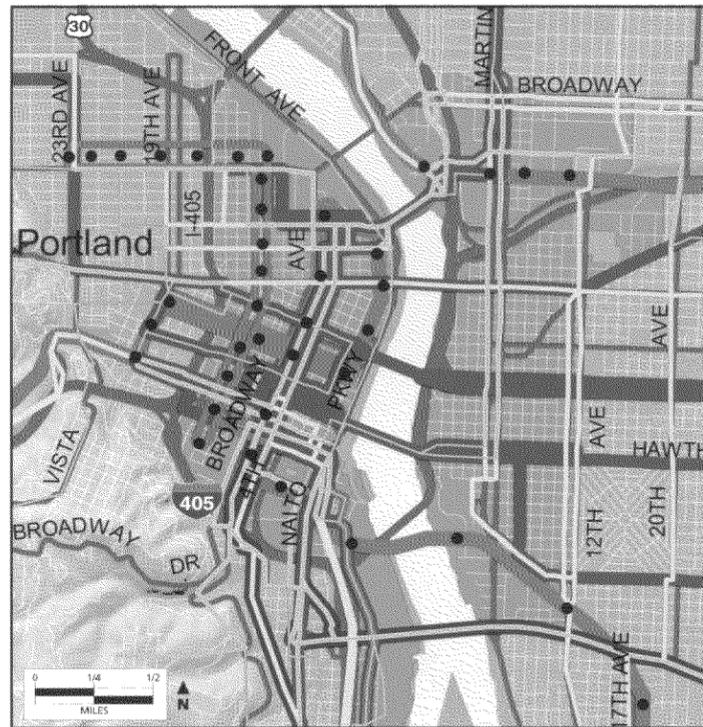
Regional transit strategy

CITIZEN VIEW



Lois Achenbach
Northeast Portland
Regional Transportation Plan
Citizen Advisory Committee

"If it provides convenient access to the whole region, our mass transit system – with the cooperation of citizens and Tri-Met – will reap the economic and ecological advantages of fewer automobiles on our roads. Proximity to all public venues, be they government offices, churches, sports facilities or greenspaces, near and far, is paramount."



Portland central city inset

Transit service for 2040

Tri-Met is the primary transit provider for the Metro region, although other providers may serve special transportation needs. SMART, for example, serves the Wilsonville area and provides inter-city connections to the Tualatin and Barbur transit centers.

Several different transit types have been identified to provide service in the region. Each type of service is tailored to serve varying land uses and to meet a variety of travel needs.

Regional transit network

The regional transit network is designed to provide high-quality transit service to areas expected to have the greatest concentration of employment and housing. The 2040 Growth Concept land-use components served by this network are the Portland central city, regional and town centers and main streets.

Light rail transit and rapid bus service

Light rail transit and rapid bus service will serve as the backbone of the transit system, connecting regional centers to each other and to the central city.

Light rail transit service will operate:

- at least every 10 minutes during the day, with less frequent service at night
- seven days a week
- up to 24 hours, but not less than 20 hours per weekday of service.

Rapid bus service will operate:

- at least every 15 minutes during the day, with less frequent service at night
- seven days a week
- up to 20 hours of service per weekday.

New regional public attractions (such as stadiums, convention centers) would be served by light rail transit or rapid bus service.

(The red and purple lines on the map show existing and planned light rail transit and rapid bus service, respectively.)

Rapid bus service offers fast, reliable bus service, possibly along reserved lanes, with stations generally spaced every half-mile or more. Rapid bus stations would be similar to light rail stations, with large shelters and other amenities.

Rapid bus service may be provided along future rail corridors if analysis of the corridor indicates that construction of interim improvements are desirable. These improvements would be "rail-ready" where long-term rail is planned.

Frequent bus and streetcar service

Frequent bus service provides access to the Portland central city, regional and town centers and main streets.

Frequent bus service will operate:

- at least every 10 minutes during the day, with less frequent service at night
- seven days a week
- up to 24 hours, but not less than 20 hours per weekday of service.

