

June 28, 1995.

PUBLIC HEARING

Resolution No. 95-2175 for the purpose of amending the FY 95
Transportation Improvement Program to Allocate \$27 Million of
Region 2040 Implementation Funds.

Andy Cotugno, Director of Planning of the Metro Council, presented the Metro staff recommendations in consideration of Resolution No. 95-2175.

Deputy Presiding Officer Rod Monroe opened a public hearing on Resolution No, 95-2175.

1. Anne Nickel, Columbia Corridor Association, PO Box 55651, Portland, OR 97238, ph. 287-8686, appeared to speak **in favor of the recommendation to provide 2040 funding for freight mobility projects in the Columbia Corridor, including the N. Columbia/Lombard intersection improvement and the Columbia Blvd. signal inter-tie and engineering studies, but in opposition to the decision not to recommend for funding the N. Lombard rail overcrossing**, because this project is critical to the build-out of the Rivergate industrial area. The rail crossing is needed because: There is currently one rail crossing of N. Lombard serving industrial users at the Terminal 5 complex. A second rail line, paid for by the railroad and connecting North and South Rivergate, will tie directly into the existing rail line at N. Lombard within the next 18 months--creating two at-grade crossings within several hundred feet of each other. This will create blockages and delays that adversely affect not only rail service to T-5, but truck access to and from Rivergate. CCA urges the council to fund the P/E for the overcrossing, giving the City and Port to put together the public-private partnerships necessary to fund the over \$13.0 million in capital cost to build the overcrossing itself. Written testimony is including in the meeting record in the form of a letter from Deanne Funk, President of the CCA.
2. David Bell, G&L Properties, 2164 S.W. Park Place, Portland OR 97205, ph. 224-2554, appeared to speak **in favor of the recommendation to fund the Transit Oriented Development (TOD) Implementation Program**, because it is important to the realization of the vital goals of the 2040 plan: it begins forming the type of public/private partnerships that will be necessary.
3. Lois Achenbach, Regional Transportation Plan Citizens Advisory Committee, 2005 NE 46th Ave., Portland 97213, ph. 281-0063, appeared to speak **against the Resolution**, because it perpetuates inequities suffered by pedestrian and bicycle modes of transportation. The Metro Council needs to establish specific goals regarding alternative modes and to direct its

planners on how these are to be accomplished. On-the ground improvements to bikes, peds, and transit only come to \$2.4 million--far less than the \$7.2 million required; the balance "is hidden transit-oriented development, transit studies, TDM's etc." Written testimony is included in the meeting record.

4. Paulette Rossi, 3710 NE 147, Portland, Or. 97230, appeared to speak **in opposition to the recommendation not to fund the Gatewood Bike Access Improvements project and in opposition to the recommendation not to fund the Hollywood Bike Access Improvements project.** The projects would allow and encourage people like her, not currently bike users because of the distance of their commute to downtown Portland, to ride to the Hollywood transit station and take Max or buses the rest of the way.
5. Roger Millar, River District Steering Committee and River District Association, 17355 S.W. Boones Ferry Rd., Lake Oswego, Or. 97232, ph. 699-2448, appeared to speak **in favor of the recommendation to provide funding for the preliminary engineering of the Lovejoy Ramp Replacement,** because the project is a key element needed to facilitate desired housing densities and the concentration of neighborhood retail uses. In addition, it is essential for the construction and operation of the Central City Streetcar, which is the primary transit project association with this district. In turn, the project will help meet regional goals by reducing trip miles per capita, increasing transit usage, and improving air quality. In spite of the capital cost, the project does contribute significantly to reducing VMT per capita-- despite low score on this area-- due to short nature of trips in the district. Written testimony included in the minutes record in the form of a letter from Donald Magnusen, Member of River District Steering Committee. Also would like to express **support for the Front Avenue Multi-Modal Path project,** because it enhances a significant multi-modal North South connection into the River District, it complements the improvements we're proposing to Front Avenue within the district, and it is supportive of the housing development goals at Union Station and Terminal One.
6. Gussie McRobert, Mayor of Gresham, ph. 669-3000, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** The Gresham project as a whole has very strong community support from the City Council, private developers and citizens. Marketing and financial feasibility studies show that this will work-- but only with some public investment, because the small block size increases the infrastructure cost by 40 percent. The city of Gresham takes exception to the project's "local" designation, because it is a major project within a regional center under the 2040 plan; it will help clean up a regional airshed; it has unique elements not being done elsewhere; it meets all criteria under 2040; its

