

MEETING REPORT  
JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
AND METRO COUNCIL TRANSPORTATION PLANNING COMMITTEE  
PUBLIC HEARING  
MAY 4, 1999  
5:30 P.M.

Committee members in attendance were as follows: Chair Jon Kvistad; Bill Atherton, David Bragdon, Rod Park and Ed Washington; Metro Council; Bob Stacey, Tri-Met; Kay Van Sickle, ODOT; Lou Ogden, Cities of Washington County; Roy Rogers, Washington County; Charlie Hales, City of Portland; and Dave Lohman, Port of Portland.

The joint JPACT/Metro Council Transportation Planning Committee meeting was convened by Chair Jon Kvistad on May 4, 1999 at 5:30 p.m. in the Council Chamber. He explained the three-minute process for testimony, that testimony would be given in the order of sign-up, and that Metro policy extends the courtesy of speaking first to elected officials. He encouraged written testimony, noting that committee members would receive a copy for the record. He asked those in attendance to feel welcome to submit testimony for this second round but asked that they also recognize that there are others who have not given testimony previously.

John F. Williams, Jr., Mayor of Oregon City (1176 Sunny Lane, Oregon City), testified that he understood there were limited resources for the projects in question. He cited the importance of the Highway 213/Beavercreek Road project and the fact that it is an upgrade needed to mitigate safety problems. He noted that Oregon City is No. 1 in the state for accidental deaths, commenting that it is not safe for autos or pedestrians. Mayor Williams also cited the need for better access through that corridor. Also noted was the fact that, when the state built that intersection, they built a culvert that cut the Steelhead off, which would be corrected by this project. Mayor Williams reported that the project is supported by ODOT, Clackamas County, and Oregon City.

George Kosboth (1114 Washington Street, Oregon City 97045), provided testimony as a member of Oregon City's Transportation System Plan Citizens Advisory Committee. The request expressed support of funding the Highway 213/Beavercreek Road project, noting that ODOT, Clackamas County and Oregon City are partnering to make that intersection a safer and more livable level of service. Mr. Kosboth noted that Highway 213 is designated as a Principal Arterial, a road connector for the freight industry, and serves as a regional bike route. The project is intended to mitigate safety problems for both motorists and pedestrians on an existing regional connector.

Debbie Watkins (13290 Clairmont Way, Oregon City), testified as an Oregon City resident concerned about Highway 213/Beavercreek Road traffic since that intersection reached capacity several years ago. Oregon City is seeking pedestrian-friendly streets and, without the Highway 213/Beavercreek Road improvements, it won't be possible. Debbie noted that few transit options exist in Oregon City and that the city operates a shuttle between an outlying parking lot and downtown Oregon City via McLoughlin Boulevard. Oregon City is working toward local

transportation improvements that would meet the 2040 goals and are focusing on sidewalk improvements and multi-modal mobility to help their local transportation system.

Nancy Kraushaar, Senior Engineer for the City of Oregon City (320 Warner Milne Road, Oregon City 97045), testified that there is a severe traffic safety problem at the Highway 213/Beavercreek Road intersection in Oregon City. It operates at level-of-service F, there are no sidewalks, and it serves as a key connection for local, commercial and pedestrian traffic. Nancy cited the need to address the safety problem and spoke in support of funding the Highway 213/Beavercreek Road project. She noted that the Highway 213 Corridor Study is underway with Metro, ODOT and Oregon City. She pointed out that it is a regional corridor and spoke of its worth as an investment for the region.

John A. Leuthauser, Council President of the City of Gresham (1333 NW Eastman Parkway, Gresham, 97030), presented a letter under the signature of Mayor Becker recommending funding support for the following six East County needs: the Division Street Boulevard project, the Stark Street Boulevard project, the Gresham/Fairview Trail project, Phase 3 of the Gresham/Multnomah County ITS project, the 223<sup>rd</sup> Railroad Overcrossing project, and the 207<sup>th</sup> Avenue Connector project. He asked for consideration for adding \$800,000 back onto the 100 percent draft list. He noted that the Civic Neighborhood is almost into construction and is in compliance with the 2040 plan.

Suzanne Short Crandall, Gresham Downtown Development Association (323 NE Roberts, Gresham 97030), testified that the association is supportive of Metro's 2040 Growth Concept Plan and that Gresham's downtown is a fine example of transit-oriented development. She spoke of the major arterials surrounding Gresham that help you get past Gresham rather than to its downtown. Speaking in support of the Division Street Boulevard project, Ms. Crandall noted that it could change the look and feel of the street, make it safer for pedestrians, and provide a gateway while beautifying the area. She felt it was the type of enhancement that was good for the entire community and supported by developers of the Civic Neighborhood. Gresham would like to fund the project for \$2.8 million.

Doug Farrell, Chair of the Rockwood Public Safety Group, testified in support of funding the Stark Street Boulevard project. He reported that it is the leading corridor in the metropolitan area for pedestrian/vehicular accidents. He spoke of confusion and chaos in that area and cited the need for better management so that citizens can travel in greater safety. Mr. Farrell asked that it be considered a top priority for the good of traffic, business, and pedestrians in the area.