(Frequent bus service is shown in dark blue on the map.)

Streetcars operate at a similar frequency of service as frequent bus but on rail vehicles operating in the street right-of-way. This service would operate at least every 15 minutes, serving more locally oriented trips in the Portland central city.

(Streetcar service is shown in green on the map.)

Frequent bus and streetcar services are designed to focus on frequency and reliability rather than on speed between two points. Passenger amenities and transit preferential treatments could include:

- space stops every two to four blocks
- station-like improvements at major transfer points and destinations, including real-time bus information for riders
- special street features such as curb extensions, reserved bus lanes, direct routing and signal pre-emption.

Transit preferential treatments would be provided along rail lines and streets served by rapid bus and frequent bus lines. In congested areas, special intersection improvements would allow transit vehicles with 60-100 passengers to get through reliably. By assuring timely service, transit becomes a more desirable choice for travelers.

The region's goal is to achieve 90 percent on-time performance for buses on rapid and frequent bus lines.

Regional bus service

A more extensive grid network of east-west/north-south regional bus service would create a basic level of regional coverage to provide access to the central city, regional centers, main streets, corridors and light rail station areas.

Regional bus service will operate:

- at least every 15 minutes during the day, with less frequent service at night
- seven days a week
- up to 20 hours per weekday of service.

(This service is shown in dark yellow on the map.)

Commuter rail service

Commuter rail is a passenger rail service similar to Amtrak trains that would operate on existing freight tracks and is being considered in several corridors. Commuter rail stations are typically spaced one to five miles apart, allowing faster travel times over longer distances. Generally, service would be focused on the peak commute hours, but could be offered during other times of the day when demand exists or where rail capacity is available.

(Commuter rail service between Wilsonville and Beaverton is shown in brown on the map.)



Under construction in the central city, new streetcar service will better link the Portland State University area with the rapidly growing Pearl and River districts.

Transit supports livability

Transit has a significant role in creating livable communities. Transit can help communities meet their goals for how they want to grow and change.

Communities successfully pursuing these goals will take a big step toward being safer, more livable places in a number of ways. Quality transit service can help:

- *Slow increases in traffic congestion.* Frequent and reliable transit service that goes to a variety of destinations during most hours of the day can help slow automobile-related congestion that accompanies population and employment growth and provide people with a choice to avoid congestion. It can help local governments guide development, limiting sprawl and travel distances, and frees up road space for trucks to keep freight and goods moving in the region.

Community transit network

The community transit network is designed to provide transit service to neighborhoods, employment areas and schools and to connect those areas to the regional transit network.

Community bus service

Community bus service would connect neighborhoods and suburban employment areas with the regional transit network.

Community bus service will operate:

- at least every 30 minutes during the day, with less frequent service at night
- on weekends as demand warrants.

(This service is shown in light yellow on the map and represents general coverage, not specific commitments to routing.)

While the routing of light rail, rapid bus and frequent bus service is adopted as policy by the Regional Transportation Plan, specific routing of community bus lines are reviewed and adjusted annually as part of service planning by Tri-Met and SMART.

Other community transit network service types, including minibuses, para-transit and park-and-ride facilities, would connect low-density or developing areas with the regional, frequent, rapid bus or rail lines. Para-transit service provides on-time demand-responsive service comparable to the fixed-route transit system for individuals who are not able to use the fixed-route system.

(These services are not depicted on the map.)

Most new development expected in the region is planned to be within a five-minute walk of a public rail, rapid, frequent or regional bus route. Private para-transit service, such as taxicabs or shuttles, would be provided in areas not served by fixed-route service so that everyone within the metropolitan area has access to transit.

CITIZEN VIEW



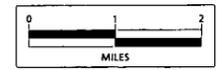
Jon Putnam
Tigard
Citizen member
Metro Transportation Policy
Alternatives Committee

"I would like to see an increasing regional commitment to community transit options and improved mobility for seniors and the disabled. I look forward to the day when community transit connects smaller communities to themselves and then to the regional fixed route system. More low-floor accessible express buses with shorter travel times are needed, as well as programs that provide transit options for elderly and disabled citizens to enhance their mobility and quality of life."

