

**From:** [Mike McNamara](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Boqert, Sylvia](#); [Britta Herwig](#)  
**Subject:** Testimony TSDC Update – Sept 13  
**Date:** Monday, September 11, 2017 2:17:22 PM  
**Attachments:** [TDSC support Sept 17.pdf](#)

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Please see the attached document.

Michael McNamara  
President, West Portland Park Neighborhood Association



To Portland City Council,

West Portland Park Neighborhood Association would like to state its support for the Transportation System Development Charge Update before you today.

As our neighborhood continues to grow, we notice more and more that the transportation infrastructure that provides access to our neighborhood's civic, cultural, and commercial areas as well as links us with other neighborhoods is not able to support the current level of development much less the expected growth over the next decade. SW Portland has many deficits in multimodal transportation options compared to the rest of Portland. It is our hope that the proposed TSDC rate increase to 50% will provide much-needed funding to assure that our transportation system can be improved to meet the City's many important goals (Vision Zero, Climate Action, and the Comp. Plan).

Specifically, we would like to voice our support for one of the projects on the DSDC list: Project #90062.1 - SW 34th/35th & Stephenson & 37th/39th/Vesta/Coronado. This project will go a long way to safely connect our neighborhood to two of our schools, Jackson Middle School and Stephenson Elementary. It will add the beginnings of safe pedestrian and bicycle infrastructure network in an area of town that has historically been underserved.

Having more TSDC funding available will hopefully begin to improve our transportation system here in the Southwest of Portland to provide us with safe, multimodal transportation options that are on par with the rest of the City.

Respectfully,

Michael McNamara

President West Portland Park Neighborhood Association

**From:** [Aaron Brown](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please support Congestion Free Transit in Portland  
**Date:** Monday, September 11, 2017 2:12:15 PM

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My name is Aaron Brown, and I live at 4047 N Michigan Avenue in North Portland. I am writing to express support for the expenditure of TSDC funds on transit priority measures. As Portland grows, it's vital that we ensure every community member has a safe, reliable, convenient mobility option to get to their jobs, pick up their kids from daycare, and pick up groceries. Cost-effective investments in bus prioritization will have significant benefits to transit-reliant Portlanders and will encourage more of our community to consider transit. As an occasional rider of the 4, it's exhausting to recognize during rush hour how street prioritization for single occupancy vehicles leads to longer, less-reliable commute times. I heartily encourage your ongoing engagement with the Portland Bus Lane Project to find new ways to support a transportation system that works for every Portlander.

--  
Aaron Brown  
503 830 8577  
[www.amb.fyi](http://www.amb.fyi)

**From:** [Maitri Dirmeyer](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 2:05:16 PM

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Dear Mayor and Commissioners:

I am a frequent rider of Line 70 which is routinely impacted by congestion from peak commuting hours. I firmly support the allocation of TSDC Funds (money paid by developers to support transpiration) to dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools.\*\*\*\*

Thanks,  
Maitri Dirmeyer  
Sent from my iPhone

**From:** [Alan Kiraly](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** ["Frank Petterson"; "James Brown"; "James C. Brown "; devinastearns@gmail.com](#)  
**Subject:** Sept 13 Meeting, Item 1006 - Supreme Perlite Co. - Support for TSDC Code Amendment  
**Date:** Monday, September 11, 2017 1:51:53 PM  
**Attachments:** [Supreme Perlite Co. - Support for TSDC Code Amendment.pdf](#)

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Please see attached, thank you.

Alan Kiraly  
Supreme Perlite Company  
(503)286-4333



4600 North Suttle Road, Portland, OR 97217-7720  
Ph 503.286.4333 · Fax 503.286.1068 info@perlite.com · www.perlite.com

September 11, 2017

Mayor Ted Wheeler and City Council Members  
City of Portland  
1120 SW Fifth Avenue, Suite 800  
Portland, OR 97204

RE: Portland City Council  
September 13 Meeting, Item 1006  
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor and Council Members:

We support the City's amending TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code. We would also respectfully remind the Council of its August 30 adoption of the North Suttle Road LID Ordinance and of PBOT's August 23, \$500,000 contribution of TSDC funds towards the North Suttle Road project.

We also request that the Council include the North Suttle Road LID on the list of projects eligible for TSDC funding. We appreciate the City's contributions toward the funding of the North Suttle Road LID and thank you for your efforts.

Sincerely,

Frank C. Petterson  
President/Owner  
Supreme Perlite Company

**From:** [Dan Jaffee](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to speed up Streetcar service in Portland  
**Date:** Monday, September 11, 2017 1:51:24 PM

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Dear Mayor and Commissioners:

I am writing to urge you to allocate Transportation System Development Charges (TSDC) Funds to dedicated streetcar lanes, signal prioritization, queue jumping, and other transit-improvement tools that will speed up Portland Streetcar service.

I commute between inner NE Portland and PSU, and I am a rider of the Portland Streetcar A and B loops. I greatly value the Streetcar as a transit option, and I would prefer to use it exclusively instead of driving. However, I cannot count on the Streetcar to get me to work (and especially to get me home from work) in a timely manner, because of some major backups that block Streetcar tracks during congested periods. This means I often reluctantly choose to drive instead. As Portland has become more congested in the past three years, these delays have become so regular and intolerable that I now only infrequently take the Streetcar. Here are the specific blockages and proposed solutions using TSDC funds:

1--The major blockage I encounter is on the Broadway Bridge, heading eastbound in the afternoon rush hour. The streetcar tracks were unfortunately placed in the left lane, which has the biggest backups (due to cars turning left onto I-5 and Vancouver Ave.), often extending blocks back westward from the I-5 overcrossing. It frequently takes the streetcar 15 minutes to go a few blocks from the Broadway Bridge to Vancouver, which is unacceptable. It lengthens my commute from a scheduled 19 minutes (already ridiculously long for a 2.2 mile trip!!) to 35 or even 40 minutes.

This blockage could be solved by **converting the left lane of N/NE Broadway into a streetcar-only lane during rush hours (from the east end of the bridge to NE 7th), and a "streetcar and left turn only" lane at all other times.** Signal prioritization is also urgently needed in this section.

Additionally, I want to urge you to make four other specific improvements:

2--On both NW 10th and 11th (between Burnside and Lovejoy) please convert one of the two traffic lanes into a Streetcar-only lane. If you refuse to do this, at the very least please convert these lanes into "Transit and right turn only" lanes, as you already have on SW 10th.

3--Please add signal priority and/or queue jumping for the streetcar along the entire A and B loops, but especially along NW/SW 10th & 11th, where often we sit for minutes waiting for a green light.

4--The A and B loops run into massive delays on MLK Blvd and Grand Ave during congestion. The worst choke point is the entrance to I-84 on MLK, but many other points are nearly as bad. It is simply unacceptable to delay mass transit in this section. It's urgent to create transit-only lanes for streetcar and bus on MLK/Grand as soon as humanly possible, and create separate queue-jumping traffic signals at key intersections along this section for both A and B loops.

5--Finally, the A and B loops take unbelievably long to go between PSU and OMSI and over the Tillikum crossing, even in sections with no auto traffic. There are multiple locations where the streetcar simply sits still for 1-2 minutes, unnecessarily. Please prioritize removing delays in this section.

With these actions, and similar moves to create bus-only lanes on major arterials across the city to prioritize the speed of mass transit, we will have some hope of escaping the current gridlock and moving commuters efficiently around our city again.

Thank you very much for your attention.

Sincerely,

Dan Jaffee  
NE Portland



**From:** [robynh](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC Project #70052  
**Date:** Monday, September 11, 2017 1:51:10 PM

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TSDC Project #70052.  
SE Mill between SE 80th and SE 82nd.  
[PBOT's Local Improvement District (LID) structure]

I am writing to request to have this project added to the city's list of approved projects, and to allot TSDC funding for the board at this list of projects.

Adding drainage & sidewalks to this area will improve my safety, and my pet's safety. While I live near 92 & Salmon, I often walk my dog across 82nd. The 1st day I walked Felix on the SE Mill route, I was forced into the middle of the street, due to huge potholes & lack of sidewalk space. Unfortunately, at the same time, various cars & pets entered the area at the same time. It was precarious, and I now walk a different route.

I understand this area has a Safe Route to School and a Neighborhood Greenway, which would be positively impacted by funding this project.

Thank you,  
Robyn Head  
9263 SE Salmon St.  
Portland, OR 97216

**From:** [Ingri Benson](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 1:47:53 PM

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Dear Mayor and Commissioners:

Hello. I very much support and encourage dedicated bus only lanes, signal prioritization, queue jumps, and other transit-improvement tools for better, faster, more direct transportation using allocation of TSDC Funds (money paid by developers to support transpiration) this city is growing quickly and we want to keep the livability, be proactive and even futuristic in our views. Idling cars create unnecessary pollution as well.

Please keep Portland progressive!

Thank you

Stand up to injustice boldly  
-ingri benson

**From:** [Allan Rudwick](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 1:06:52 PM

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Dear Mayor and Commissioners:

Please support congestion-free transit. This includes bus lanes, signal prioritization, queue jumps and other tools in your toolbox. These changes should be funded with any available means. This includes TSDC funds, obviously.

Buses & Trains stuck in traffic are a big reason why I don't ride transit very often. I could offer some examples, like a #4/44 waiting to get to the rose quarter due to sub-optimal lane painting, but you have more data than I could hope to antectodally provide.

Allan Rudwick  
228 NE Morris St  
Portland OR 97212

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Allan Rudwick  
(503) 703-3910

**From:** [Alex Reedin](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC funds for dedicated bus lanes  
**Date:** Monday, September 11, 2017 12:58:45 PM

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Hi City Council!

I'm writing about the plan for future TSDC projects. I'd like for you to explicitly include dedicate bus lanes in the project plans. In my mind, TSDC funds are to be used for increasing the number of people and amount of freight that can get around. As Portland gets denser and denser, changing space currently used by all motor vehicles to be dedicated space just for buses (and often, I think, freight) seems like one of the most cost-effective ways to do that. Having lived in other metro areas, the paucity lack of bus lanes in Portland is striking, and our rapidly lengthening bus commutes and falling bus ridership is a consequence. Please fix this!

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Alex Reedin  
Cell: 240-888-1349

**From:** [Stacy Watts](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** I support spending TSDC funds on transit priority!  
**Date:** Monday, September 11, 2017 12:53:48 PM

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A coworker reminded me it is the last day for comment.