Roger Vonderharr, Mayor of Fairview (180 2<sup>nd</sup> Street, Fairview 97024), testified in support of funding the engineering study required for widening of the Railroad crossing at 223<sup>rd</sup> Avenue and to support the necessary purchase of right-of-way. The Railroad is looking at doing something with their overpass and may change to two tracks and increase the weight of cars they are using. Mayor Vonderharr reported that both of the 223<sup>rd</sup> bridges were designed for Model T's and that some Tri-Met buses have bounced off the sides. One of their top priorities is along 223<sup>rd</sup> and this project would provide access to Blue Lake Park and the 40-mile loop. He also

noted the Columbia Corridor Association's interest in the project and how the road system impacts commerce.

Mayor Vonderharr noted that the improvements are need for the City of Fairview to meet its 2040 goals. The majority of industrial lands are located north of the freeway and have very little access. Housing along Sandy Boulevard will use that access as well. Also noted was the matter of safety for pedestrians and cyclists along that strip. In addition, a retail center, planned for over a period of 15 years, would be served by this improvement. Fairview has not been able to develop industrially because of this needed improvement.

Ken Quinby, Fairview City Councilor (300 Harrison, Fairview), testified as a citizen of the area. He commented on the several hundred new homes built on the north side of Sandy and I-84 and the fact that 223<sup>rd</sup> has been designated a through truck route by ODOT. He spoke of the lack of sidewalks there owing to the lack of space, the number of people towing boats in that vicinity because of Chinook Landing, and the fact that it is an extremely narrow roadway. He felt it would be a good start if funding were allocated for purchase of the right-of-way and the means to do an engineering study.

Eddie Campbell, speaking on behalf of Multnomah County Commissioner Bev Stein (1120 SW Fifth Avenue, Portland 97204), was supportive of the recommendations with modifications. The 207<sup>th</sup> Avenue Connector project is Multnomah County's top funding priority. On behalf of Bev Stein, he asked for support of all Multnomah County projects currently on the 100 percent list, including the Willamette River Bridges and East County projects, and the Capital Highway Bertha/Beaverton-Hillsdale Highway pedestrian project in the City of Portland. Two other projects recommended for an add-on included \$800,000 for completion of the Division Street Boulevard project and \$125,000 for right-of-way acquisition on the 223<sup>rd</sup> Avenue Railroad overcrossing.

Scott Rice, Cornelius City Councilor (PO Box 608, Cornelius), testified in support of funding the Main Street/10<sup>th</sup>/20<sup>th</sup> project in Cornelius. He noted that it will complete the first phase of a four-phase project.

John Greiner, Cornelius City Manager (PO Box 608, Cornelius), testified in support of funding the Main Street/10<sup>th</sup>/20<sup>th</sup> project in Cornelius. His comments related to the fact that it is a multi-modal project and that there are private funds also committed to the project.

Bob Akers, representing the 40-Mile Loop Land Trust (1038 SE 224<sup>th</sup>, Gresham), testified in support of recreational and bike trails throughout the Metro area. He spoke of a recent trip to California where he compared recreational trails in contrast to those in our state. He spoke of having many beautiful trails in our region with a lot of dead-ends. Mr. Akers cited the need of getting people out of their cars and into another mode that doesn't produce air pollution.

Wally Hobson, Hobson Johnson & Associates, Real Estate Economists (610 SW Alder, Suite 910, Portland 97205), was supportive of the TOD Implementation Program, citing his

commitment to urban mixed use and development of TODs. He noted that he has done market analysis and programming for such developments and that his focus is on economics. He noted that TODs involve more costs for infrastructure and open space and that structured parking is essential to creating higher density, and these requirements create a need for higher rent. He felt the public needs to provide a subsidy if they want to make these high density developments outside the Central City.

Tom Braden, Rodda Paint (6124 N. Marine Drive, Portland), was supportive of additional funding for the Marine Drive widening project (PF2). His comments centered on the safety issue affecting the various industrial facilities located there. He spoke of the heavy truck traffic and the increased use of rail into the Rivergate district. He also spoke of the Bybee/Smith Lake facility and its preservation needs.

Kathy Gill, Columbia Sportswear (Marine Drive, Portland), was supportive of additional funding for the Marine Drive widening project (PF2) which is vital to the businesses along Marine Drive. Issues to be addressed include improved safety for affected businesses, bike/pedestrian needs and to balance business and freight needs with protection of Smith and Bybee Lakes. She asked that \$1.7 million in funds be added back into the project.

Ann Witsil, representing the I-405 Gateway Committee and Neighbors West/Northwest (1627 NW 32<sup>nd</sup>, Portland 97210) indicated her testimony represented that of a coalition of neighborhoods and businesses who support the Transportation Enhancement Program for the I-405 landscape and beautification project (Fremont to Marquam Bridges). It is a project that enhances bicycle, pedestrian and alternative transportation modes accessing Portland and has strong communitywide support. The project's planning effort has been coordinated through ODOT Regional Managers, City officials, community and business associations and related transportation citizen task forces and was developed through a grassroots effort.

Nanette Watson, Willamette Valley Development (PO Box 458, Portland 97207), testified in support of the TOD Program and her work as a developer in regard to the Madison project. She noted that she is a 2040 developer and an environmentalist, citing the difficulties of TOD developments in terms of parking and financing and the need to make them work.

Dick Schouten, West Beaverton Neighborhood Advisory Committee, testified that many in Washington County are unhappy with the overbuilt roads, citing the Farmington Road project as having been built too big. He reported that there are 13 neighborhood associations in the city of Beaverton, one of which has worked hard on the Davis/Allen connection. He felt that the Washington County Coordinating Committee was actually a secret organization and questioned how well they represent the people in Washington County. He was not supportive of the Murray Boulevard project near Milikan Way and reportedly had never experience bottlenecks on that strip. He felt that project could be cut from the list of MTIP projects.

