

NORTH MACADAM TRANSPORTATION DEVELOPMENT STRATEGY ? Overlay

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ David John Schleich, PhD	049 SW Porter St. Portland, OR 97201 (NCNM)	dschleich@ncnm.edu
✓ Keith T North	049 SW Porter Portland OR 97201 NCNM (SAC Member)	K.North@NCNM.EDU
✓ Jill Stanard, MD	2220 SW 1st Portland OR 97201 NCNM	jstanard@ncnm.edu
✓ Marnie Loomis ND	049 SW Porter St Portland OR 97201 NCNM	mloomis@ncnm.edu
✓ Marilyn Casidine <small>Considine</small>	" " " " NCNM	mconsidine@ncnm.edu
✓ Lee Bohler	318 SW Hamilton St 97239	LEB@pacifier.com
✓ William Panneman	623 SW Carothers St. 97201	
Don Back	6995 SW Bellevue Pl 97239	BACK@Q.com
✓ Bob Durgan <small>Durgan</small>	6712 N Cutler Circle	Bobd@anderson.const.com

Submitted by
Don Baack
4/08/09

36696

How Red Electric
TIES TO SOUTH
WATERFRONT

GIBBS ST
PEDESTRIAN BRIDGE

SLAVIN ROAD
CONNECTION

HILLSDALE



T & E INVESTMENTS
2607 Hillcrest Ct
West Linn OR, 97068

April 8, 2009

Mayor Adams
Commissioners Fish, Fitch, Leonard and Saltzman

Re: North Macadam Transportation Development Strategy (NMTDS) and
Transportation Systems Development Charge (TSDC) Overlay

T&E Investments has owned and leased property in the North Macadam / SouthWaterFront district for over 20 years. The property is located in the SE quadrant of the intersection of SW Bancroft and Bond Ave. we have been active participants in past and present planning efforts including but not limited to the above referenced efforts.

We support the concept of the NMTDS but, cannot support it as presented. We have raised our concerns in the past and find that many of those concerns are still cause to recommend that the Strategy be revised.

The concerns are as follows:

1. The NMTDS still ***“misses the mark” of identifying what entities should be responsible*** for the particular elements of system improvement. The Strategy suggests a much larger cost share for the district for the higher cost regional elements than is justified. This is particularly true since the past and present conditions of such regional elements such as Highway 43 (Macadam) and the links from I405 to Highway 43 and to US 26(Ross Island Bridge) are well known as existing regional issues.
2. The NMTDS ***misrepresents the private developer role*** as if it is different from the roles of City Wide TSDC, TSDC Overlay, and LID. These are all in fact Private Developer funded elements. This increases the Private Developer % ***from 8-9% to an unacceptable 34-42%*** of the cost sharing burden.
3. In a district where private development is expected to provide the land for greenway, open space, parks and roads, we are also expected to provide private investments to create the tax increment that will provide a large part of the “public” funds for the Strategy. ***There is an increasing onus on a shrinking amount of developable land*** to accomplish this.

4. The NMTDS includes some large cost elements. In the past, one of these was the I-5 ramp relocation project. Over time, creative solutions have replaced a \$40-50 million project with one that is less than half the cost. Presently, the most costly project within the NMTDS is the Hamilton St Streetcar /South Portal which is reported only in its Phase I configuration and cost at \$32-38 million (significantly more at final completion with phase II). ***This element should be thoroughly evaluated with an emphasis on seeking a creative higher value solution for less cost.*** This has not been done.

5. The ***use of 2012 cost dollars for both phases of the Strategy is misleading*** as phase I is anticipated to last till 2020 and phase II till 2030. Some more realistic representation of costs should be used to facilitate good decision making.

6. These proposals have been ***formulated and reviewed in a narrow scope*** that rarely places them into the broader spectrum of all development needs in the district. We feel this is the case with many of the committee participants and property owners in the district. It may, in fact, be the case with many members of the Council and the briefings that you have received on these proposals. There is a very important ***need to assess the proposals in light of all issues and needs*** for the district, not just the list of transportation projects. Some of these added issues may include funding challenges for Light Rail, Street Car , parks and open space , greenway implementation and the already committed but not funded set aside for affordable housing. Consideration of the proposed items within the larger spectrum of challenges is a prudent way to make the best decisions for the district.

We are not in support of the proposed TSDC Overlay. We recognize that additional funding is required and welcome our role in this effort but the proposed TSDC Overlay contains elements that cause concern for its viability. These concerns are identified above in items 1, 2, 3, 4 and 6 above.

The provision of a workable transportation system for our district is challenging. Because this entails addressing regional issues and systems the challenge is far greater. A strategy is required to accomplish this and to insure that incremental improvements are coordinated to build the system. Though we do not support these specific proposals, we encourage the Council to direct refinement of the concepts and we look forward to participate in creating the strategy and solutions.

Should you desire further discussion or have any questions I can be reached at (503)778-0228 or rs-insite@comcast.net.