It is sad that I must choose bike over bus for a faster trip, particularly during rush hour or event days. I figure some people will just choose car since the bus can't get them there any faster.

Particularly on the 14 when I visit hawthorne, the 75 home, the 72 and the 19.

Those aren't the only ones, but it seems that giving the bus priority particularly places like cesar chavez and hawthorne would improve ridership further. We already do this downtown, and it definitely improves usage downtown since I can S-N or N-S in minutes in this fashion. Wish we had a similar east-west, and or more in the surrounding areas. Hey for that matter when I go to visit friends via 5 south, there's no dedicated carpool/transit lane for the express busses.... making things slow. perhaps we should finally consider this, but that's outside the scope I bet.

I also use the 4, the 9, the 19 and the 77 on occasion but more to visit friends. If on a given day there is an accident or an event, transit is slower per mile than a bicycle. sometimes I can beat the bus on foot. Lets give our transit a chance.

Stacy

Stacy Watts  
Horticulturalist  
Software Engineer  
[dreamsong@gmail.com](mailto:dreamsong@gmail.com)

**From:** [Amy Qualls](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please put TSDC funds toward transit priority measures!  
**Date:** Monday, September 11, 2017 12:49:37 PM

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Hi everyone. I'm one of the people Portlanders love to hate: I moved to Portland from the southeast US to take a job here, and I wanted to take a moment to express my absolute support on transit priority measures.

Why do I put those things together in a sentence? Because Atlanta. I lived for years in an area where going to Atlanta was a necessary evil, and I can say definitively based on Atlanta's experience: YOU WILL NEVER BUILD ENOUGH ROADS. Building more roads, bigger roads, shinier roads does nothing but encourage people to continue living further out, continue 1-person-per-car issues that clog freeways. More roads will make your constituents happy in the short term, but won't fix the problem.

The only way to keep the situation from getting out of control is to emphasize —WITH DOLLARS— measures that help make our traffic sustainable.

I ride the #20 bus from NE Portland to westside Portland every business day for work, and every day when I look out the window as we're stuck on Burnside between W 11th and W 2nd, it's cars cars cars with a driver and no passengers. Go stand at Burnside in front of Powell's during rush hour and watch the number of people who block the intersection, clogging traffic at the expense of being getting through the light on the current cycle instead of the next. At the same time of day, watch the buses try to turn right onto Burnside and have to block the intersection because cars do the same thing there. It's maddening. We can do better.

More roads won't help. If the roads are bigger, more people will fill them up. Portland's getting more, not less, crowded. (I'm keenly aware I've contributed to the problem by moving here, so I try to use mass transit whenever possible.) For the sake of livability, you HAVE to prioritize making mass transit faster, more efficient, and prioritized. People are going to keep moving here. Many of them will bring cars. Our city can't support that linear increase in vehicles. We have to encourage biking, walking, buses, and light rail.

Please don't turn Portland into Atlanta. It will NEVER get easier to invest in mass transit (just ask Atlanta) and we have to do what's right for the long-term growth of this city.

Amy

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Amy Qualls | [amy@domesticat.net](mailto:amy@domesticat.net) | 971.277.3977

**From:** [Ariel Heintze](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** hawthorne@portlandb.us.  
**Date:** Monday, September 11, 2017 12:43:44 PM

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Hello City Council

I support spending TSDC funds on transit priority measures. This will make our public transportation more attractive to those who currently drive simply because "public transportation takes too long" and it will reward those who take public transit because they can get through traffic faster.

I currently use these bus routes

4, 9, 14, 17, 19,

And the congestion on route to SE just before the Ross island bridge on bus 19 is an example of an area that could benefit.

Thank you

-Ariel

**From:** [Adrienne Leverette](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Subject:** I support transit priority  
**Date:** Monday, September 11, 2017 12:33:30 PM

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Dear City Council,

I drive and ride the bus. I prefer to ride the bus (especially in the central city) if it can get me where I need to be in a reasonable amount of time.

Riding the bus should be an attractive and efficient way to get around town. It's got to be able to compete with driving if we're going to make a dent in congestion. Therefore, transit priority is a must! Please use TSDC funds to create bus-only lanes, establish signal priority and queue jumps, etc.

Sincerely,  
Adrienne Leverette



**From:** [Reed Buterbaugh](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 12:25:38 PM

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Dear Mayor and Commissioners:

The city needs to spend its money on moving people, not cars. Making transit faster should be our second biggest priority behind only eliminating all traffic deaths.

Creating dedicated lanes, particularly during rush hour, is vital in making a city that works for all people. We cannot hit our climate goals if we continue to give single-occupancy vehicles free reign in our streets.

Reed Buterbaugh  
4150 N Williams Ave Apt 405  
Portland, OR 97217

Sent from my iPhone

**From:** [Jj Velvetackbar](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC Funds  
**Date:** Monday, September 11, 2017 12:20:06 PM

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As the husband of a disabled adult and the parent of two teens that rely on public transport to get around, we need to release these funds to execute better transit priority.

We rely on the 4, the 14 and the 70 on an almost daily basis to get around and move around the city, and we need to do a better job of making sure that mass transit is functional and prioritized.

Thanks!

JJ Ark  
2234 SE 30th Ave  
Portland Oregon

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JJ Ark  
Portland Oregon  
-Recovery Takes Time-

**From:** [Amy wren](#)  
**To:** [Council Clerk – Testimony; Aebi, Andrew](#)  
**Subject:** SE 80th & Mill Project TSDC Project #70052  
**Date:** Monday, September 11, 2017 12:16:30 PM

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Hello,

I am writing to request that the project proposal at SE Mill between SE 82nd and SE 80th be added to the list of projects receiving funding from the TSDC. By adding this project to the list of projects receiving funding the city will be able to add drainage and infill sidewalks to a 2 block stretch of a street that is not only a Neighborhood Greenway but also a Safe Route to School to Bridger K-8 School.

Currently, there is planned sewer work on this stretch of street, by adding to the list of projects there is an opportunity to connect two Bureau projects at once.

This street stretch is important to receiving funding for improvement for many reasons, it is one of the few streets with a street light crossing 82nd Ave. Many people and families use this street light to cross 82nd and travel along the Greenway East and West. It will also be a future point of connection with the 70s Greenway when completed and the existing Mill Greenway.

This is a busy stretch of blocks given how few places pedestrians have to safely cross 82nd Ave. As a Safe Route to School for Bridger, this street is heavily used by kids in the neighborhood and currently due to front end parking, flooding of the street during times of rain this area is full of conflict between road users. Please see my photos attached to fully understand the poor condition of this road and the need for sidewalks for kids walking and biking to school.

The neighborhood support this project, the Bridger School PTA and families of students support this project, pedestrians, and commuters who use the greenway support this project and I hope that you can add this small project to the list of areas to receive funding from the TSDC. This will affect kids going to Briger for years to come, students will be encouraged to walk and bike to school, the greenway will become safer for all users.

Please add this project SE Mill between SE 80th and SE 82nd to the list of projects for funding.

Thank you,

Amy Wren  
1406 SE 85th  
Portland, OR 97216





**Bridger Elementary**



**to SE 80th Ave**

**SE Mill St. (City Bikeway) right-of-way**

**to SE B2nd Ave**

**No Drainage, No Curbs, No Sidewalks**

**Two-Way Vehicle Traffic!**

**Bike Traffic!**

**Pedestrian Traffic!**

**mostly Children ages 5-10 from Bidger Elementary**



**Bridger Elementary**

**SE Mill St. (City Bikeway) right-of-way**

**No Drainage, No Curbs, No Sidewalks**

**Two-Way Vehicle Traffic!**

**Bike Traffic!**

**Pedestrian Traffic!**

**mostly Children ages 5-10 from Bidger Elementary**





A white SUV with a roof rack and a black front bumper guard, positioned in the left lane of the road.

A white sedan driving towards the camera in the center lane.

A white van driving away from the camera in the right lane.

A silver sedan driving away from the camera in the right lane.

A white rectangular sign with a red circle and slash over a 'P' and the text 'STOPPING OR PARKING' below it.







**From:** [Hilary LaRose](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** supporting spending TSDC funds  
**Date:** Monday, September 11, 2017 12:14:22 PM

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Hello!

I am North Portlander who frequently takes the 4, 75 and 44. All of these routes could use improvement with dedicated lanes and lights. The faster the better and the more riders! Please support our wonderful North Portland community's transit.

I used to take the streetcars when I was attending PSU, as well. My streetcar would often get stuck at a light for several cycles, especially after 5:00pm. I would always opt to be 30-45 minutes early to class so I would not be late!

I wanted to ask for you to consider spending TSDC funds for transit priority measures. These can include dedicate bus lanes, queue jumps, signal prioritization or other tools. Please mention any particular congestion spots that slow your transit trips.

I used to live in Seattle in Ballard and greatly appreciated the Express Buses and Rapid Ride buses that had a dedicated lane on NW 15th. I would love to see a similar program come to Portland! (Aren't we better than Seattle?)

Thank you,  
Hilary LaRose

**From:** [Adam Grimshaw](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Jeremy Grand](#); [Kathleen Schwartz](#)  
**Subject:** Written testimony in support of TSDC project 90062.1  
**Date:** Monday, September 11, 2017 12:02:56 PM

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**To:** Portland City Council

**From:** Adam Grimshaw  
11548 SW 37<sup>th</sup> Ave.  
Portland, OR 97219

**Subject:** Written testimony to support TSDC project 90062.1

I support TSDC Project #90062.1, 34th/35th & Stephenson & 37th/39th/Vesta/Coronado.

In Southwest Portland, we have heard for 20 years or more how there is too little money for making our streets safe. We have more barriers than just lack of funding. Our streets are too hilly, not yet improved to city standards, and have difficult storm water and ADA improvements necessary. The result is that many of our kids cannot walk or bike to school safely. Even for adults, it's often sketchy to get to public transportation or just to walk in our neighborhoods.

Over the 20 years that I have lived in Southwest, there has been plenty of infill and millions contributed to system development charges. My perception is that the system development charges coming out of Southwest are not coming back to Southwest in equal proportion. How else can we explain the trickle of improvements that have come our way? Perhaps it's that we had to pay for new sewer pipes on Multnomah Blvd twice. Perhaps it's that it's relatively expensive to improve our SW streets. Perhaps it's because the city washes its hands of paying for improvements to unimproved streets, and residents have no ability or inclination to pay individually for the full cost of infrastructure that benefits the community.