Jay Mower, representing the Columbia Slough Watershed Council (7040 NE 47<sup>th</sup>, Portland), spoke on behalf of the NE 47<sup>th</sup> Avenue Bridge Transportation Enhancement project. He

indicated he was serving as coordinator for the Columbia Slough project and his testimonial included a letter citing the benefits of significantly improving water quality by replacing undersized culverts with a span bridge; increasing public access to the Columbia Slough from Whitaker Ponds, a Metro open space site next to 47<sup>th</sup> Avenue; increasing pedestrian and bike safety on busy 47<sup>th</sup> Avenue; and leveraging \$250,000 to generate a \$600,000 match. The key factors affecting this development include water quality, public access, pedestrian and bike safety, and the generation of a \$600,000 match (high leverage). In connection with this project, an attachment was included on the Whitaker Ponds Learning Center on NE 47<sup>th</sup> Avenue. The Learning Center serves as a facility to teach students how to protect the environment, restoration events, and for neighborhood meetings.

A letter, under the signature of Helen Sherman Cohen (3264 NE 158<sup>th</sup> Avenue, Portland 97230), was submitted for the record in support of funding the NE 47<sup>th</sup> Avenue Transportation Enhancement project that would benefit water quality by replacing undersized culverts with a span bridge; increase public access to the Columbia Slough from Whitaker Ponds, increase pedestrian and bike safety on busy 47<sup>th</sup> Avenue, and generate a \$600,000 match from a \$250,000 allocation, a very high leverage of funds.

A letter, under the signature of State Senator Avel L. Gordly, provided testimony in support of funding the NE 47<sup>th</sup> Street Bridge Enhancement project. The benefit noted included water quality improvement in the Columbia Slough, initial safety improvements to NE 47<sup>th</sup>, enhanced recreational opportunities adjacent to Metro Greenspaces property (Whitaker Ponds), and the leveraging of \$600,000 of match.

A letter, under the signature of State Representative Jo Ann Bowman (House of Representatives, District 19, Salem 97310), provided testimony in support of funding the 47<sup>th</sup> Avenue Bridge Transportation Enhancement project. Benefits cited include water quality improvements for the Columbia Slough, safety improvements to NE 47<sup>th</sup> Avenue, the availability of matching monies in the amount of \$600,000, and enhanced recreational opportunities to the adjacent Greenspaces property (Whitaker Ponds).

Henry (Hal) Day, 4818 NE 50<sup>th</sup> Place, Portland) testified in support of the 47<sup>th</sup> Avenue Transportation Enhancement project. He spoke of his canoeing activities along the Columbia Slough and its future potential for recreation. His comments centered on the need for better accessibility. This enhancement project would open up many miles of Columbia Slough to canoes and kayaks. The two official access points at this time are at Kelley Point Park and Airport Way.

A letter, under the signature of Janet Liu (no address submitted), provided testimony on bicycle commuting between Lake Oswego and Portland. She spoke of a narrow shoulder from North Lake Oswego past Dunthorpe with auto speeds exceeding 45 mph. She cited the need to take alternate routes in terms of safety. She expressed support over the possibility of widening the trolley rail line to allow for biking as a viable means of alternative transportation.

A letter, under the signature of Bill Hagerup (2560 NW 121<sup>st</sup>, Portland 97229), testified in support of funding the Cornell Road Boulevard Treatment project. The funding would be used to provide wide sidewalks, curb extensions, landscaping and other features on the section of Cornell Road which runs through the Cedar Mill Town Center north of Beaverton. Cornell Road in this area has been designated as a Main Street and these funds would help it become a reality. By implementing an MSTIP road improvement project for Cornell Road and the Boulevard treatment projects simultaneously, major cost savings could be realized.

Lonnie Dicus, Manager of North American Energy, Enron/Microclimates (121 SW Salmon, Portland 97204), testified in support of funding the TOD Program for which they have made a viable investment. Lonnie cited the importance of being involved in projects that can make a difference in the community.

Sylvia Cleaver, 2214 SE 47<sup>th</sup>, Portland), spoke in support of funding the TOD Implementation Program. She spoke of the costs associated with the transit-oriented development at The Round in Beaverton. Because everything is connected from the rail line to the buildings, there is no allowance for building movement. It must be the level the day it opens and remain unchanged over time. Underground work is extremely expensive to ensure that the buildings do not move. She also noted the difficult soil conditions in Beaverton and the fact that bedrock is very far down. To be level with the existing light rail, the costs are high.

Selwyn Bingham of the BCB Group (3939 NW St. Helens Road, Portland 97210), testified in support of funding the TOD Implementation Program. He cited the positive forces going for this transit-oriented development: its location on light rail, being a central city stop for Beaverton, and creating a new city center for Beaverton. He felt that Enron's participation in creating a state-of-the-art energy central plan would ensure the success of this project.

Mr. Bingham described the development of The Round in terms of the concept for an urban community with a high percentage of open space, a central plaza, retail development on the ground with office space above, housing, restaurants, a wetlands area, and an amphitheater (similar to that of Courthouse Square in downtown Portland).

