



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, June 18, 2014
 Time: 10 a.m. to noon
 Place: Council Chamber

| Time | Agenda Item | Action Requested | Presenter(s) | Materials |
|-------------|--|------------------|-------------------------|-----------|
| 10:00 a.m. | CALL TO ORDER Updates from the Chair | Information | John Williams, Chair | |
| 10:10 | Citizen Comments to MTAC Agenda Items | Information | All | |
| | 2014 Regional Active Transportation Plan (ATP) – Resolution No. 14-4526 <i>Objective: MTAC provides recommendation to MPAC on resolution to adopt the 2014 ATP</i> | Recommendation | Lake McTighe, Metro | In packet |
| 11:10 | 2014 Regional Transportation Plan (RTP) – Ordinance No. 14-1340 <i>Objective: MTAC provides recommendation to MPAC on ordinance to adopt 2014 RTP</i> | Recommendation | John Mermin, Metro | In packet |
| Noon | Adjourn | | | |

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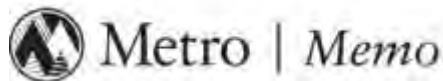
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2014 MTAC Tentative Agendas
Updated 5/27/14

| | |
|---|--|
| July 2 MTAC Meeting | July 16 MTAC meeting <ul style="list-style-type: none"> • Streetcar Evaluation Model – Information/Discussion (poss. Recommendation) |
| August 6 MTAC meeting <ul style="list-style-type: none"> • Climate Smart Communities: discussion on proposed RFP amendments and near-term implementation recommendations | August 20 MTAC meeting <ul style="list-style-type: none"> • 2015 Growth Management Decision: draft 2014 Urban Growth Report |
| September 3 MTAC meeting <ul style="list-style-type: none"> • 2015 Growth Management Decision: Residential Preference Survey • Climate Smart Communities: discuss evaluation results and public review of draft preferred approach | September 17 MTAC meeting |
| October 1 MTAC meeting | October 15 MTAC meeting <ul style="list-style-type: none"> • 2015 Growth Management Decision: 2014 Urban Growth Report (recommendations to MPAC) • Climate Smart Communities: Begin discussion of recommendations to MPAC |
| November 5 MTAC meeting <ul style="list-style-type: none"> • 2015 Growth Management Decision: 2014 Urban Growth Report (recommendations to MPAC) | November 19 MTAC meeting <ul style="list-style-type: none"> • Climate Smart Communities: MTAC makes recommendation to MPAC on adoption of the preferred approach |
| December 3 MTAC meeting | December 17 MTAC meeting |

Parking Lot

- June 16 TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (2 – 5 p.m., Council Chamber)
- August 18 TPAC/MTAC workshop on draft preferred approach evaluation (2 – 5 p.m., Council Chamber)



Date: June 10, 2014
To: MTAC and Interested Parties
From: Lake McTighe, Senior Transportation Plan, Metro
Re: Recommendation to MPAC on the 2014 Regional Active Transportation Plan

Purpose

- Provide MTAC with an overview of the recommendations from the 2014 Regional Active Transportation Plan, next steps for implementation, and a summary of public comments.
- Staff is seeking MTAC's recommendation to MPAC on adoption of Resolution No. 14-4526 For the Purpose of Adopting the 2014 Regional Active Transportation Plan.

Background

Working in partnership with cities, counties, agencies, advocates and other stakeholders, Metro developed *2014 Regional Active Transportation Plan (ATP)*, fulfilling an implementation activity identified in the 2010 update of the Regional Transportation Plan (RTP). The plan was developed with involvement of key stakeholders, Metro's advisory committees, the Metro Council and the public.

The ATP is proposed for adoption as a "stand alone" modal plan of the Regional Transportation Plan (RTP) to serve as a guiding policy document. The ATP provides a vision, plan and policies to guide and coordinate efforts across the region to increase transportation options and support economic development, healthy active living and equity.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.
8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Implementation - While completing the ATP is a milestone, the work is hardly done. The ATP is a starting point and provides policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging,

informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in the *2013-15 Regional Active Transportation Work Program*, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Discussion

At the April 24, 2014 MTAC meeting Metro staff provided MTAC with a draft of the adopting resolution and sought feedback. Changes to language in the "TO BE RESOLVED" section of the resolution requested by MTAC and TPAC and were made. Additionally, staff made minor edits to the resolution to clarify the intent of the resolution and provide consistency of terms; no substantive changes were made. Since the April 24 meeting the public comment period (March 21-May 5 concluded). Staff responded to comments and compiled the public comment report; the nature of the comments is summarized below. *Comments pertaining to active transportation but submitted to the Regional Transportation Plan (RTP) are included in the RTP Public Comment Report.*

Letters of support for the ATP were submitted by:

- Bicycle Transportation Advocacy and Awareness Committee, City Club of Portland
- Oregon Walks, Plans and Projects Committee
- Joint letter from: Safe Routes to School National Partnership; Elders in Action; Oregon Walks; Coalition for a Livable Future; Community Cycling Center; Oregon Public Health Institute; AARP; Bicycle Transportation Alliance; 1,000 Friends of Oregon; Westside Transportation Alliance; and Upstream Public Health
- Np Greenway (Friends of North Portland Greenway Trail)

Changes or corrections to the regional pedestrian and bicycle network maps were submitted by:

- Clackamas County
- City of Gresham
- Washington County
- Al LePage (citizen)
- Lori Mastrantonio (citizen)
- Steve Szigethy (citizen)

Comments on policy language in the plan were submitted by:

- Sean Carey (citizen)
- Claudia Robertson (phone)
- Lents Neighborhood Association

On July 17, 2014 the Metro Council will take action on Resolution No. 14-4526 “For the Purpose of Adopting the 2014 Regional Active Transportation Plan.” Both MPAC and JPACT provide a recommendation to the Metro Council regarding adoption. Metro staff is asking MTAC to provide a recommendation to MPAC to help inform the committee’s decision.

Materials for discussion

1. Resolution No. 14-4526 For the Purpose of Adopting the 2014 Regional Active Transportation Plan
2. Exhibit A: *2014 Regional Active Transportation Plan* (provided electronically, not printed)
3. Exhibit B: *2014 ATP Public Comment Report* (provided electronically, not printed)
4. Staff report to Resolution No. 14-4526
5. Attachment 1: 2013-15 Regional Active Transportation Work Program
6. Regional Pedestrian Network Map Book (provided electronically, not printed)
7. Regional Pedestrian Network Map Book (provided electronically, not printed)

Next steps

- June 25 MPAC - Recommendation to Metro Council on ATP adoption requested
- June 27 TPAC – Recommendation to JPACT on ATP adoption requested
- July 10 JPACT - Approval of ATP adoption resolution requested
- July 17 Metro Council –Action on ATP resolution

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2014) RESOLUTION NO. 14-4526
REGIONAL ACTIVE TRANSPORTATION)
PLAN) Introduced by XXXXXXXXX
)

WHEREAS, completing a connected active transportation network that serves the people of the region, including streets with complete pedestrian and bicycle facilities, a connected regional trail network and safe and comfortable access to transit, is a strategy of city, county and regional plans and policies to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, to minimize greenhouse gas emissions and to distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the 2035 RTP identified development of a Regional Active Transportation Plan (“ATP”) as an implementation activity and a critical part of the RTP strategy to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes (2010); and

WHEREAS, Metro obtained a grant to develop the ATP and in 2012 formed a Stakeholder Advisory Committee (“SAC”) with representatives from Clackamas, Multnomah and Washington counties, the Oregon Department of Transportation (“ODOT”), TriMet, the cities of Forest Grove, Gresham, Hillsboro, Portland, Tualatin Hills Park and Recreation District, Elders in Action, Upstream Public Health, the Bicycle Transportation Alliance, and Oregon Walks to guide development of the ATP; and

WHEREAS, with guidance of the SAC and input from other stakeholders, a draft ATP was produced in July, 2013; and

WHEREAS, on September 26, 2013 the Metro Council, with the advice and support of MPAC and JPACT, adopted Resolution No. 13-4454, which acknowledged work completed to date on the draft ATP and directed Metro staff to work with stakeholders to further refine the plan and to prepare amendments to the pedestrian and bicycle elements of the RTP for final public review as part of the RTP update in 2014; and

WHEREAS, the Metro Council dedicated funding July 1, 2013 through June 30, 2015 to support finalizing and implementation of the ATP; and

WHEREAS, Metro refined the ATP to reflect input from the Metro Council, JPACT, MPAC, the Transportation Policy Advisory Committee (“TPAC”) and the Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from the original SAC, Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders; and

WHEREAS, Metro received and responded to additional comments on the ATP during the public review comment period from March 21 to May 5, 2014 as described in the “2014 Regional Active Transportation Public Comment Report,” attached as Exhibit B; and

WHEREAS, the ATP is intended to function as a guiding document that provides a vision, policies and a plan, and does not create binding obligations on local governments; and

WHEREAS, the ATP pedestrian and bicycle network maps, concepts, functional classifications and policies, update those same elements in the 2014 RTP, adopted by Ordinance No. 14-1340 on July 17, 2014; and

WHEREAS, cities, counties and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the 2014 Regional Active Transportation Plan attached as Exhibit A; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Adopts the 2014 Regional Active Transportation Plan attached to this Resolution as Exhibit A, to serve as guidance for development and completion of the regional active transportation network to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes; and
2. Directs Metro staff to begin implementing the 2014 Regional Active Transportation Plan through the Regional Transportation Plan.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

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2014 REGIONAL

ACTIVE TRANSPORTATION PLAN

Public comment report | June 2014

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4526, FOR THE PURPOSE OF ADOPTING THE 2014 REGIONAL ACTIVE TRANSPORTATION PLAN

Date: June 10, 2014

Prepared by: Lake Strongheart McTighe
503-797-1660

BACKGROUND

Collectively, the region is nationally recognized for supporting transportation options and reducing vehicle miles traveled, and the Metro Council has demonstrated leadership in improving the ease and safety with which people can ride a bike, walk and use public transportation for daily needs and recreation.¹ In regional plans and policies active transportation is recognized as one of the elements needed to achieve the region's adopted Six Desired Outcomes.²

In 2010, need for a regional plan focused on active transportation was identified as an implementation activity in the Regional Transportation Plan (RTP), based on the recommendations of the Metro Blue Ribbon Committee for Trails in the "[Integrated Mobility Strategy](#)" (November, 2008). In partnership with the region's cities, counties, ODOT, TriMet, other key stakeholders and the public, Metro completed the implementation activity and developed the 2014 Regional Active Transportation Plan ("ATP"), attached as **Exhibit A**.³

This is the region's first "stand alone" plan focused on walking, bicycling, access to transit and other active travel modes.⁴ Prior to development of the ATP, regional pedestrian and bicycle plans were limited to a few pages within in the Regional Transportation Plan ("RTP"). Development of the ATP has provided extensive research, analysis, and thought to developing and completing the regional pedestrian and bicycle networks in a manner that will lead to more active travel and all of the benefits that are associated with it. Completing the regional active transportation networks will help achieve many RTP goals and targets, including increasing levels of walking and bicycling, increasing transportation safety, increasing access to essential daily needs, reducing vehicle miles traveled and green house gas emissions.