Whatever the reason, the result has been far too little investment into the transportation and storm water infrastructure in SW. I'm tired of hearing the excuses from city staff. I'm tired of waiting our turn. My neighbors and I want to partner with the city to make improvements. It is our watch. We are all responsible for the safety of our children and all our citizens. Let's work together to make real improvements.

There are many improvements to choose from in SW. I support TSDC 90062.1 because I see every day the cars, trucks, school buses, bikes and pedestrians sharing the same thin strip of aging asphalt. The streets in this project are all heavily used neighborhood connectors that

are single entry and exit points from neighborhoods. For example, SW Coronado is the only exit on the East side of the section of West Portland Park bounded by SW 35<sup>th</sup>, Pomona, and SW 49<sup>th</sup> Ave. There is no exit on the South side of that same neighborhood. Similarly, traffic from adjoining neighborhoods is funneled onto SW 35<sup>th</sup> and Stephenson.

In several places, there are unaddressed storm water challenges that erode road bases and contribute to seasonal local flooding. If we improve the streets and add ped and bike facilities, we'll also need to consider storm water improvements.

Project 90062.1 appears to hold the promise of addressing these shortcomings in our infrastructure. We hope that City Council will approve the use of System Development fees and, as needed, other transportation dollars, to make this improvement. I pledge to do my part to mobilize community support to augment any city investment in this project.

Thank you for standing for walking and biking safety!

Adam Grimshaw

**From:** [howard draper](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** bus transit priority support  
**Date:** Monday, September 11, 2017 12:02:04 PM

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Hi there, I live in SE Portland and my family uses the Trimet transit options daily. I support the effort to give Transit Priority to TriMet buses, as the bus delays while stuck in car traffic work against the very incentive and purpose of mass transit -- to provide a more efficient alternative to moving people around. Since we moved here 5 years ago, we've seen increased delay, and hour-long commutes from 39th to downtown have been unbearable. Walking is often the same speed, now.

I support the allocation of TSDC funds to aid with Transit Priority.

With traffic congestion increasing, and the population growing, now is the time to double down on transit modal diversity and improvements.

Best regards,  
Howard Draper  
SE Portland



**From:** [Chris Perry](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [hawthorne@portlandb.us](mailto:hawthorne@portlandb.us)  
**Subject:** I support support spending TSDC funds!  
**Date:** Monday, September 11, 2017 11:57:48 AM

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Hello,

I am writing in today with regards to TSDC funds. I support spending TSDC funds (money paid by developers into a fund to improve transportation) on transit priority measures including dedicated bus lanes, queue jumps, signal prioritization or other tools. Traffic in Portland has become a serious impairment to accessibility to all parts of the city, especially to folks that don't live in the richest parts of the city. The only way to effectively address this issue is by improving public transit. That means 1. making it more convenient and frequent, and 2. Making it less convenient to drive, especially downtown.

Best Regards,  
Chris

--

Chris Perry  
Trillium Solutions, Inc.  
[www.trilliumtransit.com](http://www.trilliumtransit.com)  
Portland, Oregon  
503.567.8422 x5

**From:** [Teejay VanSlyke](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Subject:** Improve transit reliability with TSDC funds  
**Date:** Monday, September 11, 2017 11:56:36 AM

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Hello:

I'm writing to voice my support for using TSDC funds on transit priority measures like bus lanes, queue jumps, and signal prioritization. Portland's growth over the past decade means public transit will become more critical to the mobility of Portlanders through the city center.

Thank you for all you do!

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**TeejayVanSlyke**  
**Design&Engineering**  
[teejayvanslyke.com](http://teejayvanslyke.com)

**From:** [Sara Twitchell](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please Fund Transit Priority  
**Date:** Monday, September 11, 2017 11:56:34 AM

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Hello,

I am a frequent transit user who rides Trimet lines 10 and 14 between Southeast Portland and downtown. I have previously emailed PBOT about the need to designate bus-only lanes on SE Madison, and this summer of extensive road work and bridge construction has underscored the need for transit-only lanes in and around downtown. On SE Madison there is a bus-only lane that becomes parking at 9am. People begin parking in this lane as early as 8:40, because they know they can get away with it. If I am on the bus at this location at 8:35, I will get to my downtown stop in under 10 minutes. But, if I catch the next bus and I'm there any time after 8:45, I will sit in traffic for at least 30 minutes. This is extremely frustrating, because the solution seems so obvious: the City has to stop prioritizing parking spaces over public transportation!

Congestion in and around downtown has become unmanageable, and the only way to alleviate it is to encourage people to take public transportation and leave their cars at home. Currently, there is no incentive to take public transportation because the ride times are similar or worse than sitting in traffic in a personal vehicle. Those of us on the bus are doing our part to minimize our impact on traffic and the environment, now it's time for the City to step up and do theirs. Bus-only lanes are an easy first step in this process, and they need to become a reality in Portland as soon as possible.

Thank you,

Sara Twitchell

**From:** [Steve Gutmann](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Support Transit, not Cars!  
**Date:** Monday, September 11, 2017 11:46:38 AM

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Dear City Council-

I'm writing to express my strong support for spending TSDC funds on transit priority measures like dedicated bus lanes, queue jumps and signal prioritization.

My wife and I ride TriMet bus #4 or #14 almost every morning, and doing so is an absolute joy -- until we hit the Hawthorne Bridge viaduct. From that point forward, we might as well get off and walk, because the traffic slows the bus to a crawl. *If we're trying to reduce the number of people driving into downtown (and we absolutely should be doing so...) it makes no sense whatsoever to force a bus with dozens of people on it to wait in a congested lane of automobile commuters.* Rather than ending the "Bus Only" lane at the viaduct, why not extend it into downtown?

Doing so would send a very clear signal: *Portland prioritizes transit, affordable transportation, and sustainability.*

I recently spent time in Barcelona, and there they have "bus and taxi only" lanes, which explicitly support car-free lifestyles. That may or may not make sense for the Hawthorne Bridge, but it points to another possibility: expanding the use of "transit priority" lanes to other high-priority uses (e.g. delivery of time-sensitive, priority freight; travel by emergency vehicles).

SOVs with a single driver in them should not be granted the same priority as a bus with dozens of people on it or an ambulance rushing someone to the hospital. Also, certain freight haulers with time-sensitive cargo would probably be happy to pay a fee for access to a faster-moving transit priority lane, so there's even a revenue-generation opportunity here.

And finally, since a scheme like this would make riding the bus faster than driving a personal car, demand for transit would probably quickly rise, so any & all \$\$ earned from "priority freight" permits should be recycled into supporting more and better transit service.

Thank you,

- Steve

--

Steve Gutmann

E: [gutmann.steve@gmail.com](mailto:gutmann.steve@gmail.com)

P: 503-333-7564

**From:** [Thomas Craig](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please use TSDC funds on transit priority measures  
**Date:** Monday, September 11, 2017 11:42:48 AM

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Hello,

I'm writing to express my support for transit infrastructure in Portland—swift and vigorous action to encourage transit use is critical to help fight climate change, support economic justice, and protect the safety of our most vulnerable citizens. Anything other than infrastructure that radically preferences active and public transit modes over single-occupancy vehicle use is inhumane and antithetical to our city's values.

While I primarily bike around town, I recognize that not all our residents have the privilege that I have as a young, able-bodied, individual familiar with biking in traffic. For many, biking isn't an option.

But public transit is—it is the great equalizer. If the system is built right.

I support

- bus-only lanes,
- queue jumps,
- signal prioritization
- any other tools that promote the dependability of and access to our public transportation system.

I can speak from experience, living in Portsmouth, that such infrastructure would be critical for the 4, 44, and 75.

Thank you and all the best,

—

Thomas Sherlock Craig  
503-327-9098  
[tsherlockcraig@gmail.com](mailto:tsherlockcraig@gmail.com)

**From:** [Brad Baker](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please Spend TSDC Funds on Public Transit + Pedestrian Safety  
**Date:** Monday, September 11, 2017 11:32:45 AM

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Hi there,

I am writing to say that we should prioritize spending TSDC funds on public transit and pedestrian safety.

Let's prioritize busses/pedestrian so it is easy for everyone to get around, not just those who have their own cars. Let's use the funds to build some dedicated bus lanes. Let's make roads like MLK feel safe and not like you're going to get hit by a car every time you cross the road.

Thanks!

Brad Baker  
2301 NE Rodney Ave  
Portland, OR 97212

**From:** [Grant Rommel](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 11:25:31 AM

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Dear Mayor and Commissioners:

I am a resident of SE Portland and I strongly support the allocation of TSDC Funds to dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools.

As Portland continues to grow, it is important to make infrastructure investments where it counts. Dedicated bus lanes, queue jumps, and other transit-improvement tools will help make transit more efficient and effective and will encourage more people to regularly use transit instead of their cars, particularly along corridors seeing rapid mid-rise development.

I frequently ride bus lines 4, 9, 14, 15, 70, and 75, as well as the A/B loop streetcar, and I constantly see a number of backups. The Hawthorne Bridge, SE Powell Blvd between SE Milwaukie and SE 26th, and SE Cesar Chavez Blvd at SE Powell are some of the biggest trouble spots I have noted. Each of these stretches can benefit from bus service improvement in the realm of dedicated bus lanes, signal prioritization, etc.

Please allow TSDC Funds to be allocated to bus service improvements - our city depends on it!

Sincerely,  
Grant Rommel  
[grommel93@gmail.com](mailto:grommel93@gmail.com)



**From:** [Stephen Judkins](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** I support spending TSDC funds on dedicated bus lanes  
**Date:** Monday, September 11, 2017 11:24:43 AM

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Hello,

As a Portland voter and transit user, I support spending TSDC funds from development on transit priority measures. Tri-Met is useful, but it's frustrating to see crowded buses on my local route (the 4) regularly clustered and delayed because they're stuck sitting in traffic with single-occupancy vehicles. I believe transit priority, and especially bus-only lanes, would be a fantastic and cost-effective way to ease access to downtown to everyone.