density will be increased by the city's provision of a city-only property tax abatement; it meets all the transportation planning rule criteria; its parking ratios have been decreased and a parking study is underway; two developers are already committed to it; and, it can be the laboratory model of a successful regional center project.

7. Max Talbot, City of Gresham, 1333 NW Eastman Pkwy, Gresham, Or, 97030, ph. 669-2662, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** Since the location of the light rail station is the central focus of the plan, the City of Gresham requests Metro support for both of the identified projects for the Civic Neighborhood Plan. It should be funded as a regional project for these reasons: it will allow high density development; it would implement the 2040 and put the regional center on the ground; it is truly a public-private partnership; and it would be a demonstration project for the region. The project is ready to go; Metro support would close the financial gap and make the project feasible. Written testimony is included in the meeting minutes in the form of a memo from Talbot to JPACT members.
8. Randy Kyte, Windmar Co. Inc., 700 5th Ave, Seattle, WA 98103, ph. 206-223-6294, to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** Private developers cannot reasonably be expected to bear the burden of high costs of pedestrian and transit-oriented improvements. National developers are interested in taking part in developing this site because of 1) its connection to the light rail with on-site station; 2), pedestrian-orientation of the village concept; 3) city tax abatement; 4) lack of available sites that meet this criteria. Tracks are there, plan and zoning are set, consensus has been achieved; we are ready to go as soon as funding issue is resolved.
9. Ryan Kragero, Northwest Gresham Neighborhood Association, Gresham, Or, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** Citizen involvement in the plan is extensive; residents are ready to see something happen; the two projects will benefit everyone.
10. Jerry Gillham, Gresham Area Chamber of Commerce, 150 W. Powell, Gresham Or., 97030, ph. 665-1131, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** LRT should be funded because: 1) The

project is regional--tremendous new growth in East Multnomah County; new people coming in from outside area to use transit stations. 2) Of the opportunity it creates. Truly public/private partnership. Metro shouldn't try cover every corner of the map-- stick to projects like this that have regional impact and are ready to go.

11. Sue O'Halloran, Gresham Downtown Development Association, Gresham, OR, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition of the decision not to recommend funding for the Gresham Light Rail Transit Station.** Strong support from the business community for both projects. The two equally valuable components of the civic neighborhood plan components-- will connect business activities of East and West sides of Gresham, maximize other transit-oriented projects in the offer, and offer housing alternatives, adding greater vitality to area. Also speaking **to urge full funding support to the of the Gresham Regional Center Transportation Demand Management Association.** This three-year program is a critical piece in coordinating the downtown and civic neighborhoods' marketing and transit issues and making the whole plan work well.
12. Brian Lessler, Citizen, Gresham, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station.** The Civic Plan including both projects allows quality growth while reducing congestion; maximizes investment in existing transportation infrastructure; provides compatible and inter-connected multiple uses and product types; integrates high density residential with quality and liveability; provides and integrates multi-modes of transportation; provides a stable neighborhood environment; provides connected-news to surrounding neighborhoods and historical retail district. Station can't be put off.
13. Lloyd Culbertson, Gresham Transportation Citizen Advisory Committee, 2905 S.E. Palquist #51, Gresham, OR 97080, ph. 661-7777, appeared to speak **in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station, and in favor of the Springwater Corridor Access project.** Pointed out that the LRT scored 100 percent on the Metro 2040 criteria. Funding both projects will pay large dividends for both regional and national efforts to show that transit and land use can work together for better communities. Written testimony in the form of letter signed by Mark Hatfield, United States Senator. In accordance with 2040 goal #12, This TOD will reduce residential auto trips by 10 percent, office trips by 30 percent, and retail trips by 35 percent, over the previous shopping center designation.