ATP updates to the 2014 Regional Transportation Plan

The ATP is proposed for adoption as a "stand alone" modal plan of the RTP. Other modal plans of the RTP are the adopted High Capacity Transit, Freight and Transportation System Management and Operations plans. The ATP is intended to serve as a guiding policy document, and does not create binding obligations on local governments. Rather, the ATP coordinates city, county and agency actions to achieve a vision that is greater than the sum of its parts. The ATP pedestrian and bicycle network maps, concepts, functional classifications and policies updates those same elements in the 2014 RTP, proposed for adoption on July 17, 2014. As a modal plan of the RTP, the ATP will be implemented through the RTP.

¹ Active transportation is defined as: human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation. Active transportation supports transit.

² Adopted 2010. 1. Vibrant Communities; 2. Economic competitiveness and prosperity; 3. Safe and reliable transportation choices; 4. Leader in climate change; 5. Clean air, water and healthy ecosystems; 6. Equity.

³ Refer to the 2014 Regional Active Transportation Plan for a complete list of stakeholders.

⁴ Other "modal" plans of the RTP are the High Capacity Transit Plan, the Freight Plan and the Transportation System and Management Plan.

Recommendations of the ATP

The ATP provides a vision, plan and policies. Historically, investment in bicycling and walking facilities has been piecemeal and opportunistic, and the value and benefit of active transportation to the economy and community and environmental health is not fully embraced. This has resulted in the region missing out or passing up opportunities for additional federal and state funding, as well as building out a network that has enough gaps to make active transportation difficult and dangerous in many areas. The ATP identifies these challenges and provides recommendations.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

Recommendations

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.
8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Development of the ATP

In January, 2012 Metro, with support from partners, secured a grant to support development of the plan.⁵ In June 2013, a draft plan was completed with input from a regional advisory committee of twenty people, outreach to stakeholders, a public workshop and a public open house. Using technical analysis, transportation modeling tools, geographic information systems (GIS) analysis, and extensive input from stakeholders involved in the process, the regional pedestrian and bicycle networks were refined and updated, identifying a planned active transportation network that provides direct connections to transit, urban centers and regional destinations.

On September 26, 2013 the Metro Council passed Resolution No. 13-4454 acknowledging the draft ATP and directing staff to provide opportunities to local governments, ODOT, TriMet and other stakeholders to further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP), prior to the ATP being proposed for adoption. Additionally, the Metro Council dedicated funding to support further refinement of the ATP and a two year work program of implementation activities described in Attachment 1.

Per the acknowledgement resolution, Metro staff convened a regional work group to finalize the ATP. Between October 2013 and January 2014, approximately forty people participated in the work group, including members of the original ATP Stakeholder Advisory Committee, members of TPAC and MTAC, RTP local contacts, bicycle and pedestrian advocacy groups, freight representatives and other

⁵ Metro received thirty-two letters of support from agencies, non-profit organizations and local jurisdictions to pursue development of the ATP.

stakeholders. The work group provided extensive comments and guidance on the ATP verbally at five meetings and in written comments.

Additionally, a group of stakeholder organizations interested in equity related to active transportation participated in the review and provided an equity review of the draft ATP.⁶ The review found that the ATP does a good job of addressing equity and provided specific guidance for strengthening language.

Changes were made to the plan based on the input of the work group. The majority of the refinements included adding more explanation and examples and clarifying information (the number of pages in the plan increased by approximately 90 pages). In addition to the work group review, comments were provided during the public review and comment March 21-May 5. Metro staff responded to comments and reflected changes in the plan. **Exhibit B**, the *2014 ATP Public Comment Report* provides a summary and copies of comments made on the plan between June 2013 and June 2014.

Implementation of the ATP

While completing the ATP is a milestone, the work is hardly done. Implementation of the regional pedestrian and bicycle networks and policies will be completed over time. In the Policy Chapter, the ATP identifies specific actions Metro can take to support and encourage cities, counties, agencies and other partners to implement the recommendations. The Metro Council dedicated funding through June 30, 2015 to finalize the ATP and initial implementation activities.

The ATP provides a starting point and policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging, informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in **Attachment 1**, *2013-15 Regional Active Transportation Work Program*, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Some of the planned activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for work program refinements.

Relationship of the work program to the update of best practices in transportation hand books
Updating the Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, and Green Trails to incorporate new information from the ATP and Regional Freight Plan will be coordinated with the activities of the Regional Active Transportation Program. Funding for the update of the handbooks, and associated activities such as tours of regional best practices and speakers forums, are

⁶ Oregon Walks, Bicycle Transportation Alliance, Community Cycling Center, Coalition for a Livable Future, Upstream Public Health, 1,000 Friends of Oregon, Safe Routes to School National Partnership

funded through an MTIP grant. The work scope of the update addresses several of the implementation activities identified in the ATP.

Next steps

- June 25 MPAC - Recommendation to Metro Council on ATP adoption requested
- June 27 TPAC – Recommendation to JPACT on ATP adoption requested
- July 10 JPACT - Approval of ATP adoption resolution requested
- July 17 Metro Council –Action on ATP resolution

ANALYSIS/INFORMATION

1. **Known Opposition:** NONE

2. **Legal Antecedents:**

- **Resolution No. 13-4454** “For the Purpose of Acknowledging the Work Completed to Date and Initiating Further Review of the Regional Active Transportation Plan Prior to Adoption as a Component of the Regional Transportation Plan;”
- **Ordinances - 13-1300A** “Adopting the Annual Budget For Fiscal Year FY2013-14, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan” (provided funds to further refine the ATP and to begin implementation activities);
- **Resolution No. 11-4239** “For the Purpose of Supporting Development of a Regional Active Transportation Action Plan” (authorized staff to seek a TGM grant to develop the plan);
- **Ordinance No. 10-1241B** “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan” (identified development of an active transportation plan as a follow up activity of the 2035 RTP);
- **Ordinance 09-1209** “Amending the FY 2008-09 Budget and Appropriations Schedule Transferring for the Integrated Mobility Strategy, adding 1.0 fte” (created a staff position for active transportation);
- **Resolution 08-3936** “For the Purpose of Establishing the Blue Ribbon Committee For Trails.”

3. **Anticipated Effects:** The ATP updates pedestrian and bicycle elements of the 2014 RTP, proposed for adoption on July 17, 2014. Local transportation system plans (TSP) are updated to be consistent with the 2014 RTP. The ATP is used as a guidance document in TSP updates and as funding is sought, projects are developed and programs are implemented. Additional resources are dedicated to active transportation.

4. **Budget Impacts:** None at this time. Funding dedicated through June 2015 by the Metro FY 2013-14 adopted budget to finalize the ATP and support implementation activities. Funding beyond June 2015 is not identified at this time to continue the Metro Active Transportation Program or for future updates of the ATP. Implementation of the ATP will occur through the Metropolitan Transportation Improvement Program.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 14-4526, For the Purpose of Adopting the 2014 Regional Active Transportation Plan.

2013-15 Regional Active Transportation Work Program

Metro actions that support implementation of the 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) and achieve adopted transportation goals and targets are listed below. Activities are based on the ATP recommendations and policy implementing actions. Some of the activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for work program refinements.

A. Policy - update networks, concepts, actions, policies and projects in regional and local transportation plans.

1. Work with partners to add regional pedestrian, bicycle and access to transit projects to the Regional Transportation Plan, local transportation system plans and capital improvement plans. *[Completed]*
2. Update pedestrian and bicycle concepts, network maps, functional classifications and policies in the Regional Transportation Plan to be consistent with the ATP. Develop a guide to support local jurisdiction updates of transportation system plans to be consistent with the updated RTP. *[Completed]*
3. Reflect ATP pedestrian and bicycle networks and recommendations in the Climate Smart Communities Scenarios, SW Corridor Plan, Powell-Division Transit Project, and other corridor projects, and consider ATP policy recommendations in implementation. *[Underway]*
4. Work with cities, counties, agencies and other stakeholders on updates to the Regional Transportation Functional Plan in advance of the 2018 RTP update, and in coordination with Climate Smart Communities. *[Start 2015]*
5. Review RTP active transportation related performance measures and targets and potentially refine to better measure progress towards achieving active transportation related goals and targets. *[Underway]*

B. Partnerships - communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities

1. Convene partners and stakeholders periodically to build support and maintain momentum. Support an ongoing regional active transportation forum, building on relationships developed during development of the ATP and in coordination with the ODOT Active Transportation Department. *[Underway]*
2. Periodically provide updates on the ATP and benefits of active transportation with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties. *[Underway]*

3. Remain a participating partner in developing the annual Oregon Active Transportation Summit. *[completed 2014 summit; Underway]*
4. Provide technical expertise and assistance in the development of state and local active transportation related plans, including the ODOT Bicycle and Pedestrian Plan, the Clackamas County Active Transportation Plan, and the TriMet transit access study. *[Underway]*
5. Track and participate as needed in local pedestrian and bicycle advisory committees. *[Underway]*
6. Share Metro's Public Engagement Guide with partners and continue to develop best practices on engaging underserved communities on topics related to active transportation. *[Underway]*