George Crandall, Crandall Arambula PC (520 SW Yamhill, Roof Suite 4, Portland 97204), testified that the AIA Urban Design Committee supports funding of the TOD Implementation Program. He spoke of the TOD benefits in terms of reducing auto traffic, increasing transit use and improving air quality; the fact that it has some risk and involves complex development but is an innovative program; and that it allows the region to be proactive in that it stimulates development that supports the Regional Transportation Plan.

Don Baack, representing STOP and Southwest Transportation and Trails Committees, spoke in support of the Red Electric line and the need to fund the study at this time. The project follows the general alignment of Fanno Creek and is an excellent place to walk and bike. It can be set up to connect to the Fanno Creek Trail in Beaverton. He noted there are no other east/west bike routes that are dedicated or suitable for bicyclists.

Lenny Anderson, Swan Island Transportation Committee (2934 NE 27<sup>th</sup> Avenue, Portland 97212), was committed to creating more transportation options in our communities, citing support for Transit-Oriented Development, Transit Choices for Livability, bikeways, pedestrian facilities, and Transportation Management Associations. He was opposed to spending any money on road projects.

John Bendit, President of Tualatin Chamber of Commerce and Upscale Automotive (19460 SW 89<sup>th</sup> Avenue, Tualatin 97062) spoke in support of keeping the TDM funds intact in view of its allocation to many modes of transportation. He praised Transportation Management Associations (TMAs) as an effective way of reaching a lot of people. Mr. Bendit spoke of Tualatin's transportation and congestion issues and the fact that they have formed a TMA. He noted that it represented a large investment from the private sector and their commitment to deal with congestion in their area. He felt it was an important part of the TDM funding.

Sherry Lillard, Fairview City Councilor (197 Crestwood Street, Fairview 97024), spoke in support of the 223<sup>rd</sup> Avenue Railroad Bridge reconstruction project. She reported that there is no shoulder on the roadway for that railroad crossing. It was her understanding that there will be some big box stores right off of Sandy and the street will become extra busy as it connects to Blue Lake Park. There is no pedestrian walkway.

Ray Polani, representing Citizens for Better Transit (6110 SE Ankeny Street, Portland 97215-1245), was supportive of the \$75 million in flexible funds all being applied to Tri-Met's Transit Choices for Livability Program for the extension of bus service as described in its three-year service plan.

Daniel Kaempff, Tualatin Chamber of Commerce (PO Box 701, Tualatin 97062), testified in support of the staff-recommended funding level for the Transportation Management Associations (TMAs). He cited the importance of the TMAs completing a balanced transportation system. They promote transit and help employers manage vanpools and carpools for their employees. He expressed general support of keeping funding intact for the 2040 initiatives and the Transportation Management Associations.

Marianne Pratt, Tualatin Chamber of Commerce (PO Box 701, Tualatin 97062), spoke in support of the Transportation Demand Management (TDM) Program and the Transportation Management Associations (TMAs). She spoke of TMAs as a public/private partnership in an ongoing commitment and the need to look at other transportation alternatives. She emphasized the need for public dollars in terms of TMA continuance.

Lynn Peterson, 1000 Friends of Oregon (534 SW Third Avenue, Portland 97204-2597), testified that their agency is extremely concerned with the base recommendation in that the proposed funding for planning, road modernization, reconstruction, freight, bridge and boulevards totals more than the total available for road building projects. They also ask for Metro's justification in spending Congestion Mitigation/Air Quality (CMAQ) funds on road projects.

Lynn added that 1000 Friends of Oregon supports the gas tax increase under consideration by the Legislature (for maintenance and road building) that would increase connectivity and alternative mode mobility and accessibility. One Thousand Friends feels that the \$75.8 million should be used to fund transit service increases, TDM programs and bike/pedestrian facilities. They also took exception to the recommendation for funding six Preliminary Engineering projects.

Karen Whitman, Pioneer Courthouse Square (701 SW 6<sup>th</sup> Avenue, Portland), supported funding for the Pioneer Courthouse Square Lobby project. She called it a one-stop shopping complex that offers opportunities for promoting extended studies in Portland that will additionally serve as a welcome center to residents and visitors alike. She spoke of the key service areas that have been developed: providing services in support of access to public transit and other intermodal transportation, enhancing movement of people to promote smart park and park-and-ride facilities, and upgrading signing around the city. Other services include use of a concierge for tours and information relating to hotel and restaurant reservations and travel trip planning.

Tom Fuller, Shiels & Obletz (115 NW 1<sup>st</sup>, Suite 200, Portland 97209), testified in support of the improvements for Pioneer Courthouse Square Lobby project. He cited the benefits of the project in terms of bike/pedestrian facilities, safety and education for bicyclists and pedestrians, and the scenic or historic highway programs, including the provision of tourist and welcome center facilities.

Mr. Fuller noted that the project would provide easy access to mass transit, numerous forms of intermodal transportation, provide visitor information services, is cost-effective and would greatly enhance visitor information and services. Among its supporters are Multnomah County, the City of Portland, Tri-Met, the Association for Portland Progress, the Portland, Oregon Visitors Association, the Oregon Tourism Commission, the Portland Chamber of Commerce, and Melvin Mark Companies. Their goals address the various downtown planning projects such as the Central City Plan, the Oregon Transportation Plan, the Oregon Highway Plan, Tri-Met's Strategic Plan, and the Governor's Oregon Transportation Initiative.