14. Robert Iams, Citizen, 1615 SE Foster Rd., Portland, OR 97236, ph. 666-1288, appeared to speak **in opposition to the decision not to fund the Foster Road Improvement project.** Iams sees two definite projects here: Jenne Rd, then 162nd; Jenne Rd is the priority. Jenne Rd has become hub of traffic that leaves I205 and comes to Gresham-- in evening, it has become impossible to make a left turn off of Jenne Road on to Foster outbound towards Damascus because of the constant flow of traffic outbound from Portland. If the project cannot be funded in totality, at least the light at Jenne road should be: all of the school buses from Centennial that service Pleasant Valley school have to go through this intersection; developments are planned bringing hundreds of new houses into immediate area.
15. Wally Hubson, Hubson Johnson & Associates Real Estate Economist, 610 S.W. Alder, Suite 910, Portland, Or 97212, ph. 226-6616, appeared to speak **in favor of the recommendation to fund the Metro TOD Implementation Program.** TODs symbolize much of what the 2040 plan is all about: high density, mixed development, suburban locations concentrated around a non-auto transportation hub. Private sector cannot do these projects alone; without public involvement and support, the projects just won't happen. Urges Metro to allocate more than the 3 million--not enough.
16. Gary Madson, Lower Albina Industrial Council, 931 N. River St., Portland, OR 97227, ph. 288-5175, appeared to speak **in favor of the recommendation to fund the Albina Railroad Overcrossing,** because the district has a major problem: the increased railroad activity is choking it to death. All of the five surface crossings that access the area get closed by train activates-- a conservative estimate is that we are blocked off from access 4 to 5 hours a day. Very dangerous when emergency vehicles cannot get through-- people have drowned in river while emergency vehicles wait on other side of crossing.
17. Don Donovan, K.F. Jacobsen Co., P.P. Box 82545, Portland, Or 97201, ph. 239-5532, appeared to speak **in favor of the recommendation to fund the Albina Railroad Overcrossing,** because as a major asphalt producer, our vital operations are extremely hindered by train crossings. The delays cause prices go up, penalizing the community. We are vital to the whole metro area, and we are not an industry that can pick up and move to a new area; we depend on the river for shipping supplies in and products out. Safety also an isse; employees get hurt and ambulances can't get through. We need the overcrossing to continue our industrial activity.
- 18.
19. Frank Piacentini, Piacentini Mortgage, the Loyalty Bldg, P.O. Box 2622, Portland, OR 97218, ph. 225-1533, appeared to speak **in favor of the recommendation to fund the Metro TOD Implementation Program,** because any such projects along the

light rail line are going to need public/private partnership, and the revolving nature of TOD really can serve that well.