C. Projects and programs - support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes

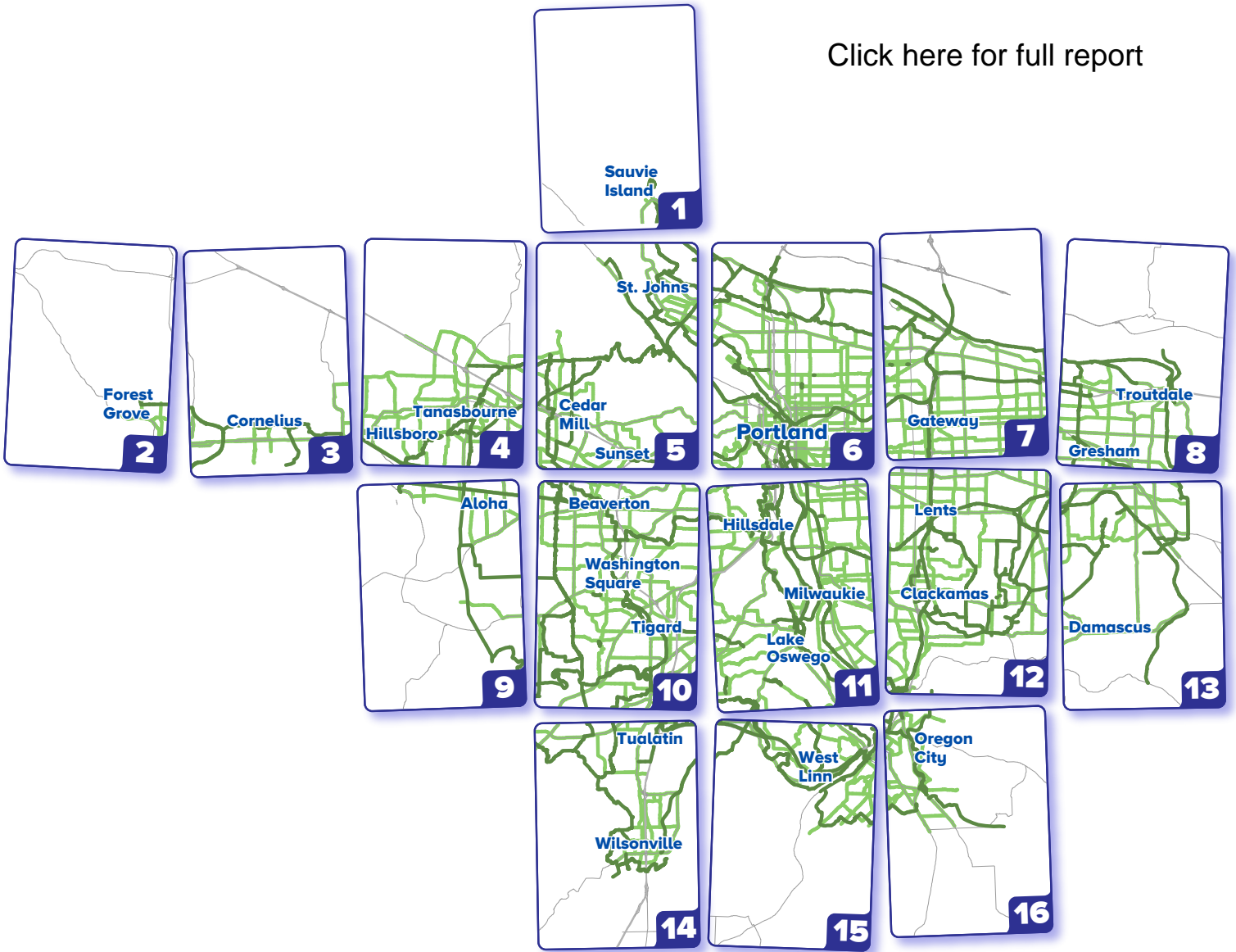
1. Develop the regional bicycle and pedestrian counting program and support development of pedestrian and bicycling modeling tools in partnership with PSU, City of Portland, and other cities and counties. Participate in PORTAL technical advisory committee and coordinate with TRANSPORT. *[Underway]*
2. Update best practices in transportation handbooks (Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, Green Trails). As part of the handbook program, develop best practices tours, a complete streets checklist, expert presentations and technical assistance, such as street audits. *[Start 2015]*
3. Participate in and contribute to ODOT Pedestrian and Bicycle Safety Workgroup. Seek opportunities to implement the recommendations in the 2012 Regional Transportation Safety Plan. *[Underway]*
4. Encourage jurisdictions and agencies to include education and encouragement in transportation projects in order to raise awareness, increase safety and increase the use of completed projects. *[Underway]*

Participate in technical and research projects, including those related to health and transportation, which support best practices, increase data collection and maintenance, and advance knowledge, understanding and practice in active transportation. *[Underway]*

D. Funding - maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives

1. Inform the MTIP policy process with findings and recommendations from the ATP. *[Underway]*
2. Coordinate with RISE initiative to include regional bicycle and pedestrian infrastructure in package of improvements. *[Underway]*
3. Provide data and information on projects that support including active transportation in potential new sources of transportation funding and maintaining current dedicated funding levels. *[Start 2015]*
4. Develop a Funding Guide Resource that identifies funding opportunities, such as grants and programs, for active transportation, and increases transparency of the funding process. *[Start 2015]*
5. Work with partners to fund and develop programs that increase equity through awareness of and use of transportation options and address physical, economic, cultural and other barriers to active transportation. *[Underway]*

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Pedestrian Network MAP BOOK

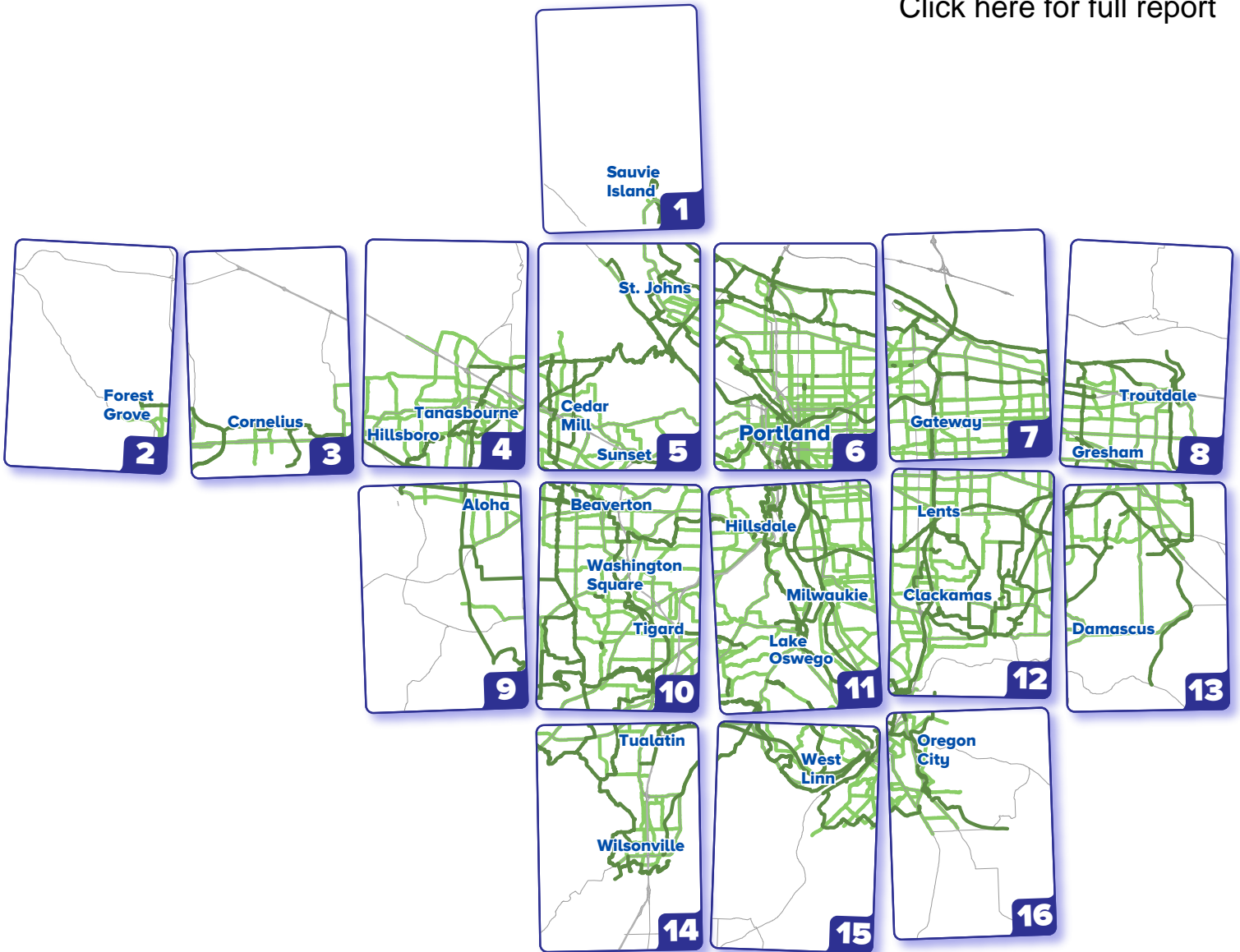
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Bicycle Network MAP BOOK

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; AND TO AMEND THE REGIONAL FRAMEWORK PLAN) Ordinance No. 14-1340
)
) Introduced by Chief Operating Officer Martha Bennett with the Concurrence of Council President Tom Hughes

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the metropolitan region, and must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every 5-7 years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in June 2010 and approved and acknowledged by US Department of Transportation and US Environmental Protection Agency on September 20, 2010; and

WHEREAS, on September 12, 2013 the Metro Council and the Joint Policy Advisory Committee on Transportation approved the proposed 2014 RTP work program identified as Exhibit A; and

WHEREAS, subsequent to adoption of the work program Metro solicited projects pursuant to the criteria included in the work program; and

WHEREAS, a 45-day public comment period on the 2014 RTP was provided from March 21 to May 5, 2014; and

WHEREAS, Metro Council held a public hearing on May 8, 2014 and accepted the 2014 RTP project list for purpose of air quality conformity determination by Resolution No. 14-4527; and

WHEREAS, the Metro Council adopted the Regional Active Transportation Plan (ATP) by Resolution No. 14-4526 on July 17, 2014 and the 2014 RTP includes updated bicycle and pedestrian policies and maps that reflect direction from the ATP; and

WHEREAS, the Metro Council adopted the Environmental Justice and Title VI Assessment for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4533 on July 17, 2014; and

WHEREAS, the Metro Council adopted a substitution for the transit Transportation Control Measure as part of the state air quality strategy and the region's Air Quality Conformity Determination by Resolution No. 13-4490 on December 19, 2013, which was later approved by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council adopted the joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4534 on July 17, 2014 ; and

WHEREAS, the adopted joint Air Quality Conformity Determination reflects the substitute transit Transportation Control Measure as part of the state air quality strategy adopted by the Metro

Council by Resolution No. 13-4490 on December 19, 2013 and concurred by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (“JPACT”), the Metro Policy Advisory Committee (“MPAC”), the Metro Technical Advisory Committee (“MTAC”), the Transportation Policy Advisory Committee (“TPAC”), the Federal Highway Administration and the Federal Transit Administration, and other elected officials and advocates assisted in the development of the 2014 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2014 RTP by the Council; and

WHEREAS, the Metro Council held a public hearing on the 2014 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D, on July 17, 2014; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2035 Regional Transportation Plan is hereby amended to become the 2014 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices, attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro’s Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated transportation policies in the 2014 RTP in Exhibit A.
3. The “Summary of Comments Received and Recommended Actions,” attached as Exhibit C, is incorporated by reference and any amendments based on these comments are included in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).
6. The 2014 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

ADOPTED by the Metro Council this 17th day of July, 2014.