Fred Nussbaum (6510 SW Barnes Road, Portland 97225), testified that he had a problem with the outlined priorities. He felt all the flexible funds should go to fund transportation alternatives, suggesting further that \$16 million be allocated to Tri-Met for its Transit Choices for Livability program. He felt that the region is not keeping up with VMT and expressed concern about the way information is presented to the public. He noted that he is a transportation planner that has worked for Tri-Met and Metro. He also suggested that all the transportation funds in the region be identified, whether it be from the state gas tax or Tri-Met's payroll tax, before a balance is discussed.

Rob Bennett, Citizen (2219 SE 39<sup>th</sup>, Portland), testified in support of funding the Transit-Oriented Development Program and the benefits derived from its leveraging of public funds and development along light rail lines (east to Gresham and west to Hillsboro). He cited the need to establish affordable housing along the light rail lines and the need to deal with the influx of

new people. He pointed out that light rail should be served by higher, dense use and that it is a question of equity in terms of a balanced intermodal system. He testified in support of the \$4 million TOD Implementation Program to make Portland more livable.

Ron Willoughby, General Manager of the Tualatin Hills Park and Recreation District (8440 SW Godwin Court, Garden Home 97223), spoke in support of completing the Fanno Creek Trail project. It will provide a connection between the City of Portland, the Tualatin Hills Park and Recreation District, the City of Beaverton, and the City of Tigard. The project was identified in the Tualatin Hills Park and Recreation District's Master Plan as its No. 1 priority and was included on the Greenspaces bond measure. The Red Electric line project was also supported and is located at SW Scholls Ferry Road (where Beaverton and Tigard boundaries meet) and provides a connection to the Fanno Creek Trail. This is an attempt to maximize funding sources and is a critical link. They ask that the project be funded from Discretionary funds.

Terry Moore, Tualatin Hills Park and Recreation District, also spoke in support of funding the complete Phase 2 Fanno Creek Trail project, noting that it is the Tualatin Hills Park and Recreation District's highest priority. She discussed expansion of the off-street trails and the fact that the district has worked for many years to maintain trails in their parks as part of the trail system. This project would complete the missing link. She felt the project would rank high based on the administrative criteria. She noted, however, that it would result in increasing auto capacity on those roads.

Nathan Kappel, Sierra Club (2347 NW Glisan, Portland 97210), was opposed to expansion of the road system in terms of its impact on air pollution and making the Metro area less livable. He was supportive of funding transportation options other than the auto, suggesting investments in options such as light rail, a permanent bike lane on the Morrison Bridge, the Eastbank Esplanade, Portland area telecommuting, and a bike network.

LaDonna Slack (6011 SW JanTree Court, Portland 97219), spoke in support of funding the Fanno Creek Trail project at \$1.4 million to complete a connection to the Tualatin River. She also commented on the importance of the trails.

Ann Gardner, Association of Portland Progress (520 SW Yamhill, Portland 97204), testified that the Association supports allocation of MTIP funds for Naito Parkway as recommended by staff.

Rebecca Douglas, representing the Bicycle Transportation Alliance and the Coalition for a Livable Future (5746 SE 22<sup>nd</sup> Avenue, Portland 97202), testified as a transportation advocate on the vitality of bike lanes. She challenged the Metro region to take a stand for livability and spoke of the 150 advocates who were at the rally on this date in support of a balanced transportation plan. She noted that \$36 million is still needed to support the bike/pedestrian projects and asked that funds be added back in support of those projects, the TOD Program, and other projects that would meet the needs of the 2040 goals and its citizens. Portland is considered one of the most bike-friendly cities in the West. The Bicycle Transportation and the Coalition for a Livable Future are supportive of transportation alternatives.

Kasandra Griffin, Oregon Environmental Council (520 SW 6<sup>th</sup>, Suite 940, Portland 97204), testified that transportation choices affect air and water quality and spoke of the need for the Metro region to be leaders in environmental decisions. She cited the importance of being proactive about transportation spending and willing to make tough decisions. Ms. Griffin indicated she had brought documents with her entitled "How We Overly Subsidize the Road System" and "How Cars are Killing Our Air." She reported that the Oregon Environmental Council works to restore Portland's clean air in a variety of ways and encouraged the region to help people get out of their cars. She noted that the City of Portland has been designated as the "best biking city in the United States." She felt more people would be encouraged to bike commute if bike projects were funded. The OEC is also in support of the Burnside and Fanno Creek projects.

Arlene Kimera, representing the Gateway Regional Center Transportation Group (112 NE 133<sup>rd</sup>, Portland 97230), testified in support of the Stark Street Boulevard (102<sup>nd</sup>) project and urged funding of the planning and management processes.

Bonny McKnight, representing the Gateway Regional Center Transportation Group (112 NE 133<sup>rd</sup>, Portland 97230), reported that a community process has been developed in the Gateway area. She pointed out that it is not an urban, dense development and it has a lot of transportation problems. It has traditionally been suburban in character but they understand urbanization is not necessarily bad. They realize they must consider traffic impacts on mixed-use development that affects local, commercial and residential trips as well as the livability of the surrounding neighborhoods. The Gateway Regional Center Transportation Group is discussing the benefits of boulevard treatment and the development of a traffic management plan for the overall Gateway Center development.