20. Ken Baker, State Senator from North Clackamas County, 10121 S.E. Sunnyside Rd., Clackamas, OR 97015, ph. 652-2587, appeared to speak **in favor of the recommendation to fund the Sunnyside Road Widening Project**, because the area is expected to undergo a 5 percent increase in population and traffic in the next 10-20 years, the area is in the area for the next urban growth boundary expansion under consideration. As well as widening the road, the project will give Sunnyside the right of way for a high corridor capacity light rail transit-- this is part of the 2040 plan.
21. David Tiley, North Clackamas Coalition, 8820 S.E. 162nd Ave., Portland, OR 97236, appeared to speak in **opposition to the decision not to fund the Foster Road Improvement project**, because the major traffic impact on the intersections comes and will continue to come from outside the Urban Growth Boundary, and project area residents and services are finding themselves subject to extreme and increasing bottle-neck. The two-lane, winding character of Foster road does not make it a good candidate for continued arterial access to or from the growing regions on either side of the UGB. The intersection is dangerous. Using multi-modal transportation is not a consideration because TriMet does not and will not serve the area in it's current design. The \$600,000 in funding now requested is a portion of the total funding needed, but it would act as the foundation for acceptable, smaller versions that would include multi-modal facilities. Written testimony is provided in the minutes of the meeting.
22. Berry Groce, representing Union Pacific Railroad, law firm of McEwen, Gisvold et al., 110 S.W. 6th Ave., Suite 1600, Portland, 97204, appeared to speak **in favor of the recommendation to fund the Albina Railroad Overcrossing**. Union Pacific Railroad will be one of the direct beneficiaries of the growth expected in the River District-- expects business to increase 30 percent in next 30 to 40 years; unfortunately, that means a 30 percent increase in rail blockages denying access to businesses in that area. Area is vital to Portland and this project is necessary to keep it vital.
23. Mark Reber, Citizen, 1922 N.E. 13th, Portland, OR 97212, ph.331-1882, appearing **in favor of recommendation to fund Metro TOD Implementation Program**. Living in Irvington neighborhood, everything is within easy walking distance or bus ride. Knows the benefits of TOD, and has seen the shortcomings where it isn't in effect. Program should be funded for 4.5 million, not 3 million.
24. Douglas Klotz, Willamette Pedestrian Coalition and Portland Pedestrian Citizen Advisory Committee, 2630 S.E. 43rd Ave.,

Portland, OR 97206, ph. 223-9161, appeared to speak **in favor of the recommendation to fund the Gresham North-South Collector project, in opposition to the recommendation not to fund the Gresham Light Rail Transit Station, and in opposition to the Front Avenue Reconstruction project.** Believes that more money should be spent on pedestrian projects; less money given to roadway construction and expansion, and that projects should have been ranked on VMT reduction and not Vehicle Hours of Delay. Front Avenue Reconstruction Project should be eliminated from funding until it can be re-designed to include bike lanes on the street in addition to sidewalk for pedestrians, so that bikers and walkers are not competing for space.

25. Brian Runyan, Bicycle Transportation Alliance, 2933 S.E. 25th, Portland OR 97202, ph. 230-2886, appeared to speak **in opposition to the recommendation not to fund the Hawthorne Bike Lanes project,** because of the importance of funding bicycle-oriented improvements. Dismayed that the on-ground amount is so much less than mandated amount.
26. Karen Frost Mecey, Bicycle Transportation Alliance, P.O.Box 9072, Portland, OR 97207, ph. 226-0676, appeared **in favor of the recommendation to fund the Barbur Boulevard Bike Lane project, in opposition to the recommendation not to fund the Hawthorne Bikes Lanes project and other bike ground-improvement projects, and in opposition to the recommendation to fund the Front Avenue Reconstruction** without an on-street bike lane separate from a pedestrian sidewalk, because there are citizens who are trying to meet the ideals espoused in the 2040, but Metro must meet them halfway: they must make it easy to choose biking and walking. The projects currently designated will make it easier to choose to drive, not bike or walk. It was hypocritical that bike projects were judged by how much reduction of vehicle miles, but roadway projects were judged on how much they could increase auto capacity.
27. Mike McKillip, City of Tualatin, **appeared to speak in favor of the recommendation to fund the 99W/Tualatin Rd, Intersection Realignment (Ph 1),** because we have already obtained right-of way; this project provides access into the industrial sanctuary at the Western part of the city; it is the last link of several projects that have already been funded by the city, the county's MSTIP program and ODOT that will create a link between I-5 and 99; and, it does include bike lanes and pedestrian facilities, as do all the other projects that have been planned on this connection through the city.
28. Chris Beck, Trust for the Public Land, 1211 S.W. 6th Ave., Portland, OR 97204, **appeared to speak in favor of the recommendation to fund the Metro TOD Implementation Program,** in agreement with earlier testimony.