Thanks,  
Stephen Judkins

**From:** [Adam Herstein](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 11:11:57 AM

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Dear Mayor and Commissioners:

I support allocation of TSDC Funds to dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools. I often ride the 14, 9, and 4 buses but generally try to avoid taking the bus whenever I can, because the bus is slow, unreliable, gets stuck in traffic, and is infrequent. Plus, crossing the street to get to the bus stop often either feels unsafe or the signal is not timed for peds, so you often miss the bus waiting for the walk signal. Riding my bicycle avoids all of these issues. I would like to take the bus more often, and bus-only lanes and signal prioritization would help bring Portland's lackluster bus system to a more usable state and actually encourage people to take transit rather than drive.

**From:** [Kim Epling](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 11:02:35 AM

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Dear Mayor and Commissioners:

I support the use of TSDC Funds for dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools. I take the 44 line to and from work with my toddler. I am often stuck in traffic caused by car commuters on my way home. A commute that should take an hour door-to-door typically takes at least an hour and a half if not longer. That is a long time to be on a bus to commute from downtown to St Johns and especially with a toddler. It is important to me to both participate in a sustainable commuting option as well as not spend money on parking downtown.

Thank you for your consideration.

Kim Epling

**From:** [Alex Fallenstedt](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 11:01:03 AM

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Dear Mayor and Commissioners:

My name is Alex Fallenstedt. I live and work in downtown Portland, however, I just purchased a home in Lake Oswego. I plan to continue riding my bike to Portland.

What I did not plan was getting a car. I have avoided getting a car for the past 10 years and have instead put around 20,000 miles on my bike solely from commuting, grocery shopping, and using mix transit (MAX, Wes, and TriMet bus). That's 20,000 miles not damaging our roads, less carbon emissions, and in general preventative medicine. That's 20,000 miles with one less car on our road way causing congestion, one less parking space taking up valuable space, and one less car idling in gridlock traffic.

I ask you to support spending TSDC funds to improve transportation like dedicated bus lanes and signal prioritization. Making transit more efficient, like [Bus Rapid Transit in Eugene](#), will incentivize people to use methods of transportation that are faster, more efficient, and more closely aligned with Portland's climate action goals. Right now, bus 44 will prove to me incredibly inefficient because of this, forcing me to get a car that I do not want in the first place when I move at the end of this month. I ask you, please help make Portland a city of the future that is focused on people, not parking spaces.

If you build better infrastructure for busses, you will help incentivize people like myself and many others, to continue to use it.

Thank you for your time,

Alex Fallenstedt

**From:** [Paul Loikith](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [hawthorne@portlandb.us](mailto:hawthorne@portlandb.us)  
**Subject:** support for spending TSDC funds on transit priority measures  
**Date:** Monday, September 11, 2017 10:48:52 AM

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I am writing to express my strong support for using TSDC funds on transit priority measures in Portland. Congestion is making transit a less viable option, especially bus service leaving downtown in the afternoon rush. The need for action is urgent. I regularly use line 44 and often get stuck in congestion approaching the Broadway Bridge. This is also a continuing problem approaching the Hawthorn and Ross Island Bridges which I also cross by bus on occasion.

Sincerely,

Paul

**From:** [Jeremy Grand](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Sue](#); [Kathleen Schwartz](#); [Adam Grimshaw](#)  
**Subject:** Statement of Support for TSDC Project #90062.1  
**Date:** Monday, September 11, 2017 9:57:22 AM

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I support TSDC Project #90062.1, 34th/35th & Stephenson & 37th/39th/Vesta/Coronado.

- Stephenson and 35th are the only pedestrian, bicycle, and vehicle connectors available to many residents for access to schools, stores, and other destinations. Walking and biking are so dangerous on these roads that all but the most hardy and brave are locked into using cars to get to any required destinations. These roads are important to many people who do not live directly on them, and by right should be maintained and enhanced by all of us as a community, one of the reasons we have governments.

- Coronado St West of SW 35th also serves a larger community than just the residents on it, and is one of the rare East-West connections in the farthest reaches of SW Portland, used for access by many to Portland Community College to the West, Jackson Middle School to the North, and Stephenson school to the East. Local residents have shown that they are willing to put cash into maintaining it in passable condition, but are almost certainly unable and unwilling to put up the tens of thousands of dollars per household required to meet current city standards. As with Stephenson and 35th, it is appropriate for the general community to shoulder most of the burden of maintaining Coronado.

Jeremy Grand  
3707 SW Coronado St  
Portland OR 97219

**From:** [Alan Kessler](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#); [luke@portlanb.us](mailto:luke@portlanb.us); [jessie@portlandb.us](mailto:jessie@portlandb.us)  
**Subject:** Portland Bus Lane Project Testimony on TSDC Funding  
**Date:** Monday, September 11, 2017 9:50:54 AM  
**Attachments:** [2017-09-11 PBLP Testimony regarding TSDC.pdf](#)

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Dear Mayor and Commissioners:

Please find attached Portland Bus Lane Project's testimony on Transportation System Development Charge (TSDC) Funding in advance of your hearing this week.

Best Regards,  
Alan Kessler  
**Portland Bus Lane Project**

2725 SE 36th Ave  
Portland OR 97202

September 11, 2017

Portland City Council

Via email: [mayorwheeler@portlandoregon.gov](mailto:mayorwheeler@portlandoregon.gov); [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov);  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov); [chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov);  
[amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov); [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

**Re: Transportation System Development Charge (TSDC) Funding**

Dear Mayor and Commissioners,

Given City Council's expressed desire to implement transformative measures to improve our transit system through the Growing Transit Communities plan (GTC) and the Enhanced Transit Corridors plan (ETC), we suggest incorporating transit-prioritization tools in 10 of the projects proposed to be eligible for Transportation System Development Charges (TSDCs).

Specifically, we request that you add **transit priority** to the following projects currently on the proposed TSDC-eligible list:

Project	Description	Lines Served (GTC & ETC Lines <b>bold</b> )
20107	SW 4th Ave Corridor Improvements	9, <b>12</b> , 17, 43, 44, A, B, NS
20113	Broadway/Weidler Corridor Improvements, Phase 1	17, 70, <b>77</b> , A, B
20207	Burnside Bridge Rehabilitation or Replacement	<b>12</b> , 19, <b>20</b>
30037.1	Lombard Corridor Improvements, Phase I	4, 75
40013	82nd Ave Corridor Improvements	<b>72</b>
40108	NE Broadway Corridor Improvements, Phase 2	70, <b>77</b>
50056	NE Airport Way Safety and Access to Transit	<b>87</b>
70010	Inner East Burnside Ped/Bike Improvements	<b>20</b>
80017	Outer Stark Safety and Access to Transit	<b>20</b>
70029	SE Hawthorne Blvd Corridor Safety Improvements	14



**PORTLAND  
BUS  
LANE  
PROJECT**

Portland Bus Lane Project is a group of citizens working to improve transit in the Portland Metropolitan region.

We believe that improving transit service is essential to meeting our climate, health, economic, and housing goals.



Transit priority on the projects could include:

- dedicated transit lanes,
- queue jumps,
- signal priority,

and other tools identified in the ETC to increase bus reliability and speed. Collectively, adding transit priority to these projects will **support 14 bus lines and three Portland Streetcar lines**. Five of the bus lines have been identified as high priorities through the GTC & ETC.

Adding transit priority to these projects will help our public transportation system maintain speed and reliability while Portland continues to grow, and will support our mode share and climate action goals. Additionally, **freeing buses from congestion will allow TriMet to invest funds in increasing frequency and extending hours on lines across the city**, instead of spending money on buses stuck in traffic.

Thank you for considering our proposal. We look forward to working together to help Portland prioritize fast and reliable transit service over single-occupant vehicles as a way to promote sustainable modes of travel and reduce the impacts of growing congestion.

Sincerely,



**Portland Bus Lane Project**

Alan Kessler

Co-chair

2725 SE 36th Ave. Portland, OR 97202

cc: [Zef.Wagner@portlandoregon.gov](mailto:Zef.Wagner@portlandoregon.gov); [Matt.Grumm@portlandoregon.gov](mailto:Matt.Grumm@portlandoregon.gov);  
[Anne.Hill@portlandoregon.gov](mailto:Anne.Hill@portlandoregon.gov); [luke@portlanb.us](mailto:luke@portlanb.us); [jessie@portlandb.us](mailto:jessie@portlandb.us)

**From:** [Grethe Larson](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** ["ACNA"](#)  
**Subject:** Opportunity to Support TSDC Project #90062.1  
**Date:** Monday, September 11, 2017 8:57:34 AM  
**Attachments:** [Arnold Creek Neighborhood Association Transportation Funding Priorities \(2\).pdf](#)  
[ACNA Transportation Funding Priorities Supporting Maps and Information.docx](#)  
[ACNA letter for Far SW Connectivity.docx](#)  
**Importance:** High

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TO WHOM IT MAY CONCERN:

I am the co President of the Arnold Creek Neighborhood Association [ACNA]. For decades our neighborhood has sought improved infrastructure in our neighborhood, stormwater management, safe routes to schools, local services, public transportation throughout our neighborhood, and overall improved connectivity. We have sent letters to the City requesting sidewalks and improved connectivity from SW Boones Ferry Road, along Stephenson to 35<sup>th</sup>. In December of 2016 we sent a list of priorities [attached]. In May of 2016 we requested traffic calming measures along Stephenson and also a lower speed. [attached].

While I cannot speak on behalf of the ACNA at this time because we have not had a Board meeting since last spring my co President and I do intend to present the attached DRAFT letter to the ACNA Board for approval at a future Board meeting.

Grethe Larson  
Co President  
Arnold Creek Neighborhood Association



19 December 2016

RE: Arnold Creek Neighborhood Association transportation funding priorities

Dear Mr. Lear, Mr. Szigethy, and Mr. Newlands

After careful consideration, the Arnold Creek Neighborhood Association (ACNA) presents the following priorities for funding transportation projects in the Arnold Creek Neighborhood. To achieve the overarching goal of providing safe pedestrian access to essential destinations and services, we respectfully ask that the City of Portland consider these priorities, supported by the ACNA general membership and approved by the ACNA Board of Directors.