David Talbot, Kiwer Albina Council, spoke in support of funding the Lower Albina Overcrossing project. The main focus of his council has been toward construction of the overcrossing project. He reported that Pacific Power & Light had done an analysis of the project and the option of relocating the facilities for truck services is not a practical one. The solution is an overcrossing which will cost \$11 million. With availability of a \$4 million grant, they feel they can complete this project.

Craig Reiley, Manager of ODOT's Crossing Safety Program (Rail Division, ODOT, Mill Creek Office Park, 555 13<sup>th</sup> Street NE, Suite 3, Salem 97301-4179), testified in support of fully funding the Lower Albina Overcrossing project. The biggest amount of train blockage complaints generated in Oregon are located at the south end of the Union Pacific's Albina Yard. Crossings located at the entrance to a rail yard are frequently the cause of such conflicts. To solve the problem, it has been determined that the only permanent solution is construction of a separated structure that eliminates the conflict between train and vehicle traffic. ODOT is asking for an allocation of \$4 million for that improvement for multi-modal safety, economic and general welfare reasons.

John Trumbill, Union Pacific Railroad, testified in support of the Lower Albina Overcrossing project.

Jane Eichenberger, Bicycle Transportation Alliance/Bicycle Advisory Committee (6937 SW 10<sup>th</sup> Avenue, Portland 97219), testified that she commutes by bike and stressed the importance of transportation options. The Bicycle Transportation Alliance is supportive of transportation alternatives that work and their respective benefits. She further expressed support of funding bike projects, the Eastbank Esplanade, and environmental modes of transportation. She noted that Portland is being recognized as one of the most livable cities and that bike/pedestrian amenities are receiving press.

Troy Clark, Friends of Smith & Bybee Lakes (2821 NE Klickitat, Portland 97212), testified in support of the 47<sup>th</sup> Avenue bridge/culvert on the Columbia Slough bounded by 47<sup>th</sup> Avenue and Whitaker Pond. He discussed the fact that it represents a hindrance to the flow of water. He noted that there is a lot of interest in the Columbia Slough but cited the need to provide a canoe access point.

Mark Reber, Citizen (1922 NE 13<sup>th</sup>, Portland 97232), testified in support of fully funding the Transit-Oriented Development Program. He cited the differences in livability in terms of his residence in the Irvington area and that of Hillsboro, where he works. With the availability of MAX, he noted that his choices were expanded. He enjoyed the convenience of transit and the amenities around the transit stations. He encouraged more use of trains and buses and the need to rediscover transit-oriented development. Mark asked committee support to fund The Round in Beaverton, noting that it represents an opportunity to prove the value of TODs.

Steve Abeling, representing Citizens for Sensible Transportation (2116 NE 18<sup>th</sup> Avenue, Portland 97212), testified that he supports non-auto projects. He felt that staff has proposed too big a percentage of the funds in the 100 percent program for road modernization, freight and boulevard projects. He pointed out that over \$2.33 million of the projects are intended for planning and engineering purposes which, down the road, results in the future purchase of right-of-way and construction of roads for the auto. He proposed using a greater proportion of the flexible funds for bikeways, sidewalks, transit improvements and other non-polluting alternatives.

Steve raised questions relating to the need for the Murray Boulevard Extension project. He asked that support be given to fully fund the Morrison Bridge bike/pedestrian access project and Tri-Met's Transit Choices for Livability Program.

Philip Goff, representing the Portland Bike Advisory Committee and AIA Urban Design Committee (1955 NW Hoyt, #24, Portland 97205), testified that little of the \$75 million of flexible funds is proposed for bike/pedestrian projects and that the proposed funding for road capacity projects contradicts Metro's support for light rail, appropriate land use planning, and non-polluting forms of transportation. He was supportive of bike/pedestrian improvements (including signing), transit enhancement projects, Metro's TOD Program, bikeways, and

redevelopment of the Morrison Bridge. He proposed fully funding a multi-modal esplanade that could be built along the south side of the Morrison Bridge. Designed with a separated bikeway, he spoke of the Morrison Bridge's potential to be a greenway that could link the east and west banks of the Willamette. He felt it would enhance the Central City and inner Eastside connection, attract tourists and retain and improve all modes of transportation. He felt the project could be built for \$1.57 million. He asked that the committee consider returning full funding to the Morrison Bridge project.

Brandon Burnell, Citizen (12650 SW 7<sup>th</sup> Street, Beaverton 97005), spoke of the lack of off-street bike paths. He acknowledged that there are bike lanes on the street. He expressed concern over the \$200,000 proposed for the Fanno Creek Trail and supported fully funding the project.

Steve Busk, Citizen (35006 SE Hurlburt Road, Corbett), testified in support of funding the Division Street project. As a developer, he felt it would put people into different modes of transportation. He was encouraged by its high ranking. He noted that light rail crosses Division Street and that Kelly Street has a parking tower, citing the connectivity this project would bring. He also noted that the Springwater Trail is located within a half mile and that the Division Street project would serve as a connector and major bus hub. He noted that Division Street is at a higher speed than it should be. By de-emphasizing the auto and getting into the TOD options, he hoped that our high schoolers would begin to think of other options.

Meeky Blizzard, Citizen (16815 SW Pleasant Valley Road, Beaverton 97007), asked that the primary emphasis for funding be placed on projects that affect biking, walking and transit. She cited the need to complete these networks, putting those links in place, and for them to be as successful as the road networks. She urged fully funding the Phase 2 Fanno Creek Trail project. In general, she supported modes that increase biking, walking and transit.