Tom Hughes, Council President

Attest:

Approved as to form:

Troy Rayburn, Recording Secretary

Alison Kean, Metro Attorney

DRAFT

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Technical appendix for the

.....
**Regional
Transportation Plan**
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June 2014

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2014

EXHIBIT B TO ORDINANCE NO. 14-1340

CHAPTER 2

REGIONAL FRAMEWORK PLAN

The policies of Chapter 2, Transportation, are amended as follows:

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** –Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region’s function as a gateway for commerce.
- **Objective 2.5 – Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational,

EXHIBIT B TO ORDINANCE NO. 14-1340

cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatalities, and severe injuries and crashes per capita for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region’s natural, community, and cultural resources.

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region’s water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs [and are guided by data and analyses.](#)

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 9.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability

The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region’s transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|---|---|-----------------|-----------|---|--|
| 1 | More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding. | Karen Buehrig | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 2 | Stop wasting our money on roads and car traffic infrastructure. It's a dead end. | Glen Ropella | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 3 | the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland | Ronald Weinman | 3/21/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 4 | Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support. | Brittain Brewer | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 5 | Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit. | Sam Jones | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 6 | Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours. | K H | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 7 | As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity. | Keith Liden | 3/22/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 8 | Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW. | Jim M Alder | 3/23/2014 | No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT. | 10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements; |

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(comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|--------------------|-----------|---|---|
| 9 | Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased. | Carl VanderZanden | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 10 | Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options. | Nicholas Tahrán | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 11 | More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road. | Liz Jones | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 12 | I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns. | Levi Manselle | 3/24/2014 | No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT. | 11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River |
| 13 | The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs. | Michael Harrington | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 14 | Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding. | Angelene Falconer | 3/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 15 | Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery. Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service. | Geri Lent | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 16 | Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow. | Saly Quimby | 3/25/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 17 | Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service. | Peggy Powell | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|-----------------|-----------|---|--|
| 18 | Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way. | Robert Lee | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 19 | Less transit more on roads and bridges | Jerad Hampton | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 20 | I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process. | Marilyn Veomett | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 21 | All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason. | Ed Rae | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 22 | 2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings. | David Morelli | 3/26/2014 | No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT. | 10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west) |
| 23 | because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max. | John Kleev | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|---|--------------------|-----------|---|----------------------|
| 24 | Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos. | Richard Whitehead | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 25 | Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers. | Thomas Riese | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 26 | It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here). | Dona Hertel | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 27 | Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used. | Stuart Long | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 28 | We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain. | Greg Wilhelm | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 29 | I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way. | Mary Jean Williams | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 30 | It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland. | Paige Dickson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 31 | Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are. | Rick Scrivns | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 32 | Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and residence | Kelly Sweeney | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 33 | Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines. | Susan O'Neill | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 34 | Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting. | Gerald Good | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 35 | Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources. | Nancy Gibson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 36 | I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either. | Rick Michaelson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|----|--|---------------|-----------|---|---|
| 37 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Metcalf | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT. | 10558; Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 38 | More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives. | John Atherton | 3/26/2014 | No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, ODOT. | 10558: Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.; |
| 39 | To much money is being spent on bike lanes and not enough to support the road repairs and maintenance | Paul Edgar | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 40 | All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic footprint and our current and planned road infrastructure does not support, economic expansion. That has to change. | Larry Conrad | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Exhibit C to Ordinance No. 14-1340.
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| 41 | Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOT's arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol. | Seth Alford | 3/26/2014 | No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet. | BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements; |
| 42 | Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new thoroughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought. | Soren Impey | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 43 | Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries. | J Chris Anderson | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 44 | Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner city. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe. | Darlene Bensin | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 45 | You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use. | Michael Halloran | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 46 | I would like to see public transit receive higher priority | Barbara Walden | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 47 | Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed. | Robert Bachelder | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 48 | I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City. | Helen Hays | 3/26/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 49 | Improved ... Frequency and speed in Sw | Don Darby | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 50 | Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads. | P McKnight | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 51 | Increase Freight decrease Transit. | D H | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 52 | Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here? | Randall Murray | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 53 | I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments. | Daniel Hauser | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 54 | agree with percent of funding, It is hard to judge bang for the buck with the number of projects | Dennis Hodge | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 55 | The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :-) | Mary Lou Bonham | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 56 | More Transit funding. | Mark Rogers | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 57 | I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets. | Kathleen Sharp | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 58 | So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up. | Michelle Poyourow | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 59 | More emphasis on Transit and Active Transportation is always welcome. | Kathleen Anson | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 60 | I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free. | Natalie Leavenworth | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 61 | I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles." | Lisa Caballero | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 62 | More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways. | Timur Ender | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 63 | ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings. | Clinton Doxsee | 3/27/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS |
| 64 | the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects. | Allan Rudwick | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 65 | Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools. | Kari Schlosshauer | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 66 | Investments should be made where most needed, regardless of what category they fall into | Mare Stern | 3/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 67 | I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go. | Carolyn Scrutton | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 68 | I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region | Joe Hardman | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 69 | I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of | Sandra Doubleday | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 70 | I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast). | Jim Diamond | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 71 | Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland. | Cheryl McDowell | 3/28/2014 | No change recommended. This comment has been forwarded to Portland and ODOT | SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW |
| 72 | quit wasting our money. total waste | David Goliath | 3/28/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 73 | Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly. | Kristi Beyer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 74 | I would at least triple the investment in transit - not into rail-base modes but into bus routes. | Cliff Lehman | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 75 | light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our | Richard Smith | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 76 | More money for public transit | Jennifer Cobb | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 77 | Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency. | Jim Gardner | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | 10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar |
| 78 | Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too un-informed. | Kurt Kristensen | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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|----|---|-----------------|-----------|---|--|
| 79 | Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use. | Travis Camp | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 80 | I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal. | Nolan Plese | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 81 | Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. Too much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads. | K D | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 82 | Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening. | Vicki McNamara | 3/29/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 83 | I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future WII require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system. | Craig Loftin | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 84 | It seems evenly decided among all transportation areas. Keep progressing. | Janet Arndorfer | 3/29/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 85 | It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project. | Chase Ballew | 3/30/2014 | No change recommended. This comment has been forwarded to the City of Portland and ODOT. | 11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st); Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside); ITS |
| 86 | Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety. | Evelyn Whitlock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 87 | Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability | Marlene Byrne | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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| 88 | Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect". | Brian Knapp | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 89 | I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation | Fred Dobson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 90 | I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created. | Sue Nelson | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 91 | I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters. | Brandy Steffen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 92 | Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel. | Joseph Edge | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 93 | Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above. | Sarah Larsen | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 94 | Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation. | Christopher Achterman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 95 | Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland. | Mike Warwick | 3/31/2014 | No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet. | 10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening |
| 96 | Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later. | Phil Richman | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 97 | a greater percentage of the regional investments should be made in active transportation and transit | Tara Brock | 3/31/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 98 | I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower. | Lois Moss | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 99 | We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise. | Jonathan Poisner | 4/1/2014 | No change recommended. This comment has been forwarded to ODOT. | 10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension |
| 100 | I would invest more in Transit | Prisciliano Peralta-Ramirez | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|----------------------|----------|---|---|
| 101 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Patricia Gardner | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 102 | I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution. | Stephanie Whitchurch | 4/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 103 | Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail. | Georgeann Courts | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 104 | It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process. | Michael Schoenholtz | 4/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 105 | I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration. | Matt Menely | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 106 | I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank you. | Alicia Hamilton | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 107 | Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion. | Eldon Lampson | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 108 | Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route. | Tom Lancaster | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 109 | Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River. | Videan Polone | 4/3/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---------------|----------|---|--|
| 110 | Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect. | Linn Davis | 4/3/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 111 | Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland. | Jeff Monaghan | 4/4/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10282: Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit; Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; |
| 112 | We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often. | David O'Dell | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 113 | One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego. | Chris Carter | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 114 | I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas. | Jonathan Leto | 4/4/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; |
| 115 | We could greatly reduce the % for resurfacing freeways if we could BAN STUDDDED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat. | Mary Vogel | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 116 | More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now. | John Frewing | 4/7/2014 | No change recommended. This comment has been forwarded to Portland. | 11323: Sullivan's Gulch; |
| 117 | Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects. | Edward Miller | 4/7/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 118 | active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE. | Gretchin Lair | 4/8/2014 | No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County. | 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP |
| 119 | The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets. | Mike Stevens | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|-----------------|----------|---|--|
| 120 | Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better. | Leslie Doering | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 121 | more money sent on sidewalks and crosswalks | Pamela Rodgers | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 122 | Better bus service, especially on the west side. MAX would be an improvement. | John Baldrige | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements |
| 123 | I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland. | Darik Dvorshak | 4/9/2014 | No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT. | 10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements; |
| 124 | I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car. | Karen Smith | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 125 | I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance. | Mark Nunnenkamp | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 126 | We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these. | Don Wolsborn | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 127 | I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern. | Gayleen Guyton | 4/9/2014 | No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT. | 10553: 209th Improvements; 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South |
| 128 | I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation. | Leah Witte | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 129 | More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points. | Matthew Nelson | 4/9/2014 | No change recommended. This comment has been forwarded to TriMet. | 11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1 |

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(comments received March 21 - May 5, 2014)