1. SW Stephenson Street and 35<sup>th</sup> Avenue [from Boones Ferry Road to Jackson Middle School][See Maps 1 and 2]
  - a. Improve extended shoulder
    - Eliminate gaps; extend sidewalks or improve/make extended shoulder contiguous
    - Traffic calming reduction of 35 MPH speed limit
    - Minimize encroachments
    - Improve structural support of shoulder
  - b. Provide pedestrian/bicycle facilities to and through intersection with SW Boones Ferry Road
  - c. Provide pedestrian/bicycle facilities to and through intersection with SW 35<sup>th</sup> Avenue

Rationale: These requests provide much needed pedestrian/bicycle safety along narrow rural type roadways to Jackson Middle School, Stephenson Elementary School, school bus stops, access to the Barbur Transit Center, and transit stops at SW Stephenson and Boones Ferry Road, SW Pomona and Capitol Highway, and SW 35<sup>th</sup> and Huber.

Discussion: This priority proposes continuous sidewalks or extended shoulder and bicycle lanes along SW 35<sup>th</sup> Avenue between SW Pomona and SW Stephenson Street and along SW Stephenson Street between SW 35<sup>th</sup> Avenue and SW Boones Ferry Road. It is needed to provide safe access to neighborhood schools (Stephenson Elementary and Jackson Middle), school bus stops, transit bus stops (the only bus route is along SW Boones Ferry Road) and to the Barbur Transit Center. The recent project for bio-swales and extended shoulders contains several gaps with no swales or extended shoulders and narrow extended shoulders, resulting in a disjointed project which creates safety issues for pedestrians and bicyclists along this narrow roadway.

**Arnold Creek Neighborhood Association**  
c/o Southwest Neighborhoods, Inc. 7688 SW Capitol Highway, Portland, OR 97219  
503-823-4592      [www.arnoldcreek.org](http://www.arnoldcreek.org)      [president@acna.org](mailto:president@acna.org)



2. SW Boones Ferry Road [See Maps 2 and 4]

- a. Provide pedestrian/bicycle access to Town Center (Oswego Towne Square) ---along Boones Ferry Road, south of SW Orchard Hill Road to City Boundary (approximately 425 feet)
- b. Provide pedestrian/bicycle access to Tryon Creek State Park, transit and Town Center along Boones Ferry Road, south from SW Englewood Drive to SW Orchard Hill Road (approximately 800 feet)

Rationale: Fulfillment of these requests would provide safe pedestrian and bicycle access to a Town Center (Oswego Towne Square) shopping area with a grocery store, services, restaurants, retail stores, DMV, and offices. Safe pedestrian and bicycle access to Tryon Creek State Park and numerous transit stops along Boones Ferry Road would also be accomplished.

Discussion: These small projects have the potential for big returns. Adding just 425 feet and 800 feet of sidewalk and bicycle lanes would provide safe access for residents to the nearest commercial hub and shopping area, located on the Portland and Lake Oswego city boundary. Boones Ferry Road is a busy, commuter route with increasing traffic and a speed limit of 35 MPH. Pedestrians and bicyclists use these narrow sections of winding, two-lane Boones Ferry Road and share the same pavement with cars travelling at moderately high speeds. Constructing these short stretches of sidewalk and bicycle lanes would reduce the real and serious threat of car/pedestrian collisions and significantly improve neighborhood safety and livability.

3. Unimproved Public Rights of Way [See Map 3 and listing]

Improve or further develop unimproved public rights of way in ACNA boundaries

Rationale: This request provides alternate routes for pedestrians to get to essential destinations and services and, with simple improvements, to allow pedestrians to avoid walking along roadways that do not have pedestrian facilities.

Discussion: Within Arnold Creek Neighborhood there are 10 unimproved public rights of way which are impassable to motorized vehicles. Some are short, a block or less, and some are several blocks long. At a low cost these rights of way could be improved for walking and provide valuable, safe, alternative connectors to transit, area schools, parks, like Maricara Natural Area in an adjacent neighborhood, Tryon Creek State Park, and other destinations.

Just a few decades ago, the Arnold Creek neighborhood was a relatively rural area. However, after annexation in the 1970's, substantial infill development and population growth followed in the 1980's and 1990's and continues to this day. The result has been infrastructure deficiencies, substandard



roads, very few pedestrian/bicycle pathways, limited and deficient public transit access, no parks, connectivity issues and general unsafe conditions for pedestrians and bicyclists. The priorities set forth above would vastly improve the dangerous locations and situations that pedestrians, students and bicyclists contend with every day in the Arnold Creek neighborhood. Our residents need and deserve safe access to shopping, transit and schools and our three top priority projects fulfill these very basic needs.

We appreciate your consideration of these projects as funding is available for safe routes to school, SW in Motion [SWIM], and gas tax revenues for the Fixing our Streets program. This priority list would allow for a phased approach as the requests are modular and could be accomplished over time. We welcome your inquiries for any additional information as you evaluate our priorities and requests. Please let us know other city officials who should be copied on this letter.

Very truly yours,

Grethe A. Larson and Debbie Griffin

Co Presidents, Arnold Creek Neighborhood Association

cc: Sylvia Bogert, Executive Director of SWNI  
David Martin, SWNI Transportation Chair  
Hans Steuch, ACNA Transportation Chair  
Kathryn Daly, ACNA Transportation Committee member

**DRAFT LETTER**

**NOT YET APPROVED BY THE ACNA BOARD**

**SENT IN DRAFT FORM TO MEET DEADLINE FOR SUBMITTALS**

The Arnold Creek Neighborhood Association strongly supports the **SW 34th/35th & Stephenson: Opportunity to Support TSDC Project #90062.1** that begins to provide infrastructure improvements. After we learn more details of the project at our October ACNA meeting, the Association can respond more fully to the project.

We support this project for the following reasons:

- Overall infrastructure is lacking for far southwest.
- Stormwater management needs addressing and is fundamental to long term road viability.
- Need Safe routes
  - for neighborhoods, schools, local services, public transportation for all populations (school age kids, parent, neighbors, elder population living in foster care homes in the area, bikers)
  - Important because density growth will increase traffic (e.g. currently there are 28 new construction projects)
  - Current connectivity is SW 35<sup>th</sup> and SW Stephenson which are dangerous streets
- Overall connectivity for outer SW Portland including to the 4 schools (Sylvania PCC, Marquam, Stephenson and Jackson Middle) is lacking

Cost containment for the neighborhoods regarding LID burden is important. Consideration is needed for flexible and creative solutions such as

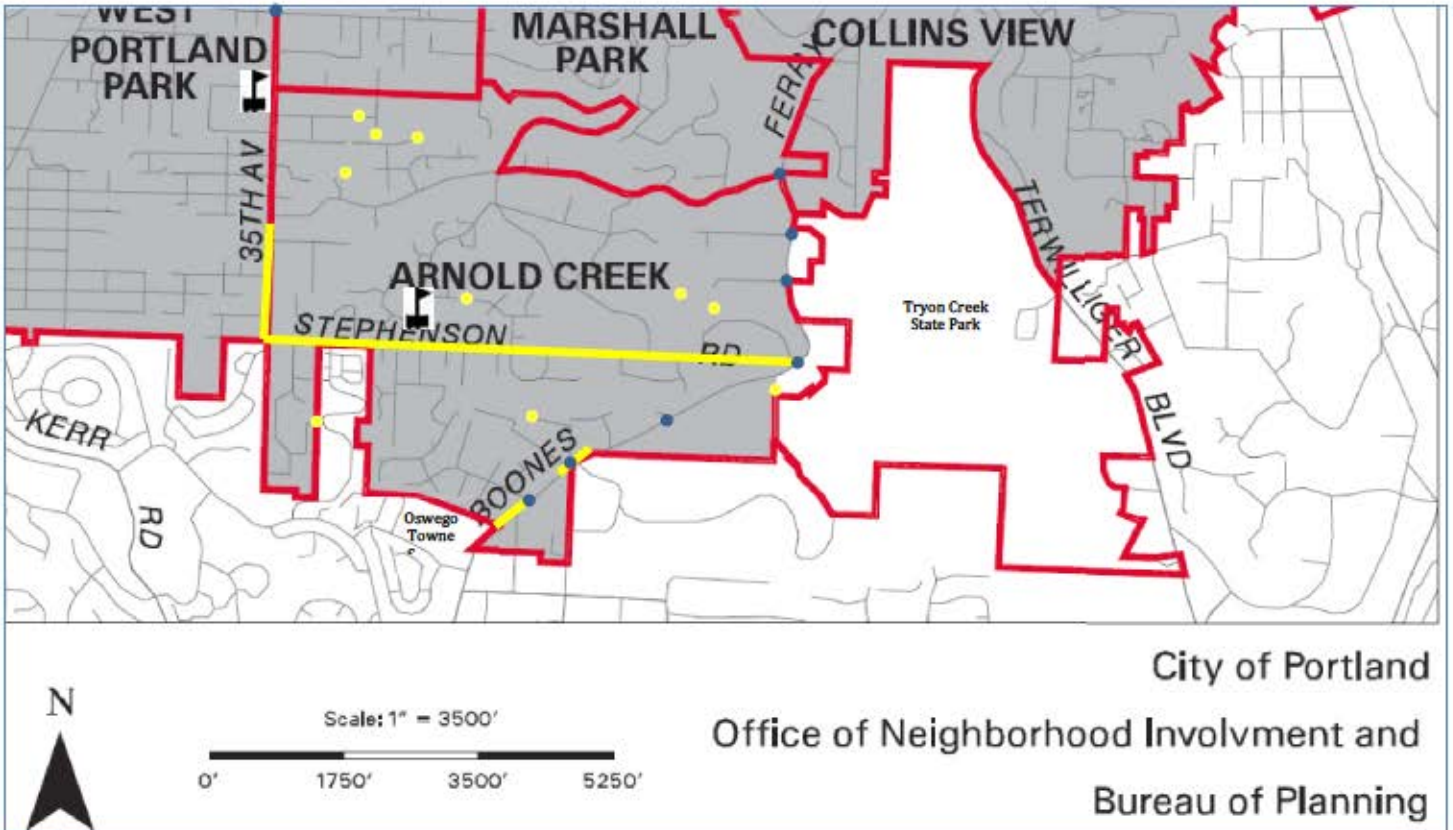
- Trails for connectivity in conjunction with sidewalks
- Flexibility in the city standards and permitting process
- Grants and additional sources of funding in addition to city funding
- Approaches for maintenance of city unimproved streets
- Leverage teaching entities such as Portland Community College and PSU for solution ideas

This project would require investment, collaboration and coordination between PBOT, BES, the Water Bureau (that owns property in this area) and the SW 34<sup>th</sup> Cell and 911 Tower stakeholders. Potential involvement also for Portland Parks and SW Trails PDX to consider connecting trails and sidewalks to get safe routes through the neighborhoods and schools. These are the groups we have identified that need to be involved, there may be others.