Catherine Ciarlo, Bicycle Transportation Alliance (PO Box 9072, Portland 97207), testified in support of bikes and other transportation alternatives. She cited the need for a balance among modes. The Bicycle Transportation Alliance is supportive of fully funding the Morrison Bridge bike/pedestrian improvements; the Phase 2 Fanno Creek project; the Willamette Shoreline Bike Study, noting the lack of a reasonable bike link between Portland and Lake Oswego; and the Division Boulevard project.

Karen Frost Mecey, speaking on behalf of Bob Bothman (former ODOT Director, 7365 SW 87<sup>th</sup>, Beaverton), supported completion of the 40-mile loop project, the Phase 2 Fanno Creek Trail project, enhanced greenways, and the need for viable alternatives to get people out of their autos. Bob cited "physically active communities" as the voice being heard by the health care industry. There is a movement to stop building barriers in the communities and to instead use our bodies to stay healthy.

Stan Kahn, Pacific Green Party (2521 SE Pine, Portland 97214), supported bike lanes separated from auto lanes, suggesting the need for barriers to be erected between bikes and autos. He cited

the potential for use of those bike lanes if bike travel was made safer. He asked that our plans allow for the installation of those barriers.

Michael Honke, Citizen (1006 NE Linden Avenue, Gresham 97030), spoke in support of boulevard enhancement of Division Street. He testified that Gresham's downtown area has become hemmed in by freeways and that enhancement of Division could make it more functional and aesthetic. Coupled with Transit Choices for Livability, it could decrease auto traffic and enhance biking. Mr. Honke felt Gresham's livability depends on this. He would like to see funding for the project increased to \$2.8 million. He supported funding for both Transit Choices for Livability and the Division Street boulevard project.

Art Lewellan, LOTI (3205 SE 8<sup>th</sup>, #9, Portland), testified in support of Regional and Town Center projects and the need to build better communities by addressing congestion. He cited the need for drivers to pay more of their share.

Laura Culberson, Citizen (1500 SE Hickory Street, Portland 97214), cited her bike experiences in Washington, D.C. in contrast to Portland. She noted that the safest part of her commute to work in Portland is from Ladds Addition to downtown Portland. She expressed concern that bikers might be confined to use of the Hawthorne Bridge only and urged funding support for the bike project for the Morrison Bridge in terms of safety of the 5,000+ bikers who commute to downtown Portland every day.

Greg Brown, Chairman of the Gresham Bicycle/Pedestrian Task Force (Boring, OR), testified in support of funding the Gresham/Fairview Trail and Division Street projects. He noted that Gresham is considered a Regional Center in the 2040 Growth Concept Plan and cited the need not only to look at higher densities but ways of increasing Gresham's livability. The Gresham/Fairview Trail is significant because it links the Springwater Trail and the marine water paths. He cited the need for off-street, multi-use paths in that area. Greg also noted that off-street paths are needed in Gresham because of the danger to bicyclists on the arterial street network. The Pedestrian Task Force is aware that it is a difficult project but not without solutions. The Task Force supports funding the Gresham/Fairview Trail project which they feel is critical to the health and well-being of their city. They are also urging full funding support (\$2.8 million) for construction of the Division Street plan.

Cheryl Twete, Portland Development Commission, (1900 SW 4<sup>th</sup>, Portland 97204), submitted for the record a letter in support of full funding for the Transit-Oriented Development Program. The letter cited the need for mixed-use, higher density developments in Portland to meet city and regional growth management goals. It also encouraged joint public/private partnerships to achieve that mixed-use development. The letter noted that the Portland Development Commission seeks partnerships for development around transit, including light rail, and to provide pedestrian linkages to transit and local retail.

Patrick Norton, Citizen (3229 NE 7<sup>th</sup>, Portland 97212), testified in support of funding cycling, transit, and pedestrian improvements. He noted there are studies which indicate that widening

roads and building more of them are counter-productive and, in fact, increases congestion. He indicated he was an all-weather cyclist. Patrick noted the high incidence of car accidents and lung disease attributed by cars.

Robert Shirley, West Portland Parks Neighborhood Association (3631 SW Hubert Street, Portland), testified in support of funding Project PBL7, a Barbur Boulevard pedestrian project. He noted there is need for pedestrian improvements in the area between 65<sup>th</sup> and Terwilliger Boulevard. He reported that it is a major transit corridor that is not being used to its potential. Mr. Shirley cited the need to promote pedestrian improvements if Barbur Boulevard is to once again serve as a gateway to Portland.

John Southgate, Portland Development Commission (1900 SW 4<sup>th</sup> Avenue, Portland 27201), testified in support of funding the Burnside Street project and having worked with the Chinatown district toward its development as a boulevard (Project PBL3).

A letter submitted by John Kaye, Manager of Corporate Real Estate at Tektronix (PO Box 500, M/S 22-511, Beaverton 97077-0001), was submitted for entry in the record as testimonial to the failing road system and intersections on the Westside which poses a serious threat to its commerce and livability. They ask for support in funding Washington County projects currently on the 100 percent list and reconsideration of the Hall Street Extension project.

A petition signed by 46 Portland residents in support of funding the 47<sup>th</sup> Avenue bridge and water quality project was also submitted for the record.