The future transit system won't end at the bus door. Major improvements are needed at bus stops to make transit riders more comfortable and safe.



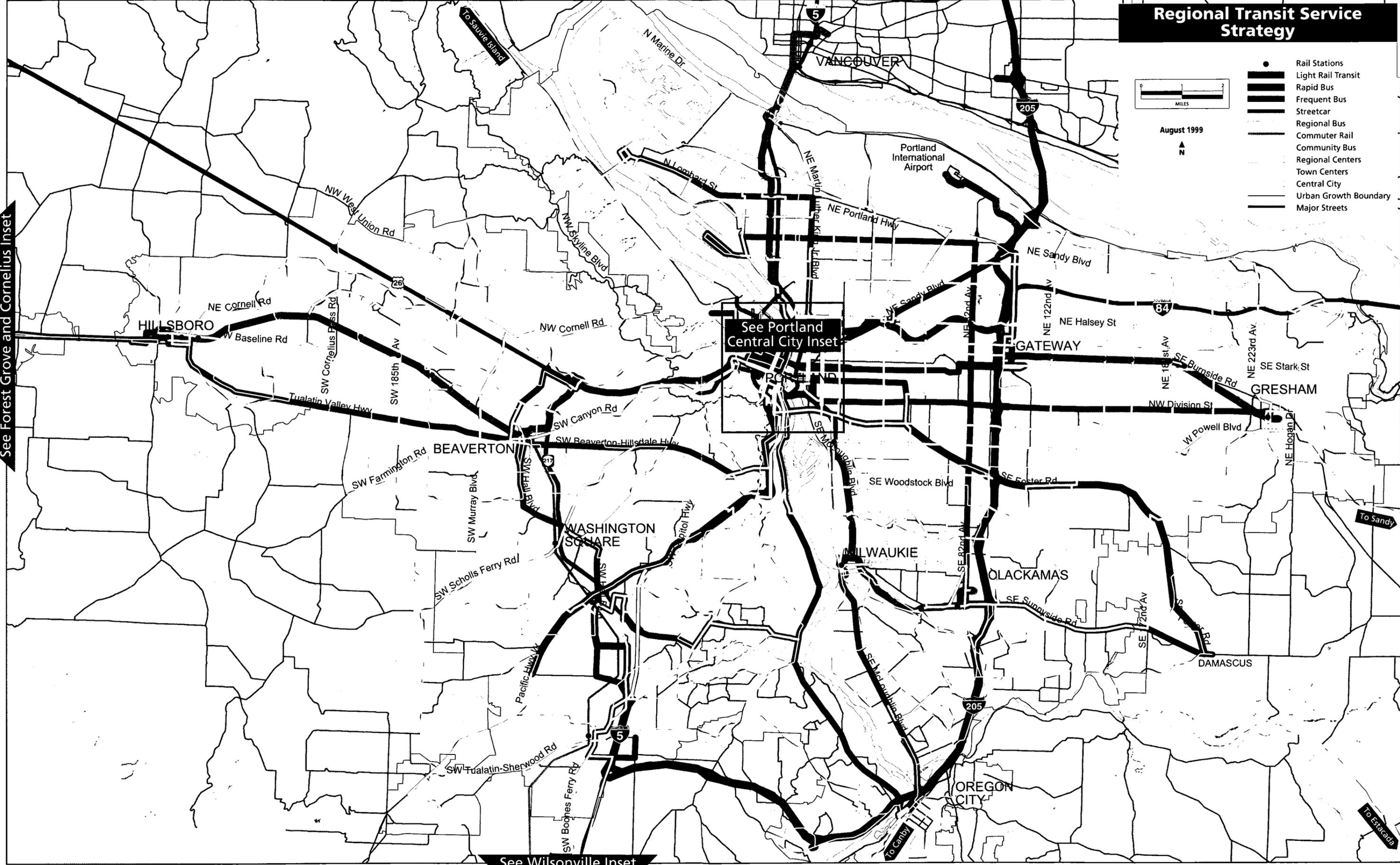
Regional Transit Service Strategy



August 1999



- Rail Stations
- ▬ Light Rail Transit
- ▬ Rapid Bus
- ▬ Frequent Bus
- ▬ Streetcar
- ▬ Regional Bus
- ▬ Commuter Rail
- ▬ Community Bus
- Regional Centers
- Town Centers
- ▬ Central City
- ▬ Urban Growth Boundary
- ▬ Major Streets