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|----------------------|-----------|---|--|
| 130 | Increasing public transportation and adding Max rails. | Becca Dike | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 131 | Transit to 33% Minimum. 10% or more on union accountability legal fees. | Gary Stanfield | 4/9/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 132 | Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community. | Sean Carey | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 133 | More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. | Werneken | 4/10/2014 | No change recommended. This comment has been forwarded to ODOT and TriMet. | 10893: Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; |
| 134 | As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me. | Christopher Anderson | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 135 | I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise. | Jonathan Nagar | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 136 | Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited. | Candise Coffman | 4/10/2014 | No change recommended. This comment has been forwarded to Gresham and TriMet. | 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max |
| 137 | Always more for mass transit and less for highways and parking lots. | S. Theo Burke | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 138 | Greater investment in public transportation infrastructure, maintenance and expansion. | Jeanne Quan | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 139 | lower fares, more service | Rob Powell | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 140 | Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling. | Trey Cundall | 4/10/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|----------------------------|-----------|---|--|
| 141 | I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner. | Chadwick Ferguson | 4/10/2014 | No change recommended. This comment has been forwarded to Portland and ODOT. | |
| 142 | I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges. | Steve Boughton | 4/11/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 143 | I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop. | Cathy Smith | 4/2/2014 | No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT | Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway; LO to West Linn; |
| 144 | the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. | Jacob Baez | 4/11/2014 | No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet. | 10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project; |
| 145 | In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT". | Metro Staff | 4/9/2014 | Change as requested | |
| 146 | Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000 | Trimet Staff | 4/9/2014 | Change as requested | 11332 (High Capacity Transit Capital Construction: I-205) |
| 147 | Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19. | Metro Councilor Harrington | 3/25/2014 | Change as requested | |
| 148 | Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only. | Steve Svigethy | 4/15/2014 | Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out. | |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|---|-----------|--|---|
| 149 | Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed. | City of Wilsonville Staff | 4/15/2014 | Change as requested. | 10156 (Boeckman Rd at Boekman Creek) |
| 150 | The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements). The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening) | Northeast Coalition of Neighborhoods (NECN) | 4/16/2014 | This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton, Washington County and ODOT | 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings), 10257 (NE-SE Grand/MLK Streetscape Improvements). 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening) |
| 151 | Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park). Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). | City of Lake Oswego staff | 4/18/2014 | Change as requested. | 11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger). |

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| 152 | Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections. Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union). Split Hall Blvd project into the following segments/phases: Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd - \$85,401,000 \$2,401,000 . Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks. Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks. | Washington County Staff | 4/22/2014 | Change as requested. | 20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks) |
| 153 | ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update | ODOT Director | 4/18/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | 10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension |
| 154 | Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action. | Oregon Walks | 4/24/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 155 | The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." Is the "Access to Daily Needs" performance measure in the RTP and ATP about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included. | Carol Chesarek | 4/22/2014 | No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update. | |
| 156 | Transit and Active Transportation should be top two priorities, then roads and bridges. | Kara Boden | 4/27/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 157 | Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language. | ODOT staff | 4/28/2014 | Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB. | 10865: I-205/Airport Way interchange |
| 158 | The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list. | North Tabor Neighborhood Association (NTNA) | 4/28/2014 | No change recommended. This comment has been forwarded to the City of Portland. | |

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| 159 | Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road. | Linda Bauer | 4/30/2014 | Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. Change project description as follows: "Add second EB left turn lane. Requires widening of Jenne North; <u>but would not require widening Foster beyond the intersection. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed.</u> | |
| 160a | I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan: 1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best. 2. Address I-5 congestion piecemeal: a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B. b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the Northbound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C. | Steven Tubbs | 5/2/2014 | Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update. | |
| 160b | c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way. d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on I-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decried any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area. | Steven Tubbs continued | | Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update. | |
| 161 | I love that active transportation doesn't take up much \$, but it nearly a third of the projects... we need more of this! | Barb Damon | 5/1/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 162 | More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only \$44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the \$500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP transportation projects. | David Hampsten | 5/1/2014 | Comment forwarded to City of Portland. | |

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|-----|---|-----------------------|----------|--|---|
| 163 | The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSIA's. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends. | Wendie Kellington | 5/1/2014 | This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map. | 10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail |
| 164 | I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a 2040 Plan Priority. | Jim Labbe | 5/1/2014 | Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d. | 11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing |
| 165 | Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alignment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be show in this Powell-Division corridor but the exact mode and alignment should remain undefined | City of Gresham staff | 5/1/2014 | Change as requested. See response to Comment # 145. | |
| 166 | High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 167 | Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 168 | Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 169 | Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd. | City of Gresham staff | 5/1/2014 | Change as requested. | |
| 170 | Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map? | City of Gresham staff | 5/1/2014 | Change all as requested except for Max Path. The map is only showing facilities as complete if they are built prior to RTP adoption. | |
| 171 | Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alignment. I provided a shapefile with the alignment via email to you 04/29/2014 and it is already relected in the Bicycle and Pedestrian network maps. | City of Gresham staff | 5/1/2014 | Change as requested. | |

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|-----|---|-----------------------|----------|---|---|
| 172 | TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extending Burnside to Palmquist; Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block. | City of Gresham staff | 5/1/2014 | No change recommended. This map is an existing conditions map, not a map of future projects. | |
| 173 | Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results. | City of Gresham staff | 5/1/2014 | No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment has been forwarded to City of Portland for their consideration during their current TSP update. | 10349 174th & Jenne Rd., SE (Foster - Powell): Multi-modal Improvements |
| 174 | Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throughout the document | City of Gresham staff | 5/1/2014 | Change "indicators" to "measures" within chapter 2. | |
| 175 | Page 3 14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example. | City of Gresham staff | 5/1/2014 | The list of cities is not intended to be exhaustive. Change as follows: "The cities such as of Tualatin, Lake Oswego, Wilsonville, Hillsboro, and Milwaukie <u>and Wood Village</u> have adopted street maintenance fees..." | |
| 176 | Page 3 32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement. | City of Gresham staff | 5/1/2014 | Change as follows: the section and figure displaying future operations and maintenance funding will be projected out from 2035 to 2040 using as straight line projection. | |
| 177 | Page 4 45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal? | City of Gresham staff | 5/1/2014 | There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update. | |
| 178 | Mobility corridors: In 2003 a Phase 1 Foster Powell Corridor Transportation Plan was completed. By Resolution No. 03 3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section. | City of Gresham staff | 5/1/2014 | No change recommended. The region, through JPACT and the Metro Council, periodically reviews and updates corridor implementation priorities. Based on the JPACT decision in 2009-10, a Phase II of Powell/Foster was not recommended as a near-term regional priority based on: 1) ongoing work by the City of Portland on the Powell and Foster plans; 2) the completion of the East Metro Connections Plan; and 3) other regional priorities being reprioritized. While Phase II of the Powell/Foster Corridor plan was never initiated, work has continued in this corridor. Similar to the Powell/Foster Phase I study, the East Metro Connections Plan was identified as near term priority and was the first mobility corridor refinement plan to come out of the 2035 RTP. This plan implemented a new approach to allocating limited transportation money. The plan also prioritized projects and has led to implementation of projects including the Powell-Division HCT plan. | |
| 179 | Page 5 25: Edit the "Edgefield/Halsey main street implementation" project title to "Halsey Main Street Implementation" as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale. | City of Gresham staff | 5/1/2014 | Change as requested. | |

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|------|---|------------------------|-----------|----------------------|----------------------|
| 180 | CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Colubmbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. 2) Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 181a | CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets"); 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements); | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|--|------------------------|-----------|----------------------|----------------------|
| 181b | CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements); | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|------|---|------------------------|-----------|----------------------|----------------------|
| 181c | CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd., SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.)); | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 181d | CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2); | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|------------------------|-----------|----------------------|----------------------|
| 182 | CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd) | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 183 | CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317. | City of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 184 | CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Breaded Ramps; 10376: Columbia Blvd Widening | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |
| 185 | PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658; Fix typo on project list for 10343 - submitted as FC, miscoded in project list as state: | Port of Portland staff | 4/30/2014 | Change as requested. | See Comment |

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions

(comments received March 21 - May 5, 2014)

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

| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|----------------------------------|----------|--|---|
| 186 | <ul style="list-style-type: none"> • Section 5.3.1.4 / Project 11305 Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP. • Section 2.5.5.1 / Figure 2.18 Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times. • Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a "bikeway". • Project 10291 Street improvements to 82nd Avenue must include completed sidewalks. | Lents Neighborhood Association | 5/4/2014 | Forwarded to City of Portland and ODOT for their consideration in project development and design. Regarding comment on Foster as a bicycle parkways: Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.) | 11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements |
| 187 | <p>Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (5.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section.</p> <p>Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.</p> <p>As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.</p> <p>It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.</p> | Mayors of Tualatin & Wilsonville | 5/5/2014 | Change as requested. | |
| 188 | <p>One of the proposed routes already existing on Metro planning maps is to develop a "Burlington and Northern Rail to Trail." This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the "Forest Park to North Plains" trail linkage concept in the graphic.</p> <p>This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative</p> | National Coast Trail Association | 5/5/2014 | Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are identified in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdictions (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---|----------|---|--|
| 189 | Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small, affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including the south end of the new regional recreation destination, Gateway Green, to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center, a 2040 Plan Priority. | Ted Gilbert | 5/1/2014 | Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d). | 11647: I-205 Undercrossing |
| 190 | 1000 Friends supports the Active transportation Plan (ATP) and Regional Transportation Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. Adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change. | 1000 Friends of Oregon | 5/5/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 191 | These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps). | Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute | 5/2/2014 | No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report. | |
| 192 | Add a placeholder project for \$20M for the Troutdale Airport Master Plan Transportation Improvements | East Multnomah County Transportation Committee | 5/2/2014 | Change as requested. | |
| 193 | Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project. | Multnomah County staff | 5/5/2014 | No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements; | 11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691. |
| 194 | Project #10408 - 40 Mile Loop Trail is missing from the RTP project list. | Multnomah County staff | 5/5/2014 | No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction" | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|------------------------|----------|---|----------------------|
| 195 | <p>Fix the following errors for the following projects for the Chapter 3 maps of RTP projects:</p> <ul style="list-style-type: none"> • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. • Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive). • Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr). • Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north). • Project #11375 – Stark Street Bridge - Project doesn't show up on map at all • Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map. • Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map. • Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map. • Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map. • Project # 11686 – Sandy to Springwater Path design and construction – Project missing from map. | Multnomah County staff | 5/5/2014 | Change as requested | |
| 196 | Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), "Safety", shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes? | Multnomah County staff | 5/5/2014 | No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the reason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50% | |
| 197 | Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to "2-4 Lanes". Where did this change come from? ("Creating Livable Streets Handbook" states Community boulevards "generally consist of two vehicle travel lanes" p.58). | Multnomah County staff | 5/5/2014 | This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes. | |
| 198 | Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: "Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan <u>as design guidance.</u> " | Multnomah County staff | 5/5/2014 | Change as requested. | |