29. Kip Richardson, Architectural Foundation of Oregon, appeared **to speak in favor of the recommendation to fund the Metro TOD Implementation Program**, specifically the regional revolving fund, because it is vital to Metro's implementation of the 2040 vision, for two reasons: 1), effective TOD implementation tools do not exist, and the Revolving Fund provides the missing piece; and 2), it provides a positive, proactive implementation tool which can be used early in the region's efforts to lay the groundwork for implementing 2040, before the ability to influence development patterns is diminished as fragmented development occurs. Written testimony included in meeting record in the form of a letter from, George Crandall, President of the AFO.
30. Marcy McInelly, Portland chapter of American Institute of Architects Urban Design Committee, 315 S.W. 4th Ave., Portland, OR 97201, ph. 297-8117, appeared to speak **in favor of the recommendation to fund the Metro TOD Revolving Fund Proposal and the Site Improvement Fund Proposal**, because if the region is to experience transit- supportive development, the public sector must take the initiative in the assembly of land parcels around the transit stations. The revolving funds will ensure that development patterns and density support the substantial public investment in transit. We are disappointed in the decrease in funding from \$7 million-- we urge support at full amount.
31. John Greiner, City of Cornelius, P.O. Box 607, Cornelius, OR 97113, appeared to speak **in opposition to the recommendation not to fund the ODOT ATMS Arterial Signal Optimization on TV Highway**, because the community is dying due to problems with the highway. Pedestrians can't cross the highway because there are no signals, and no businesses want to locate there because there is no access. Cornelius can't get arterial funds because it is a state highway, and the city needs more than the state TGM can give.
32. Jerry Novotny, Gresham Parks and Recreation Advisory Committee, 2109 S.W. Hartley, Gresham, OR 97080, ph. 666-0803, appeared to speak **in favor of the recommendation to fund the Springwater Corridor Access project**, because the trail has proved to be very popular, and it is important to provide safe and easy access to it.
33. Jim Bailey, Intermodal Transportation Council, 1834 S.W. Collins Ct., Portland, OR 97219, ph. 251-2215, appeared to speak **in favor of the recommendation to fund the Lombard Railroad Overcrossing project**, because it could prevent another Albina overcrossing debate if done appropriately now; because the Rivergate region has over 2,000 acres of undeveloped land, a business opportunity for the city; and because it helps access to our regional international trade advantages. Freight doesn't have alternatives to other modes of transportation--

reliance on freeway, rail, flight and water transportation systems will not disappear.

34. Rick Browing, Portland Bicycle Advisory Committee, 1903, 1903 NW 27, Portland, OR 97210, ph. 223-3082, appeared to speak **against the passing of the Resolution** because there is only one bicycle improvement project; only 5 percent of the money is going toward bike projects and similar split for pedestrian projects. The bicycle projects on the list were all excellent projects; Metro needs to put some back on the list.
35. Paul Lambertsen, 4804 S.E. Woodstock, Portland, OR 97206, appeared to speak **in favor of the recommendation to fund the Woodstock Pedestrian Improvements project**, because the intersection is dangerous to pedestrians. Written testimony from a citizen injured while crossing Woodstock is included as part of the written testimony.
36. Nancy Briggs, Beaverton Area Chamber of Commerce, P.O. Box 4755, Beaverton, OR 97076, ph. 644-0123, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements** because the funding will help develop a grid street system and provide access to allow development of City-owned property-- critically important first steps to create a transit-supportive downtown that meets long-term local and regional planning goals. Written testimony included in meeting minutes.
37. Ken Schumann, Downtown Task Force of Beaverton Area Chamber of Commerce, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements**, because the project is critical to the re-development of downtown Beaverton, an area which is targeted for significant change under the 2040 plan. We have to get the transportation system fixed before we will be able to realize the community's vision of a vibrant core connected by light rail; the success of West side light rail and the economic vitality of the region depend on it. Written testimony in the form of a letter signed by Briggs, Karl Foresythe, Executive Vice President of the BACC and 28 Beaverton citizens and business owners.
38. Karla Foresythe, Beaverton Area Chamber of Commerce, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements**, because it is a model 2040 project.
39. Gretchen Eichtopf, Woodstock Community Business Association, 4138 S.E. Woodstock, Portland, OR 97202, appeared to speak **in favor the recommendation to fund the Woodstock Pedestrian Improvements**, because being able to cross it safely is critical for the successful future of the village center. Kids, elderly, customers all need to be able to cross.