See Forest Grove and Cornelius Inset

See Wilsonville Inset



MULTNOMAH COUNTY OREGON

DEBORAH BOGSTAD, BOARD CLERK

OFFICE OF BEVERLY STEIN, COUNTY CHAIR
1120 SW FIFTH AVENUE, SUITE 1515
PORTLAND, OREGON 97204-1914
TELEPHONE • (503) 248-3277
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SHARRON KELLEY•	DISTRICT 4	•248-5213

December 8, 1999

Andy Cotugno
Director, Transportation, METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Cotugno,

We would like to submit the following comments regarding the Regional Transportation Plan for JPACT's discussion. We hope you will accept these general policy suggestions in addition to those comments submitted by the East Multnomah County Transportation Committee.

We applaud the work of Metro staff, community members, TPAC and others who have worked hard to come up with this comprehensive transportation vision for our region that will help to guide our policies for the next twenty years. We specifically appreciate the work that has been done to link our land-use policies and transportation planning.

The following list of comments we feel would complement the work already accomplished in the RTP draft. We hope that you will carefully consider them as JPACT and the Metro Council finalize and implement this plan.

1. Funding

Funding is obviously one of the biggest challenges we face in implementing this plan. With the impending referral vote on the increased gas tax measure passed earlier this year by the Legislature, we can not discount that any efforts we make locally or statewide to fund upcoming transportation projects will be hard-fought battles. In light of that, we suggest that Metro planning staff and JPACT revisit the project list of the Strategic System. It would be more realistic for us to plan for a funding package that is closer to our economic reality, as opposed to one that is almost three times the available resources. Creating a Strategic System that is closer to the \$2.0 billion predicted revenue would be more attainable than a \$7.21 billion package. (Chapter 5)

In light of the shortfall in funding available regionally, the plan should also direct a joint MPAC and JPACT funding committee to research and strategize the regional funding

options available to us. The funding committee should present these options and their suggestions to JPACT for review and implementation.

While we understand that the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, we do not think that we should rule out using this tool to fund other projects. (Section 4.5.1) Additionally, I think it is imperative that congestion pricing be considered for **all** new projects and capacity, including any new capacity built on Interstate 5.

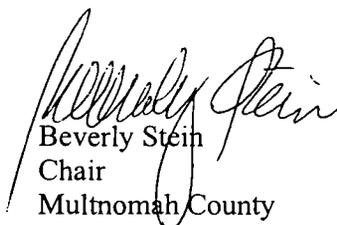
2. Building Transit Ridership:

The RTP depends on alleviating some of the pressures of congestion by expanding transportation choices. Coupling this with efforts to expand transit ridership is very important to our success in getting people out of their cars for work, shopping and play. At the beginning of the RTP (section 1.3), special mention is made to increase transportation choices for people of all needs, including youth, elderly and disabled. The RTP should not only encourage transportation choices for these populations, but should direct Tri-Met, SMART and C-TRAN to develop programs that reach out to and build ridership within these populations. This point could be addressed in section 1.3.3 or the Transportation Demand Management section 3.1.

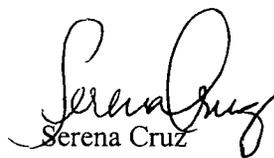
Additionally, special attention should be focussed on providing increased access to transportation for economically disadvantaged people, especially as it addresses their needs to work.

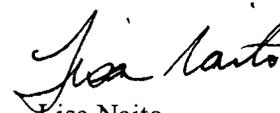
Thank you for taking the time to review our suggestions. We look forward to working with Metro to make these plans and ideas a reality.