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|-----|---|---|----------|--|----------------------|
| 199 | <p>Several comments relating to clarifying language in chapter 2 of the RTP:</p> <ul style="list-style-type: none"> Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes "should" statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed? Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it's confusing to the reader why the bike and ped policies are nearly identical. Page 2-77 under "Bicycle Policy 1", provide a little more clarifying context for the opening statistic of "Nearly 45 percent of all trips made by car in the region are less than three miles...". Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities? Page 2-78, "Bicycle Policy 3", Can "green ribbon" be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise "green" is too much of a buzz word and makes the policy statement confusing. Page 2-96, "Ped Policy 3", narrow this policy statement. The newly added language ("...that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.") can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and would be too repetitive with Policies 1 & 4. General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the "Active Transportation Network Vision". | Multnomah County staff | 5/5/2014 | <p>Change as follows:</p> <ul style="list-style-type: none"> Deleted one duplicative sentence describing the regional safety plan finding that 60% of the fatal and severe injury crashes in the region occur on arterials. Deleted repetitive reference to ATP within text supporting Transit Policy 6 Regional Active Transportation Network Vision intro paragraphs have been edited to be more concise. Text describing that Bike and pedestrian policies were updated based on direction from the ATP was moved to the beginning of the bike and pedestrian sections. Added 2011 Household Survey citation for statement within text supporting bicycle policy 1 and clarified that the statement refers to trips wholly within 4 County area. In Bicycle policy 3, clarified that "green" experience of a bike parkway refers to trees or plantings. In Pedestrian Policy 3, removed "and equitably serve all people since that is covered by Pedestrian Policy 5. Added reference to the ATP implementing actions in intro paragraphs to bike and pedestrian policies to address how network can serve all users | |
| 200 | Can the ATP recommended policy <i>implementing actions</i> be included in the RTP? | Multnomah County staff | 5/5/2014 | No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them. | |
| 201 | Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012. | Multnomah County staff | 5/5/2014 | Change as follows: <u>The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.</u> | |
| 202 | Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff may <u>will</u> initiate an update to the Best Design Practices in Transportation..." | Multnomah County staff | 5/5/2014 | Change as requested. | |
| 203 | Section 1.6, Page 1-39 Revise 2nd to last sentence to read: <u>Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways. Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.</u> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |

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|-----|---|---|----------|---|----------------------|
| 204 | Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way. | Oregon Department of Transportation staff | 5/5/2014 | No change recommended. | |
| 205 | Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: "... Metro, in collaboration with local partners, and ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan. | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 206 | Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: "...As directed by the FLAG's recommendations, planning forged ahead—proceeded on the I 84/I 5 section of the Loop under the monikers of the N/NE Quadrant and the I 5 Broadway Weidler Interchange Improvement Planning processes. ..." "Key recommendations from the adopted 2012 N/NE Quadrant Plan include: • Adding auxiliary lanes and full width shoulders (within existing right of way) to reduce dangerous improve traffic weaves and allow disabled vehicles to move out of traffic lanes;" | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 207 | Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5. | Oregon Department of Transportation staff | 5/5/2014 | No change recommended. This corridor still has an outstanding section to be studied so should remain in the section of corridors needing refinement planning. | |
| 208 | Page 5-15, Recommended RTP Design and Functional Classifications. Second sentence: change recommendation to <u>decision</u> . Next sentence, change "...will be amended..." to "...are amended"... | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 209 | There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 . | Oregon Department of Transportation staff | 5/5/2014 | Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222 | |
| 210 | Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project...." Please change the third paragraph as follows: "...The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I 205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections to the <u>Lawnfield Industrial District</u> . <u>The Oregon Legislature approved \$100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative.</u> Please revise the list of elements for the JTAC phase of the Sunrise Project as follows: • A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. • A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue. • Bicycle and pedestrian improvements in the area, <u>including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue.</u> • Intersection improvements at 122nd Avenue and OR 212/224. • Intersection improvements at 162nd Avenue and OR 212. - <u>Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive</u> - <u>Reconstruction of Lawnfield Road from 97th to 98th to reduce grades</u> - <u>Extension of Minuteman Way from Mather Road to Lawnfield Road</u> | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---|----------|--|----------------------|
| 211 | Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering development <u>plan amendment</u> proposals for compact development in regional and town centers that exceed current height or density limits are often <u>sometimes</u> constrained by traditional volume-to-capacity standards...." | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 212 | Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume to capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "...unless an alternative is adopted <u>developed</u> by a local jurisdiction <u>and adopted by the OTC</u> ". | Oregon Department of Transportation staff | 5/5/2014 | Change as requested. | |
| 213 | RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way. RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood. | Oregon Department of Transportation staff | 5/5/2014 | Forwarded to Lake Oswego, Portland and Clackamas County. | |
| 214 | RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps. RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval. RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate. RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge. | Oregon Department of Transportation staff | 5/5/2014 | Forwarded to City of Portland | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|-------------------------|----------|--|----------------------|
| 215 | The 2014 RTP includes a broad statement about crosswalk spacing on arterials "Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate."(p.2-80) This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility. The 2014 RTP includes another statement realting to the spacing of crossings on arterials on p.2-82: "The experience of people walking and pedestrian access to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." The last RTP applied this language only to transit/mixed-use corridors. This draft updated language could be interpreted more broadly to cover every arterial. | Washington County Staff | 5/5/2014 | Change as follows: (p.2-80) "Regional policy calls for <u>safe crossings of streets and controlled pedestrian crossings on major arterials</u> crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions) , including features such as markings, medians, refuge islands, beacons, and signals, as appropriate. Change p.2-82 as follows: " The experience of people walking and pedestrian access <u>along transit-mixed use corridors</u> to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." | |
| 216 | Page 5-53: "Develop safe crosswalks on arterials and multi lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops." This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility. | Washington County Staff | 5/5/2014 | This section summarizes future work that was recommended by the Regional Safety Plan. Language will be added to provide an intro to this table of recommendations: "As part of the 2018 RTP and associated updates to the Regional Transportation Functional Plan, Metro will consider these changes as well as recommendations from the Regional Active Transportation Plan." Additionally, text within the table will be clarified to reflect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi lane roads, generally adhering to the region's maximum <u>local street</u> spacing standard of 530 feet and at all transit stops" | |
| 217 | Page 2 33 We request the language be modified to read, "Streets with 4 or more lanes should include medians, <u>where possible</u> , with appropriate median openings for turning movements and turn lanes." | Washington County Staff | 5/5/2014 | Change as requested. | |
| 218 | Page 2-33 - The median policy needs to reflect the need to accommodate over dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on going operating and maintenance costs associated with medians. | Washington County Staff | 5/5/2014 | No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure include operating and maintenance costs, not just medians. The 2013 Oregon Freight Plan amendments will be addressed as part of the 2018 RTP update. | |
| 219 | Page 2 37 – The text says "Safety is a primary concern on the regional arterial system... Efforts should include:" and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change "should" to "may" in order to provide more flexibility for jurisdictions to respond to unique situations that may occur within their jurisdictions. | Washington County Staff | 5/5/2014 | Change as requested. | |
| 220 | Page 2 37 – The text states, "Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority." We request that you change "highest" to "high" to allow more flexibility in project selection and funding by local jurisdictions. | Washington County Staff | 5/5/2014 | Change as requested. | |

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|-----|---|-------------------------|----------|--|----------------------|
| 221 | Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I 5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section. | Washington County staff | 5/5/2014 | Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville. | |
| 222 | Page 5 13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section. | Washington County staff | 5/5/2014 | Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209 | |
| 223 | The County caught a number of typos and small technical fixes. | Washington County staff | 5/5/2014 | Change as requested. | |
| 224 | SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high quality bikeway route in the long term. | Washington County staff | 5/5/2014 | Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel. | |
| 225 | NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road. | Washington County staff | 5/5/2014 | Change as requested. | |
| 226 | NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future. | Washington County staff | 5/5/2014 | Change as requested. | |
| 227 | Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility focus. | Washington County staff | 5/5/2014 | Change as requested. | |
| 228 | SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map. | Washington County staff | 5/5/2014 | Change as requested. | |
| 229 | SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning. | Washington County staff | 5/5/2014 | Change as requested on Regional Pedestrian and Bicycle Maps. | |
| 230 | NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north south multi modal route. The southern portion is already shown on the maps. | Washington County staff | 5/5/2014 | Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network. | |
| 231 | NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub. | Washington County staff | 5/5/2014 | Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network. | |
| 232 | NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose. | Washington County staff | 5/5/2014 | Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network). | |

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 (comments received March 21 - May 5, 2014)

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|-------------------------|----------|---|----------------------|
| 233 | NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north south Pedestrian Parkways in the vicinity. | Washington County staff | 5/5/2014 | Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network). | |
| 234 | NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area. | Washington County staff | 5/5/2014 | Change as requested. This is a mapping error and will be removed. | |
| 235 | W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive. | Washington County staff | 5/5/2014 | No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 236 | SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive. | Washington County staff | 5/5/2014 | No change recommended. This segment of SW Canyon Road is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 237 | SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high quality pedestrian route in the long term. | Washington County staff | 5/5/2014 | No change recommended. This segment of SW Walker Road is identified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints. | |
| 238 | SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor. | Washington County staff | 5/5/2014 | Change as requested. This is part of an old alignment of the Westside Trail. | |
| 239 | Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail. | Washington County staff | 5/5/2014 | Change as requested. | |
| 240 | 198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county funded \$14 million sidewalk and bike lane project in 2018. | Washington County staff | 5/5/2014 | Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Design Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network. | |

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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|--|------------------------|-----------|---|----------------------|
| 241 | Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately) | Clackamas County staff | 3/20/2014 | 1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): No change recommended. Include in analysis and consideration for the 2018 RTP update. Policy discussion is needed to add, since addition of the routes would not be consistent with the basic methodology used in developing the ATP pedestrian network. In the ATP, new Regional Pedestrian Corridors were identified by adding all regional arterial roadways identified on the 2035 RTP "Arterial and Throughway Map". The roadways listed above are not included on the "Arterial and Throughway Map" however, they should be considered in the next update of the RTP for inclusion as Regional Pedestrian Corridors, when more analysis and policy discussion can take place. | |
| 242 | Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility. | Clackamas County staff | 3/20/2014 | Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project. | |
| 243 | Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road | Clackamas County staff | 3/20/2014 | Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway. | |
| 244 | Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street | Clackamas County staff | 3/20/2014 | Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Community Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps. | |
| 245 | Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east. | Clackamas County staff | 3/20/2014 | Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed additions are also part of the Regional Bicycle Network. | |
| 246 | 132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street | Clackamas County staff | 3/20/2014 | No change recommended. Include in analysis and consideration for including in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP pedestrian network. In the ATP new Regional Pedestrian Corridors were identified by adding all regional arterial roadways identified on the 2035 RTP "Arterial and Throughway Map". The roadways listed above are not included on the "Arterial and Throughway Map" however, they should be considered in the next update of the RTP for inclusion as Regional Pedestrian Corridors, when more analysis and policy discussion can take place. | |
| 247 | Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area) | Clackamas County staff | 3/20/2014 | Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB. | |