Eric "Rick" Saito
Partner

In Process and Top Priority Transit, Pedestrian, and Bike Projects



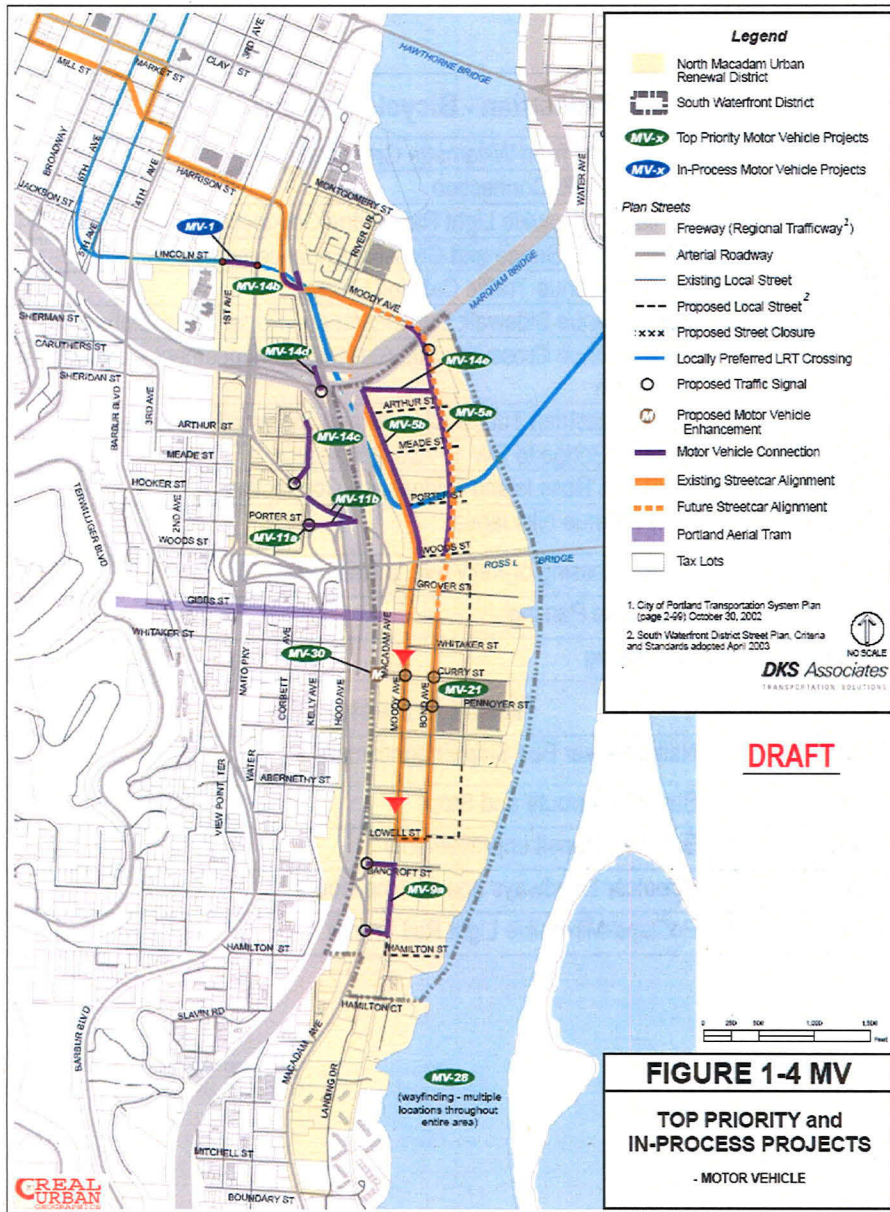
Pedestrian - Bicycle Projects

BP-1	South Waterfront Willamette Greenway Trail
BP-2	North of I-405 Connection
BP-6	Portland-Milwaukie Light Rail Bridge Connection
BP-8	Gibbs Street Bridge and Crossing Enhancements
BP-10	Corbett Avenue Traffic Calming Project
BP-16	Hood Avenue Sidewalk Enhancement – Porter St. to Gibbs St.
BP-22	Hood Avenue Crosswalk and Sidewalk Enhancement – Lane to Macadam
BP-23	Kelly Pedestrian Tunnel Closure and Crosswalk Replacement
BP-24	Ross Is. Bridge to SW 1 st Ave Connection
BP-24a	West-end Ross Island Bridgehead Connection
BP-24b	Kelly Avenue bike lanes
BP-24c	Ramp Crossing of Kelly Ave to Naito Pkwy NB
BP-30	Tram Bike Parking
BP-31	Wayfinding

Transit Projects

T-03	Naito/Hooker Bus Stop Enhancement
T-04a	Bus #35 Reroute and Stops
T-04c	Bancroft Transit Improvements
T-06	Streetcar Headways and Service Hours
T-09	Portland-Milwaukie Light Rail Transit

In Process and Top Priority Motor Vehicle Projects



Motor Vehicle Projects		
MV-1	Milwaukie Light Rail Improvements	
MV-5a	Moody/Bond Couplet - Bond Avenue Extension	
MV-5b	Moody/Bond Couplet - Moody Avenue realignment	
MV-9a	South Portal – phase 1**	
MV-11a	Porter/Kelly Signalization and Kelly slip ramp closure	
MV-11b	Kelly Ramp realignment	
North Portal Projects	MV-14b	Harbor Drive/River Parkway Improvement
	MV-14c	Kelly Avenue/Corbett Avenue Improvement
	MV-14d	SB Harbor Drive/Sheridan Street Improvement
	MV-14e	Sheridan Extension (Moody to Bond)
MV-21	Signalize Intersections – South Waterfront District	
MV-28	Motor Vehicle Wayfinding	