Sincerely,


Beverly Stein
Chair
Multnomah County


Diane Linn
Commissioner
District 1


Serena Cruz
Commissioner
District 2


Lisa Naito
Commissioner
District 3



Beverly Stein, Multnomah County Chair

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STAFF SUPPLEMENTAL MEMORANDUM

TO : Board of County Commissioners

FROM : Carol M. Ford

DATE : November 23, 1999

RE : Emerging Budget Issues for FY2000-2001: Auditor's Office

VIII. Recommendation/Action Requested:

As per the Board's budget debriefing in August, a series of departmental worksessions have been scheduled to identify and discuss emerging issues that will impact the FY2000-2001 budget.

BCC BUDGET WORKSESSION SCHEDULE

- Oct 26 Budget worksession overview, schedule, etc.
Emerging Budget Issues: County Counsel
- Nov 2 In-Depth Budget Review/Emerging Issues: District Attorney
- Nov 8 In-Depth Budget Review/Emerging Issues: Sheriff's Office
- Nov 9 In-Depth Budget Review/Emerging Issues: Adult Community Justice
- Nov 16 Emerging Budget Issues: Dept of Environmental Services
- Nov 23 Emerging Budget Issues: Financial Update
- Nov 29 Emerging Budget Issues: Auditor's Office 11:00-11:30**
- Nov 16 Emerging Budget Issues:
9:30 to - 11-11:00Health, Juvenile Community Justice
- Dec 7 Emerging Budget Issues
9:30 to 10:30 Dept of Support Services
10:30 to 11:30 Aging and Disability Services
- Dec 14 Emerging Budget Issues
9:30 to 11:00 Community and Family Services
11:00 to 12:00 Library



II. Background/Analysis:

After the Board's Budget Debriefing in August 1999, Dave Warren developed four "tracks" for the FY2000-2001 budget process:

- Track 1. Identify and Discuss Emerging Issues: Department briefings
- Track 2. In-Depth Review of Public Safety Budgets
- Track 3. Serial levy Preparation
- Track 4: Strategic Directions Retreat

Dave met with Board staff and individually with Commissioners to review and refine the approaches to these tracks.

Emerging Budget Issues discussion highlight issues that departments anticipate in the FY2000-01 budget year. They do not include a review of the department's complete budget and operations.

III. Financial Impact:

None directly. Emerging Issues will impact FY2000-2001 budget proposals.

IV. Legal Issues: NA

IV. Controversial Issues:

Controversial issues may be identified by departments.

VI. Link to Current County Policies:

Links to focus on providing the Board with appropriate information and data for making budgetary and policy decisions.

VII. Citizen Participation:

The Citizen Budget Advisory Committees (CBACs) have been given the Emerging Budget Issues schedule. The CBACs will review department budgets and report to Board during the spring Budget hearings.

VIII. Other Government Participation:

We will be scheduling meetings with cities to discuss levy coordination.



SUZANNE FLYNN, Auditor

Multnomah County

1120 SW 5th Avenue, Room 1410

Portland, Oregon 97204

Telephone (503) 248-3320

Telefax 248-3019

www.multnomah.lib.or.us/aud

Auditor's Office Mission

Our mission is to ensure that County government is honest, efficient, effective, equitable and fully accountable to its citizens.

Goals

- Promote efficiency, effectiveness, equity and accountability in our contacts with County personnel, elected officials, and the public.
- Effect change when needed and support existing good practices with technical assistance, advocacy, special studies and audits.
- Conduct our work in a professional, efficient and timely manner.

Performance Measures

	Type	Promote	Effect Change	Conduct work
Number of Reports Issued per auditor	Efficiency			
Financial Benefits of Audit Recommendations per dollar spent		√		
Percent of Audit Recommendations Being Implemented			√	
% of recommendations implemented from external Peer Review report				√
Audit Hours per audit or special report	Efficiency			
Cost per audit or special report	Efficiency			
Percent of auditor direct time per audit	Efficiency			
% of special work requests completed		√		