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|-----|--|------------------------|-----------|--|----------------------|
| 248 | The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor. | Clackamas County staff | 3/20/2014 | The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion. | |
| 249 | Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street | Clackamas County staff | 3/20/2014 | Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project. | |
| 250 | Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway. | Clackamas County staff | 3/20/2014 | Change as requested. | |
| 251 | Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes. | Clackamas County staff | 3/20/2014 | Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network. | |
| 252 | Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street. | Clackamas County staff | 3/20/2014 | Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project. | |
| 253 | Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail. | Clackamas County staff | 3/20/2014 | Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassified as a Regional Bikeway. | |
| 254 | Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road | Clackamas County staff | 3/20/2014 | Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway. | |
| 255 | Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway. | Clackamas County staff | 3/20/2014 | Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project. | |
| 256 | Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway. | Clackamas County staff | 3/20/2014 | Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identified as a Regional Street on the 2035 RTP "Design Classifications Map." | |
| 257 | The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why? | Clackamas County staff | 3/20/2014 | Change as requested. The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected. | |
| 258 | Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway | Clackamas County staff | 3/20/2014 | Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identified as a Community Street on the 2035 RTP "Design Classifications Map." | |
| 259 | Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass). | Clackamas County staff | 4/15/2014 | Change as requested. | |

Exhibit C to Ordinance No. 14-1340.
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| # | Comment | Source(s) | Date | Staff Recommendation | Relevant RTP project |
|-----|---|---|-----------|---|----------------------|
| 260 | Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd. | Lori Mastrantonio-Meuseur (citizen comment) | 3/25/2014 | No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan. | |
| 261 | Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area. | Lori Mastrantonio-Meuseur (citizen comment) | 3/25/2014 | No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regional Bikeway at this time; but do include in analysis and policy discussion for consideration for inclusion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicycle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan. | |

**EXHIBIT D FINDINGS OF FACT AND CONCLUSIONS OF LAW FOR
ORDINANCE NO. 14-1340**

The findings are under development. To be completed for July 10, 2014 final action meeting of
JPACT

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1340, FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; AND TO AMEND THE REGIONAL FRAMEWORK PLAN

Date: July 10, 2014

Prepared by: John Mermin,
503-797-1747

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), and by extension the Oregon Transportation Plan (OTP).

The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the last RTP air quality conformity determination on Sept 20, 2010. A new plan demonstrating conformity with the Clean Air Act must be approved and acknowledged by US DOT and US EPA in a formal conformity determination by September 20, 2014, when the current conformity determination expires. Staff is proposing to submit the updated plan to USDOT/EPA by July 24, 2014 to allow time for their review prior to conformity expiring. If the conformity determination expires, the plan is considered to “lapse,” *meaning that federally-funded transportation improvements could not be obligated during the lapse period.* This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

Why the RTP matters

The Regional Transportation Plan assesses long-term transportation needs and acts as a blueprint to guide transportation investments in the Portland metropolitan region over the next 25 years. The plan is updated every four years, allowing the region to have both the certainty of long-term goals and the flexibility to respond to new conditions or as information comes to light. The plan sets the course for future transportation decisions and implementation of the region’s land use vision, the 2040 Growth Concept. The plan establishes policies and priorities for:

- travel by motor vehicle, transit, walking and bicycling
- movement of goods and services
- street design and the efficient management of the overall system

Each update to the RTP is shaped by growth forecasts in population, jobs and travel. The plan considers federal, state and local funding for transportation improvements, estimates project costs and proposes funding strategies.

The 2014 RTP includes over 1,200 proposed projects (totaling more than \$22 billion) and two levels of investment to the components of the regional transportation system:

1. The Federal Priorities set of investments (also known as the “financially constrained” list) for which funding over the planning period is “reasonably anticipated to be available.” This set of investments will serve as the basis for complying with federal law and air quality regulations.

2. The RTP Investment Strategy (also known as the “state” RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as “reasonably likely to be funded” under state law. If these improvements are made, the system will support the uses in the region’s land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan.

Scale of 2014 RTP update

An important related project currently underway is the state mandated Climate Smart Communities (CSC) project which is required to be completed by December 2014 and is expected to include major recommendations for the Regional Transportation Plan. Because of the short timeline, limited available resources and overlap with the CSC project, the 2014 RTP work program, adopted by the Metro Council by Resolution No. 14-4527 on September 12, 2013, was scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update (which will also incorporate CSC recommendations).

A major focus of the 2014 RTP update was on meeting state and federal requirements, and incorporating a few regional initiatives including the Regional Active Transportation Plan and Regional Safety Plan. The next RTP update (which will be required to be adopted by 2018) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. Projects included in this update were limited to those that have been subject to a previous public process. This approach continues the past cycle of every other update reopening a discussion of the RTP on a more fundamental level.

Summary of 2014 RTP update decision-making process

Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the Fall, local jurisdictions and partner agencies worked to update their RTP project lists (based on an updated revenue forecast) culminating in submissions to Metro in December, 2013. These updates were limited by JPACT and the Metro Council to projects coming from a local public process such as a transportation system plan or corridor plan. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council.

Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from late February to late March. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction.*

Recommendations for tentative approval of the 2014 RTP for purposes of air quality conformity analysis were received from MTAC (April 16), MPAC (April 23), and TPAC (April 25). A recommendation to accept the RTP project list for purpose of air quality conformity determination was received from JPACT and the Metro Council on May 8. Staff subsequently ran the air quality model and determined that the region will meet the standards of the Federal Clean Air Act if it were to build the projects in the

financially constrained system of the RTP. See Resolution No. 14-4534 and accompanying staff report for more detail on the results of the air quality conformity analysis.

Note that the final system performance modeling of the updated RTP project list (which has been revised based on public comments) is still underway. The highlighted sections of Chapter 2 (Table 2.3) and Chapter 4, which include numbers based on modeled results, will be updated prior to the July 10 JPACT meeting when staff will ask for a final recommendation on the RTP.

Summary of Public Comments on 2014 Public Review Draft RTP

As part of a 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list were provided for review at Metro’s website: www.oregonmetro.gov/rtp. Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies.

Staff made individual recommendations on all comments requesting a specific change to the RTP. See recommendations in Exhibit C of Ordinance No.14-1340. See Attachment 1 to this staff report for the full 2014 RTP Public Comment Report.

Metro also held a 30-day public comment period (May 16 - June15) to seek input on the results of its Air Quality Conformity analysis as well its Title 6 / Environmental Justice assessment. Public Comment reports for the Air Quality Conformity analysis and the Title 6 / Environmental Justice assessment are available within Exhibit A of Resolution No. 14-4534 and Exhibit A of Resolution No.14-4533, respectively.

ANALYSIS/INFORMATION

1. **Known Opposition:** None

2. **Legal Antecedents:**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Ordinance No. 10-1241B “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional

transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan.

- Resolution No. 10-4150A “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program” adopted by the Metro Council June 10, 2010.
- Resolution No.13-4456 “For the Purpose of Approving a work program for the 2014 Regional Transportation Plan Update” adopted by the Metro Council September 12, 2013.
- Resolution No. 14-4527 “For the Purpose of Accepting the 2014 Regional Transportation Plan Project List For Purpose of Air Quality Conformity Determination” adopted by the Metro Council May 8, 2014.

3. **Anticipated Effects:** With approval:

- Staff will submit the final RTP and findings to LCDC.
- Staff will submit the final RTP to the U.S. Department of Transportation.

4. **Budget Impacts:** There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Ordinance No. 14-1340

**MAKING A
GREAT
PLACE**



Public comment report for the

.....

Regional Transportation Plan

.....

June 2014

www.oregonmetro.gov/rtp

2014

Metro respects civil rights

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

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

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

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

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

Project web site: www.oregonmetro.gov/rtp

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

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Introduction

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

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

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

Information on RTP developments was provided to the public throughout the update process through electronic news articles and fact sheets available through the Metro website and distributed at meetings and events. The RTP project website posted

information about the update process, with a timeline indicating key decision points and public comment opportunities.

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

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

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

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

This public comment report summarizes the engagement activities surrounding and comments received during the 45-day comment report of March 21 through May 5, 2014. Metro staff created a log of substantive comments, with responses recommending

actions on suggested changes. Substantive comments, testimonies and supporting material submitted as part of the comment period are provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review as part of the 2014 Regional Transportation Plan decision-making process.

Summary of engagement

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

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

Promotion

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

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

Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on

soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the RTP itself, and via email, letter, phone call and message, and other conversations.

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

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

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

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

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

Opportunity to comment specifically on the draft Regional Transportation Plan

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

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

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

Community forums

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues

of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

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

Summary of comments

About where we live and work and how we get around

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

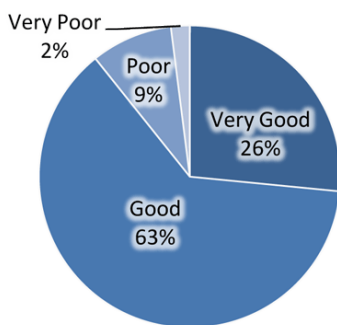
- for communities where we live and work
- to improve how we get around.

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

Quality of life

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

How is quality of life in the region?



When asked what “quality of life” means to them, most participants indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes access to a variety of goods and

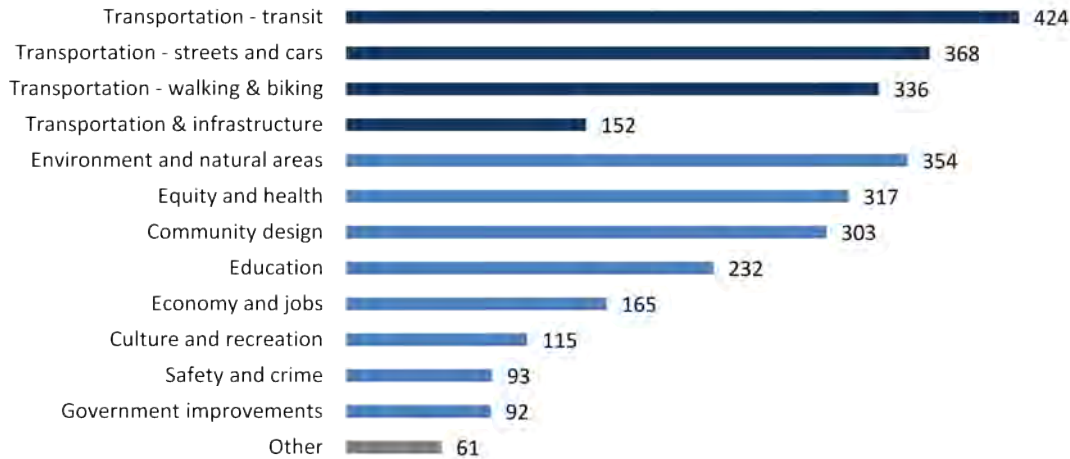
services, opportunity for personal and economic gain, and a variety of options in how they live their life.