Investment by all city stakeholders and LID cost containment in a low density neighborhood is key in the development of this solution. The Arnold Creek Neighborhood Association strongly supports this initial SW 34th/35th & Stephenson Project: Opportunity to Support TSDC Project #90062.1.

# Supporting Maps and Information (9 pages)

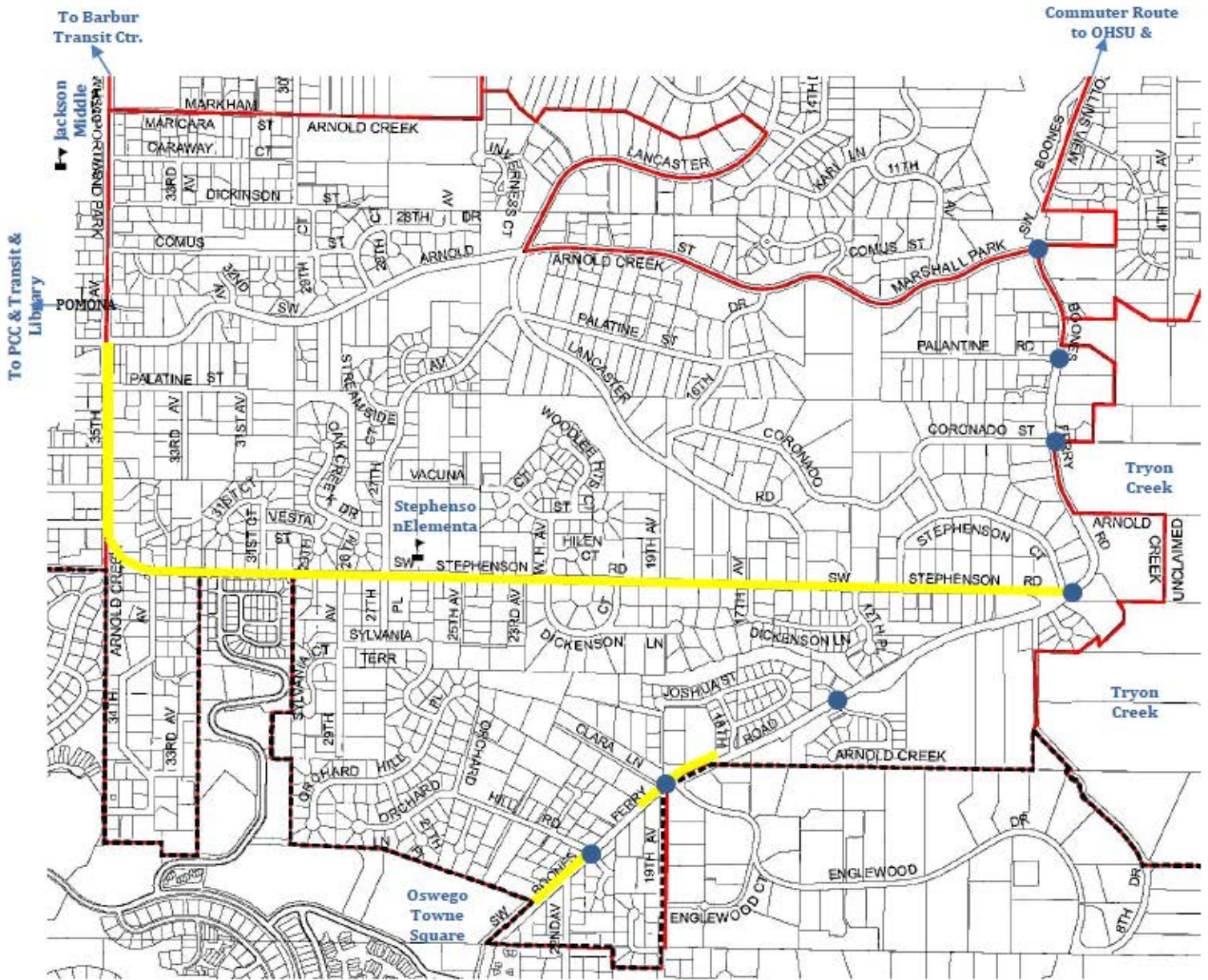
**MAP 1. OVERVIEW:**



Location of Priorities: 

Bus Stop: 

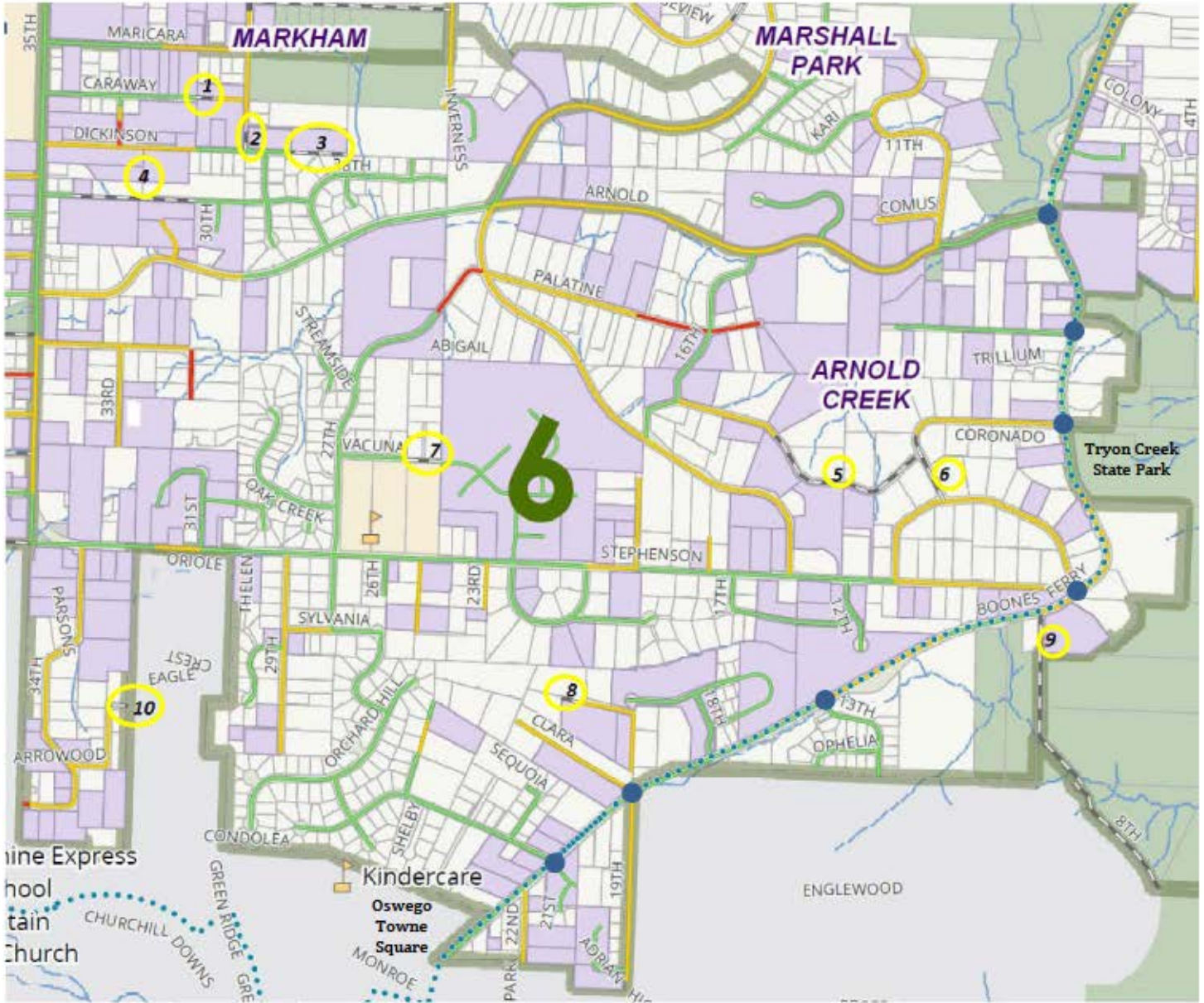
**MAP2. EXTENDED SHOULDERS, SIDEWALKS, BIKELANES, ETC.:**





**MAP 3. RIGHTS OF WAY:**

The picture below was snipped from the Portland Street Surfaces map<sup>1</sup>. Ten (10) rights of way were identified. They are indicated on the snip and described in further detail in the table below.



<sup>1</sup> The rights of way segments within Arnold Creek neighborhood that are impassable to motorized vehicles, but not necessarily to pedestrians, are identified on the “Portland Street Surfaces” map; this map is an 80 MB PDF file available at: [www.portland.oregon.gov](http://www.portland.oregon.gov) - services menu - local improvement districts. The map uses the following signature for these segments:

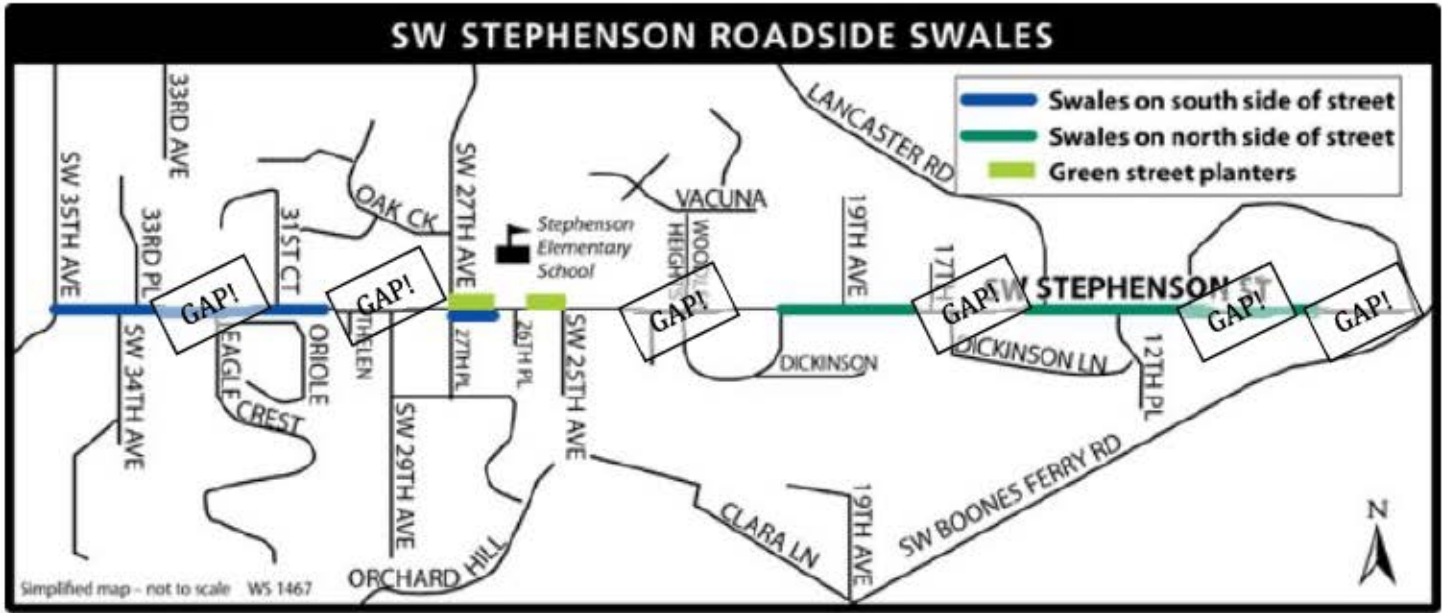
Number On Map 3	Street Name	In use?	Future potential?	Notes
1	Caraway St.	Yes	Yes, continue use	Improve tilt
2	30 <sup>th</sup> Ave.	Yes	Yes, continue use	Improve steps
3	Dickinson St.	No	Yes	Could connect to future environmental tract developed from 10701 SW 25 <sup>th</sup> property and from there to Maricara Natural Area
4	Comus St.	No	Yes	Alternative, safer, route to 35 <sup>th</sup> Ave. than Arnold St.; competes with Dickinson St. for this status
5	Coronado St.	Yes	Yes	Good connector to transit on Boones Ferry Rd. and Boones Ferry entrance to Tryon Creek State Park
6	Coronado Ct.	Yes	Yes, continue use	Part of SW Urban Trails (shown on Urban Trails map). Surface of northern end soggy in wet season – should be improved
7	Vacuna St.	No	Yes, particularly for biking	North of school grounds. A shorter connector than path on school grounds.
8	Boones Ferry Ln.	No	No	-
9	8 <sup>th</sup> Ave.	No	Yes	Connect to Tryon Creek State Park; nearest existing trail in park is currently ~1,000 feet away
10	33 <sup>rd</sup> Ave.	Yes	Yes, continue use	Existing demand trail connects to Eagle Crest Dr. through ~75 feet of Residential Land owned by Eagle Crest Apts of Oregon Ltd.

**OTHER SUPPORTING INFORMATION:**

Picture of typical shoulder on main artery in Arnold Creek Neighborhood  
- pretty, but not very safe for walkers and bikers

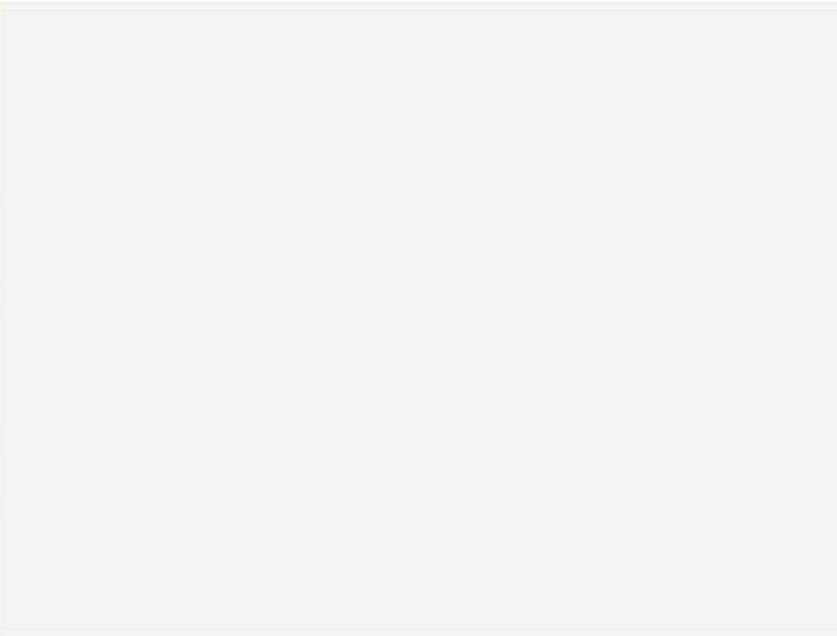


MAP4. Stephenson – gaps in extended shoulders:



Stephenson extended shoulders between Lancaster Rd. and 19<sup>th</sup> Ave - great for parking!?

Collapsed swale edge between Thelen and 31st



Most Dangerous Section of 35<sup>th</sup> Ave – between Coronado and Arnold Streets – looking North



SW 35<sup>th</sup> Ave. - looking south from intersection with Arnold St. towards Buddington Street



“Town Center”

**OSWEGO**  
TOWNE SQUARE

3 monroe parkway  
lake oswego, or 97035  
503-533-8015  
[get directions](#)

**STORE DIRECTORY**

Store Name / Address / Phone	Location	Store Name / Address / Phone	Location
<a href="#">Artistic Nails</a> 3 Monroe Parkway 503-699-4174	Suite 100L	<a href="#">KinderCare</a> 11 Monroe Parkway 503-636-4077	Suite 2011
<a href="#">Chase Bank</a> 7 Monroe Parkway 503-635-0008	Suite 407A	<a href="#">Lake Oswego Dental Centre</a> 9 Monroe Parkway 503-635-3431	Suite 300C
<a href="#">Columbia Sportswear</a> 3 Monroe Parkway 503-636-6593	Suite 100H	<a href="#">Lake Oswego DMV</a> 3 Monroe Parkway 503-299-9999	Suite 300D
<a href="#">Elements Therapeutic Massage</a> 3 Monroe Parkway 503-387-3205	Suite 100U	<a href="#">Mud Bay</a> 3 Monroe Parkway 503-387-5659	Suite 100W
<a href="#">Flying Pie Pizza</a> 3 Monroe Parkway 503-675-7377	Suite 100S	<a href="#">New Seasons Market</a> 3 Monroe Parkway 503-496-1155	Suite 100R
<a href="#">GNC</a> 3 Monroe Parkway 503-675-2710	Suite 300T	<a href="#">Parkway Veterinary Hospital</a> 3 Monroe Parkway 503-636-2102	Suite 100Y
<a href="#">Great Clips</a> 3 Monroe Parkway 503-635-1044	Suite 100Q	<a href="#">Postal Annex+</a> 3 Monroe Parkway 503-635-3830	Suite 100P
<a href="#">Hanna Andersson</a> 7 Monroe Parkway 503-697-1953	Suite 407B	<a href="#">Sport Clips Haircuts</a> 3 Monroe Parkway 503-303-4918	Suite 300G
<a href="#">Insurance West</a> 3 Monroe Parkway 503-360-9757	Suite 300F	<a href="#">Starbucks</a> 3 Monroe Parkway 503-675-9097	Suite 100Z1
<a href="#">Jenny Craig Weight Loss Center</a> 3 Monroe Parkway 503-635-5287	Suite 100M	<a href="#">Trios' Studio</a> 3 Monroe Parkway 503-496-1185	Suite 100I
<a href="#">Jersey Mike's Subs</a> 3 Monroe Parkway 503-594-7335	Suite 300E	<a href="#">World Champion Taekwondo</a> 3 Monroe Parkway 503-534-3029	Suite 100K
<a href="#">JW Wireless/Verizon Wireless</a> 3 Monroe Parkway (503) 342-6071	Suite 100Z1	<a href="#">Yodelish</a> 3 Monroe Parkway 503-305-6574	Suite 100O

**From:** [Kathleen Schwartz](#)  
**To:** [Council Clerk – Testimony; Kathleen Schwartz](#)  
**Subject:** 34th/35th & Stephenson & 37th/39th/Vesta/Coronado Project: Opportunity to Support TSDC Project #90062.  
**Date:** Sunday, September 10, 2017 9:24:57 PM

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To Whom it May Concern:

This letter is to provide written testimony for consideration on the 34th/35th & Stephenson & 37th/39th/Vesta/Coronado Project: Opportunity to Support TSDC Project #90062.1

This area of Southwest Portland, bordering the city limits of Lake Oswego and Tigard, was developed more recently than other areas of Portland. Unlike North and Southeast Portland, there is not a perfect grid of alphanumeric streets carving out level, pedestrian friendly neighborhoods. Instead, roads snake around slopes and wooded areas following creeks at the base of Mt. Sylvania, a former volcano. Would-be through streets are interrupted by several blocks of woody protected wild space resulting in several "neighborhood islands" connected only by a few main streets. During the winter, these areas get more snow and ice due to the high elevation. And when the snow and ice melt or in times of heavy rain, heavy sheets of water rush down steep streets becoming makeshift stream beds. This ice and water together with springs under roadways make for dangerous driving and extreme stress to the area streets – many of which are unimproved.

Many of our neighborhood streets are in desperate need of attention and investment. Several are unimproved and neighbors, inexperienced in the road paving and pothole-fix trades, hobble together well-intentioned repairs. Because most of these neighborhoods lack adequate stormwater management infrastructure, neighborhood road repairs are soon undermined by stormwater runoff during rainy seasons.

Over the past fifty years, new developments have brought four schools to the area: Stephenson Elementary, Jackson Middle School, PCC Sylvania and Markham Elementary. A network of sidewalks have not been part of the housing and school development though. For example, if a child attempts to walk from near Stephenson Elementary to Jackson Middle School she will need to cross Stephenson two to three times simply to continue walking safely on a sidewalk or path. From the intersection of Stephenson and 35<sup>th</sup> on the way to Jackson Middle School, there is little room for kids to safely walk to school. Those who do, encounter thick prickly brambles when often jumping off the street to avoid morning traffic on this main road through this part of the city. As a community, we are missing an opportunity to nurture independence and physical well-being for our children by not providing a connected network of sidewalks between and among neighborhoods and schools in the vicinity of 35<sup>th</sup> and Stephenson.