40. Phillip Windell, Woodstock Neighborhood Plan Steering Committee, 4215 S.E. Mitchell, Portland, OR, 977206, **in favor the recommendation to fund the Woodstock Pedestrian Improvements**, because it will help the community develop and maintain our vibrancy as a inner city neighborhood, to which people come to as a destination, not just pass through on their way from the suburbs to work. We have a vital business district there that will die if we cannot get people from one side of the street to the other.
41. Marc Guichard, X-PAC (Grass root organization politically organizing Generation X), P.O. Box 14102, Portland OR 97214, to speak **in favor of recommendation to fund the Metro TOD implementation plan, and in opposition to the recommendation not to fund the Gresham LTR Transit Station**, because both are necessary to Metro's vision of curbing urban sprawl, which requires re-focusing the economic forces that drive it. X- PAC agrees with the 4/25/95 Oregonian editorial that scattering the \$27 million being discussed under this Resolution will only have modest impact. X-PAC urges Metro to take at least 25 percent of the money currently allocated for traditional road construction and expansion projects and re-allocate it to TOD implementation and the Gresham LTR.
42. Linda Bauer, P.V.NA. 6232 S.E. 158, appeared to speak **in opposition to the recommendation not to fund the Foster Road Improvement Project**, in agreement with David S. Tiley's earlier testimony.
43. Gerrie Sue Lent, Bike Transportation Alliance, 1834 Spokane St., Portland, OR 97202, ph. 231-7553, appeared to speak **against the Resolution** because with it, Metro underscores its commitment to the automobile, not other modes of transportation. Urges Metro to delete all highway projects from the budget, and re-allocate the money to 1) pedestrian projects, 2) bicycle projects, and 3) changing the traveling habits of young people. Written testimony is included as part of the meeting record.
44. Dan Petrusich, Melvin Mark Development Company, 111 S.W. Columbia Street Suite 1380, Portland, OR 97201, ph. 223-4777, appeared to speak **in opposition to the recommendation not to fund the Water Avenue Extension Project**, because it is critical to the continued infield development of the Central Eastside District and has city- wide benefits, including access to OMSI and the new PCC training center together along with Waterfront access and improvements. **The business community requests that you re-consider funding the project under a lesser amount totalling \$950,000**, which the business community will match by funding the remaining 70 percent cost of the project.