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

Investments where we live and work

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

What three investments would you most like to see made in your community in the next 10 years?



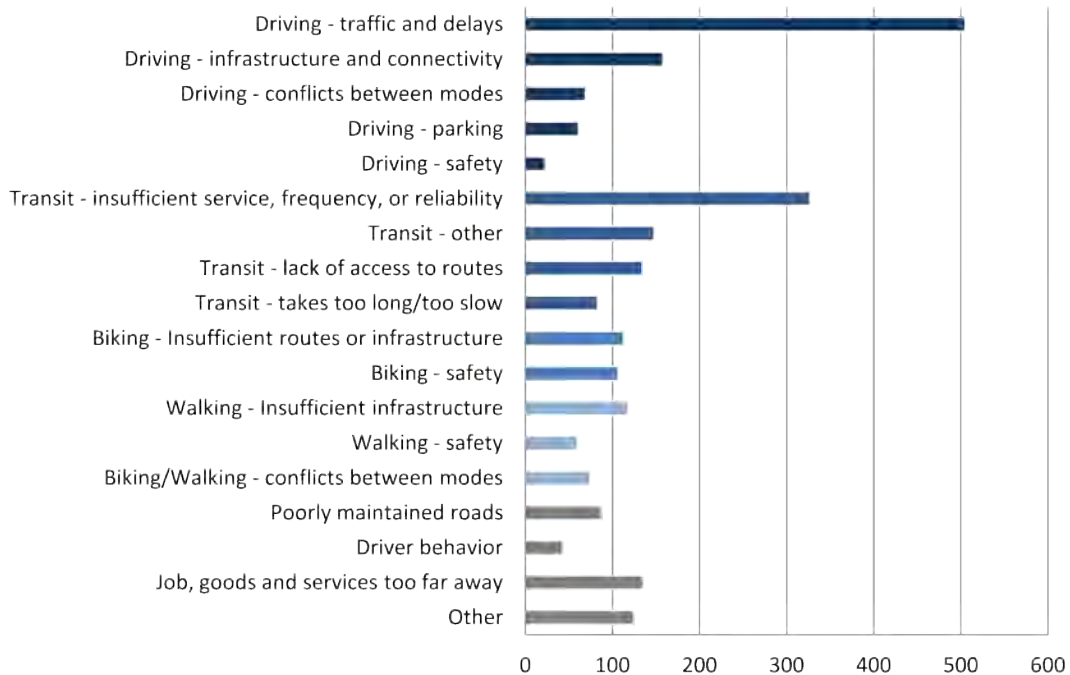
How we get around

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

percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

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

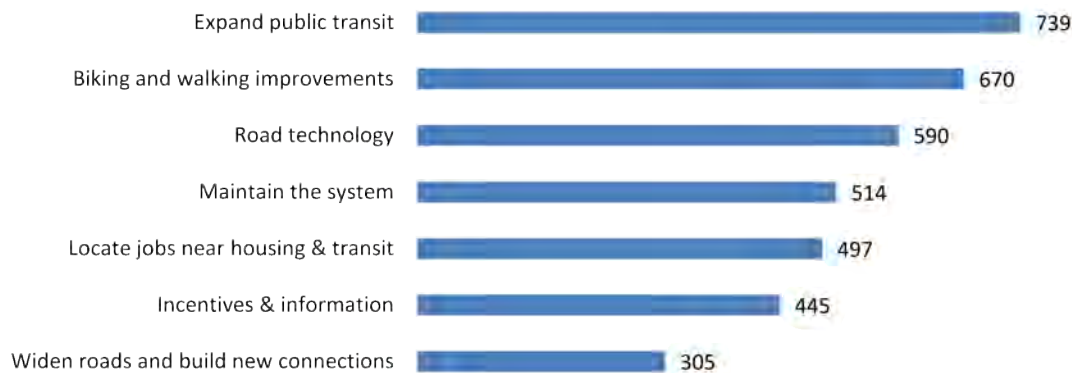
What are the three main challenges you have getting to work, school or to complete errands?



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

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

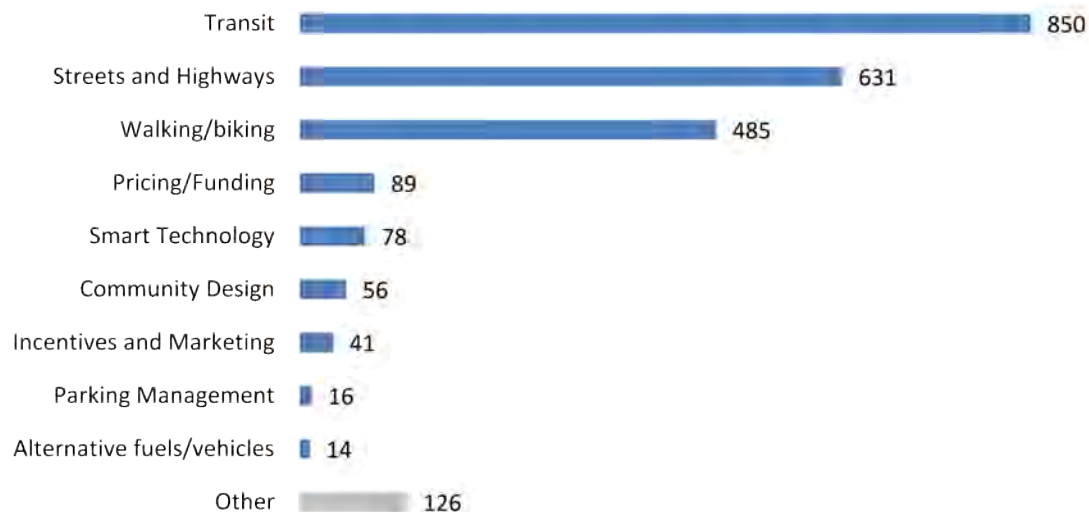
Which strategies do you think the region should invest in to help ease traffic congestion?



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report provided in Appendix B, the broad

summary is that people want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

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



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

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

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

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

Finally, funding was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for new revenue

sources; others noted the need for fiscal responsibility and do not want any additional tax burden placed on the public to fund improvements. The need for equitable investments among geography and demographics was noted by some.

Demographic information

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

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

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

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

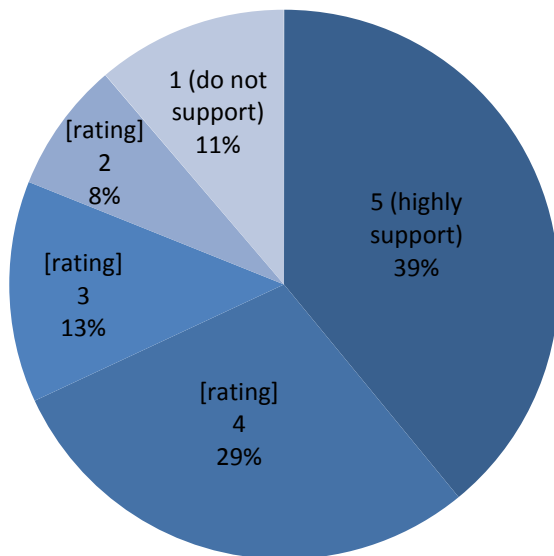
Education Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

In response to the public review draft

Online questionnaire

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

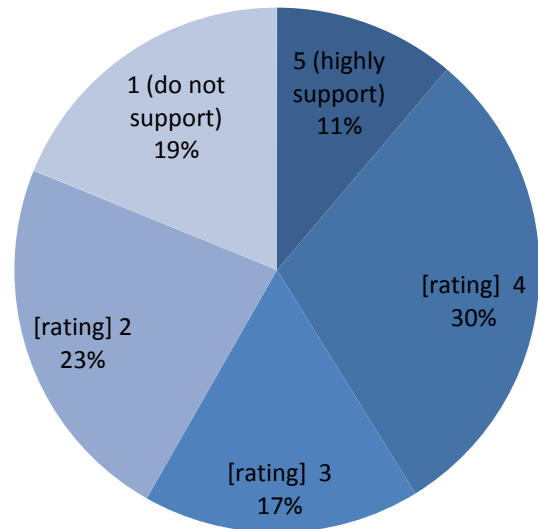
How supportive are you of this general approach?



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

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

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



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

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

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

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

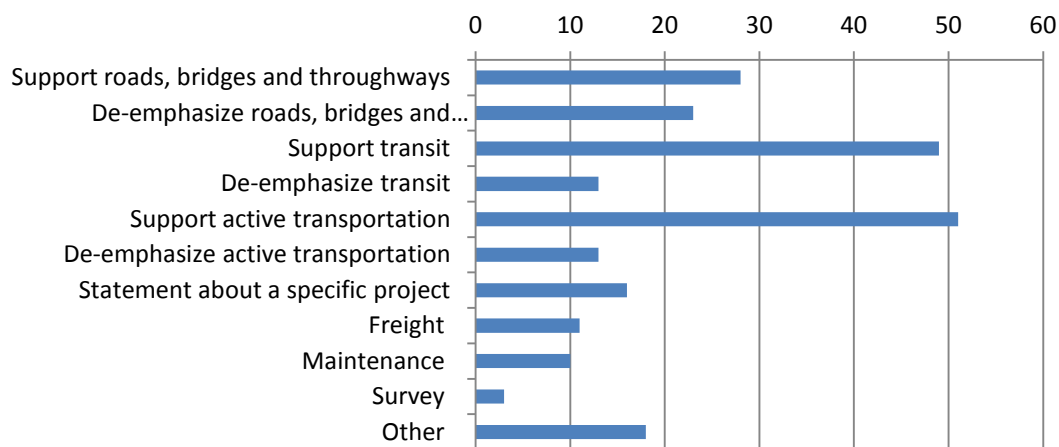
- 28 were for support for roads, bridges and throughways
- 23 were for a de-emphasis on roads, bridges and throughways
- 49 were for support of transit, including those who called for an expansion of the light rail system and those that supported local bus service while decrying further investments in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

- 13 were for a de-emphasis on transit
- 51 were for support of active transportation
- 13 were for a de-emphasis on active transportation

In addition:

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

Themes expressed in RTP/ATP-specific questionnaire



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

enforcement, land use planning and density, and housing.

Demographic information

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

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

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

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

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

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

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

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

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

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

Participation on community meetings

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

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

Other comments received

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

Community forums

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

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

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

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

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

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

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

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

Staff recommendations

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

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

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

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

Comments requesting changes in policy will be reserved and considered as part of the development of the 2018 Regional Transportation Plan, which is envisioned as

an opportunity to reassess and calibrate the regional policies of the plan.

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

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

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

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

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Auditor

Suzanne Flynn

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