A letter submitted by Randall Edwards, District 15 State Representative, and Diane Rosenbaum, District 14 State Representative (H-384, State Capitol, Salem 97215) was forwarded by DEQ addressing the Hawthorne Boulevard Transportation Plan. The plan is designed to make Hawthorne, from the river east to 55<sup>th</sup>, a safer street to travel. Representatives Randall and Rosenbaum expressed support for fully funding the Hawthorne Boulevard Transportation Plan. Included in the plan are curb extensions, median refuge islands, better bicycle access, expanded sidewalk areas, and signing.

A letter received from the Mitchell Nelson Group, Inc., under the signature of Robert Price, Director of Planning Services (233 SW Naito Parkway, Portland 97204), provided testimony in support of funding the North Marine Drive project (Project No. PF2 under the Freight category). The letter pointed out the importance of widening of Marine Drive in terms of the region's economy, the movement of freight and employees/visitors to the Rivergate district, and the role it plays in the region as part of the transportation system. Of the total \$15 million needed to build the first phase of the project, \$10 million has been committed by the Port and the City will pay \$1 million, leaving a shortfall of nearly \$4 million. The project is now under design review.

A letter, under the signature of Jerry F. Novotny, representing the Gresham Parks and Recreation Advisory Committee, expressed support for funding \$223,000 from TEA-21 funds for right-of-way acquisition for the Gresham/Fairview Trail. Development of the Gresham/Fairview Trail is

critical for completion of the 40-mile loop. It will connect the Springwater Trail to the 40-mile loop.

A postcard from Kay Dannen (2015 SW Warwick, Portland 97225), provided testimony in support of a more balanced federal transportation funding package. She asked that a greater proportion of the \$75 million in flexible funds be allocated toward bikeways, sidewalks and transit improvements. She also was supportive of permanent bike/ pedestrian access to the Morrison Bridge and numerous greenway trails. She favored eliminating unnecessary road projects from the MTIP allocations and restoring those projects which provide non-polluting alternatives.

A letter, under the signature of Garry Papers, Chair of the Urban Design Committee of the AIA, provided testimony in support of reducing auto dependence in the Portland metro-politan area. The AIA's Urban Design Committee recommends that more of the \$75 million in flexible funds be spent on bikeways, sidewalks and transit improvements rather than road modernization and freeway enhancements. They asked that funding be restored for transit and non-polluting bike/pedestrian improvements.

A letter, under the signature of East Multnomah County's Transportation Committee Chair, Sharron Kelley, was entered into the record by Metro Councilor Rod Park. The Transportation Committee was supportive of retaining the 100 percent list of \$4.8 million as recommended but with modifications. They requested that \$800,000 be added back to the Division Street Boulevard project to make the project viable. In addition, it indicated that the 207<sup>th</sup> Avenue Connector project is East Multnomah County's top priority and that the omission of Stark Street from the 100 percent list was another concern. Also noted was the limited funding (\$267,000) for the 223<sup>rd</sup> Avenue Railroad Overcrossing project. East Multnomah County asks that the amendments approved by JPACT and TPAC be considered to provide East Multnomah County with an additional \$925,000 for a total allocation of \$5.7 million.

Andy Cotugno provided a letter from John Rosenberger, Director of Washington County's Department of Land Use and Transportation (155 N First Avenue, Suite 350-14, Hillsboro 97124-3072), which he requested be entered into the record requesting that Preliminary Engineering for the Hall Boulevard Extension project be added back to the 100 percent MTIP list. It is Washington County's belief that the boulevard component of this new connection will provide significant connectivity benefits for pedestrians and bicyclists as well as reducing out-of-direction and traffic congestion for motorists. What is needed is funding for preliminary design work to determine the feasibility and cost of making the connection. The request is revised to reflect \$45,000 in regional funding for preliminary design work with 10 percent match to be provided by Washington County.

The following Transportation Growth Management (TGM) grant applications were also endorsed by East Multnomah County's Transportation Committee: The Sandy Boulevard Corridor Study, Fairview; Transit Residential Design Standards, Redevelopment and Infill Code with Local Street Plans, Rockwood Revitalization Financial Plan, and Green Street Design

Standards, Gresham; Refinement Plan for STP Redevelopment Area of Troutdale Town Center, Troutdale; and Wood Village TSP Roadway Element, Wood Village.

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Testimonial cards were also received from the following, but no testimony was given:

Peter Mye, Portland State University (1955 NW Hoyt, #7, Portland 97209); Barbara Pereira, Citizen (1213 SE Umatilla, Portland 97202); Morgan Will, Ameri Corps Aluminum, ONRC, Friends of Trees (8519 N. Woolsey Avenue, Portland 97203); Kay Gyr, Citizen (1807 NE 52<sup>nd</sup> Avenue, Portland 97213); Ernie Drapela, Citizen 1294 SE Laura Drive, Gresham 97080); and David Clarkson, Open Meadow High School (7654 N. Crawford Street, Portland 97211).

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Following the public hearing, Councilor Atherton raised questions as to whether boulevard projects can be financed with funds from the gas tax. The response from Andy Cotugno indicated that anything within the right-of-way can be built with gas tax funds, allowing 1 percent for bikes. State constitutionally-restricted dollars cannot be used outside the right-of-way. Councilor Atherton was also interested in learning about what revenue is generated for every penny of gas tax collected.

#### ADJOURNMENT

There being no other business, the hearing was adjourned.

REPORT WRITTEN BY: Lois Kaplan