45. Chris Kopka, TPAC, appeared to speak **in favor of the recommendation to fund the Front Avenue Reconstruction/Bike Lane project**, because it meets all four modes, serves a regional role, and makes good use of the money. As for the issue brought up several times tonight, that the project calls for a bike path as opposed to a bike lane: it is a prudent solution in tough fiscal times. Making a full bike lane on Front Avenue would require re-building Front Avenue.
46. Chris Eykamp, 2101 S.E. Tibbetts, Portland, OR 97202, appeared to speak **against the Resolution**, because the projects recommended would hinder, and not help, the region meet its goals of liveability in face of rapidly growing urban population. Road improvements won't help, but improvements to the bicycle network and pedestrian environment would.
47. Stan Christiansen, Westridge Construction, 1697 S.W. Stephenson, Portland, OR 97219, ph.245-1424, appeared to speak **in favor of the Metro TOD Implementation Program**, because as a developer in the midst of a project on the Gresham light rail line, he can attest that such projects will not go forward without both public and private support.
48. Richard Whitman, Ball, Janik and Novack representing HGW, Inc., 101 S.W. Main St., Suite 1100, appeared to speak **in opposition the recommendation not to fund the Foster Road Improvement project**. Would like to point out that the project ranks fairly low on technical scoring for two reasons the volume-capacity ratio used in the scoring is from 1990, and studies from this year show that it is currently over capacity already. 2) Scored low in multi-modal opportunities. But HGW is planning to make bicycle and pedestrian improvements to 162nd, the designated ped/bike street in the area Low in multi-modal capacities. The Foster Improvement Project would provide a signalized intersection to allow bicycle and pedestrian access to the Springwater trail, where currently there is none. As a developer they are doing their part; they urge Metro to consider funding a smaller amount for this project with some share from the private development community.
49. Jay Mower, Hillsdale Vision Group, 6327 S.W. Capitol Highway #105, Portland, OR 97201, appeared to speak **in favor of the recommendation to fund the Hillsdale Pedestrian Improvements project**, because it will begin a series of improvements that will transform a strip commercial center into a town center, consistent with the 2040 vision; and **in opposition to the recommendation to fund the Sunnyside Road Widening project** because it is inconsistent with 2040 goals and an inappropriate use of funding. Instead, Metro should use the \$5 million to fund other pedestrian projects and increase the Hillsdale project funding by \$200,000. Written testimony and drawing illustrating the planned improvements are included as part of the meeting record.

50. Grant S. Raddon, BTA, ICA, TPAC, 2806 NE 11th, Portland, OR 97212, ph. 288-0064, speaking **against passing the Resolution** because more money should be allocated to bicycle improvements, because people who would like to bike are terrified to attempt the commute.
51. Pamela Alegria, Willamette Pedestrian Coalition, 3750 S.E. Henry, Portland, 97202, 771- 7258, appeared to speak **in favor of the recommendation to fund the Woodstock Pedestrian Improvements project and in favor of the recommendation to fund the Hillsdale Project**, because they are both very dangerous areas for bus passengers and other pedestrians to cross, and the planned projects would help them begin to reach the 2040 goals of being pedestrian areas and town centers. However, the Coalition is **disappointed in the Resolution's allotment to pedestrian infrastructure**, because the mode that is the most funded will continue to be the most dominant.
52. Charlotte Uris, Irvington Community Association and the Broadway/Weidler Corridor Coalition, 2526 NE 10th, Portland, OR 97212, ph. 287-5915, appeared to speak **in opposition to the recommendation not to fund the Broadway/Weidler TOD project** because the corridor is multi-modal, heavily used and subject to high growth; it serves as major gateway to the central city of Portland and the North Border of the Lloyd District, which is a regional attractor; it is a pedestrian-oriented main street which serves as buffer between the high density area to the south and medium-to-low residential area to the north; and it connects to two freeways. The project is needed to enhance safety and convenience to pedestrians, transit users and bicyclists and prevent the area from becoming residential neighborhood separated from shopping area by freeway.
53. Peter Fry, Central East Side Industrial Council, 722 S.W. 2nd, #330, Portland, OR 97204, ph. 274-2744, appeared to speak **in favor of the recommendation to fund the Hawthorne Bridge Deck project**, because it is important not only to the District but as an East-West link between SE neighborhoods and the Central Business District; and **asks that the Wyatt extension project be recommended for funding**, Points out that the criteria is biased, especially congestion criteria; obviously no congestion on the Water Avenue extension because it doesn't exist. The extension would alleviate congestion on the nearby streets of MLK, Grand, Division, Clay, etc; therefore the ranking of 0 should be ignored in favor of other surrogate measurements such as filling in gaps in your network. The structure of the political process in place makes it difficult for Metro to achieve its larger goals; if you look at the big picture, you will see that you are actually enhancing the forces of sprawl instead of reversing it.

END OF PUBLIC TESTIMONY

The meeting was adjourned at 9:50 p.m.

Prepared by, Lisa Post.