The lack of safe pedestrian routes affects our adult neighbors too. The nearest major transit stop is over a half mile away from our neighborhood and problematic for a morning commuter to trek, in high heels and carrying a laptop, on a busy, curvy road without sidewalks. In addition, there are elderly neighbors attempting to take walks to maintain their health, but encounter traffic and few places to walk safely.

This area lacks infrastructure essential to basic neighborhood functionality and is in desperate need for a major infrastructure investment:

- New and adequate stormwater system around the north base of Mt. Sylvania
- Road improvements used for bus, garbage service, mail, delivery, neighborhood access and egress with proper pavement and drainage
- Pedestrian and bike paths to enable safe routes to schools, parks and friends houses for neighborhood children.

This area of Portland should be treated differently from other areas of Portland when considering infrastructure investment. Due to the lack of infrastructure (stormwater management system, improved roads, safe pedestrian and bike routes and public transit), every improvement will require close collaboration among bureaus and significant financial investment. The numerous parks and protected wild areas coupled with the terrain result in low density and fewer properties to offset the cost of much needed infrastructure. While a reasonable contribution to local infrastructure upgrades on the part of homeowners is to be expected, a potential cost of tens of thousands of dollars per property is unreasonable and undoable for a family, retiree or single occupant to incur to fund basic city services such as stormwater management, safe roads and sidewalks.

Please consider significant cross-bureau financial commitment to make basic city infrastructure upgrades to our Southwest neighborhood to enable a pedestrian and bicycle-friendly neighborhood and safe streets and for our community. This investment will address the increasingly severe winters, improve population health, reduce pollution and prepare for planned future development. Thank you.

Sincerely,

Mike and Kathleen Schwartz  
3708 SW Coronado Street  
Portland, Oregon 97219

Sent from [Mail](#) for Windows 10

**From:** [Sue](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Sue](#)  
**Subject:** Support for SW 34th/35th & Stephenson & 37th/39th/Vesta/Coronado Project: Opportunity to Support TSDC Project #90062.1  
**Date:** Sunday, September 10, 2017 11:35:16 AM

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Dear Portland City Commissioners,

A few years ago, I testified at a city council meeting and provided materials regarding the need for safety improvements along SW Stephenson & SW 34th, my neighbors and I had also been in contact with PBOT and BES **prior** to the SW Stephenson swales project to have them fix the stormwater management issues at this intersection (which was not done). At this intersection, water stands on SW Stephenson that also freezes in the winter. SW Stephenson and SW 35th are the main routes to Jackson Middle School and Stephenson Elementary and this intersection is a safety hazard for pedestrians, school buses, cars whether water sits or ice forms. The water bureau is a property owner at this intersection with a decommissioned water pumping station at this location. In addition, this intersection is the entry up SW 34th, which houses a City of Portland tower at the top on water bureau property that houses cell towers and **a 911 system**. So safe access to the tower also needs consideration for city of portland work crews and the vendors using and maintaining the tower and antennas.

More generally, the Arnold Creek and West Portland Park neighborhoods do not have safe and adequate pedestrian, bike, public transportation access or connectivity options, there are limited to no sidewalks for students, parents, and just people wanting to walk or bike as a preferred form of transportation in the far southwest area. This area has inadequate access to public transportation and limited public transportation in general. It also has multiple areas with hazardous stormwater management issues on main thorough-fares that affects the long term viability of our roads and neighborhood safety. The city must also consider higher funding options since far southwest is a low density area and putting the primary burden on homeowners is not viable.

I strongly support TSDC Project #90062.1 that will assist far southwest have an initial implementation for increased connectivity options, safer and more options for pedestrian and bike routes for the neighborhoods and schools. The removal of the safety hazard I brought up years ago can be addressed.

There is funding for a new bridge and restored stream to allow fish passage, and provide a safe, streamside crossing for pedestrians and wildlife with the 2018 funded Boones Ferry culvert project. Even though I support fish getting safe passage, personally I find it a higher priority to have safe passage for people along roads especially on primary school routes.

Please strongly consider approval of TSDC Project #90062.1 funding which begins a badly needed first phase for far SW Portland connectivity improvements. This project requires coordination and collaboration across multiple city bureaus including PBOT, BES, the Water Bureau and potentially the Parks Department and other stakeholders.

Thank you for your consideration

Sue Strater

[ssrater@comcast.net](mailto:ssrater@comcast.net)

3315 SW Arrowood Drive

Portland OR 97219

**From:** [Eve Nilenders](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC funding for SE Mill St. (80th/82nd)  
**Date:** Saturday, September 09, 2017 7:30:25 PM  
**Attachments:** [Mill St looking East](#)

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To whom it may concern:

I'm writing to request that SE Mill St. receive TSDC funding. Here are some of the reasons why this stretch of Mill matters:

- Mill St is the site of the few signalized intersections across 82nd in this part of Montavilla. That is, one of the few safer crossings across 82nd Ave is located here - the next ones are at least 800-1000 feet away, possibly more.
- While Mill St is considered a "greenway," it is this in name only. While it may work for cyclists, Mill lacks any facilities that make it safe for people walking. The flooding that occurs here regularly means that pedestrians are forced to walk in the middle of the street. To demonstrate this, I have attached a photo of my husband walking with our son in a stroller on Mill in order to go to a nearby business on 82nd.
- This is a Safe Routes to School route; many neighborhood children use Mill St to get to Bridger Elementary. In addition, many little children are present here during the day, since an in-home daycare is located on this street segment.
- This route will intersect with the 70's greenway (which will run along 80th in Montavilla.) In fact, 80th Ave already functions as a de facto greenway connecting PCC with Stark St businesses and beyond, since many people walk and cycle here in order to avoid unpleasant conditions on 82nd Ave. (While I was a student, I did ped/bike counts on this stretch of 80th, and my numbers rivaled those my colleagues recorded in inner SE neighborhoods.)
- The Montavilla neighborhood shares many of the same issues that East Portland experiences and has dealt with similar gaps in basic infrastructure. Improving Mill Street represents an opportunity for the City to address some of the inequitable conditions that affect neighborhoods near 82nd and beyond.

Thank you for your consideration.

Eve Nilenders  
8024 SE Main St.  
Portland, OR 97215  
503-407-1298  
Montavilla resident and pedestrian advocate



**From:** [Hudson, Cody \(Perkins Coie\)](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC Project #70052  
**Date:** Saturday, September 09, 2017 7:18:21 AM

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Hello:

I am writing to support road upgrades around our neighborhood schools, Bridger and Harrison Park.

SE Mill Street and neighboring streets are rife with deep potholes and no sidewalks that creates hazardous conditions for walking to school and dangerous for biking to school.

I hope our streets will be improved soon, really, sooner the better.

Thank you,

**Cody Marie Hudson**  
8913 SE Clay St.  
Portland, OR 97216

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NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

September 12, 2017

To: City Council

From: Joe Westerman, Builder and property on in the Gateway Area.

Re: Item 1006 on Council Agenda - Transportation System Development Charge update.

I own property in the Gateway area bordered by NE 97<sup>th</sup> (I205) to 100<sup>th</sup> and Burnside to Glisan area. This area of the City is ripe for development because it can help solve some of Portland's housing issues. The area I have identified is some of the highest density zoned land on the Eastside of Portland. The biggest obstacle to development in this area has been the unfunded required streets needed before development can happen.

I want you to know that myself and many of my neighbors support a street plan for this area. It is too much of a burden for one property owner like myself to handle the burden but the neighborhood approach with LID and SDC funding can and will work in this area. I saw how the LID worked on the Green Street Plan for 97<sup>th</sup> and the addition of NE Everett Ct. which runs from 97<sup>th</sup> to 99<sup>th</sup>. Upon completion of this LID the Rose Apartments was built and provided 90 units of needed Affordable and Market Rate housing.

I submitted plans for Early Assistant through the City Planning Bureau, so I could find out upfront all of the issues that need to be addressed in my plans to build an apartment community in this Gateway area. One of the first issues brought to my attention was a street dedication. I could not afford the street dedication so I never went forward with development plans. I know this area is ready for development and the people who live here will support an LID to get it done. I also think this is a great area for SDC funding to help with the street plan. These dollars need to be directed to the area between Burnside and Glisan and 97<sup>th</sup> (I205) to 100<sup>th</sup>. Development will start when there are streets between 97<sup>th</sup> and 99<sup>th</sup>. A down payment on the future would be a street between 99<sup>th</sup> and 100<sup>th</sup> as well. By funding these streets, it will open this whole area up for much needed housing. I believe there could be 1,000 units or more built in this area if these streets are funded. With all of the traffic infrastructure already in place, this area could be a big player in solving Portland's growing housing crisis. Please help me with the street funding and I will help with the housing shortage by building apartment communities in this very fine Gateway area!

Thank you for taking the time to read and discuss my testimony. If you have any questions please contact me at your convenience.

Sincerely,



Joe M. Westerman  
Evergreen Builders/ Gateway Area Apartments LLC  
[joe@jmwproperties.com](mailto:joe@jmwproperties.com)  
503-313-4621

**From:** [Moore-Love, Karla](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** FW: TSDC letter  
**Date:** Tuesday, September 12, 2017 3:12:48 PM  
**Attachments:** [TSDC letter.docx](#)

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**From:** Cheron, Nickole  
**Sent:** Tuesday, September 12, 2017 9:50 AM  
**To:** Wheeler, Ted <Ted.Wheeler@portlandoregon.gov>; Henderson, Maurice <Maurice.Henderson@portlandoregon.gov>; Saltzman, Dan <Dan.Saltzman@portlandoregon.gov>; Finn, Brendan <Brendan.Finn@portlandoregon.gov>; Fish, Nick <NickFish@portlandoregon.gov>; Schmanski, Sonia <Sonia.Schmanski@portlandoregon.gov>; Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>; Crail, Tim <Tim.Crail@portlandoregon.gov>; Eudaly, Chloe <Chloe.Eudaly@portlandoregon.gov>; Runkel, Marshall <Marshall.Runkel@portlandoregon.gov>  
**Cc:** Hill, Anne <Anne.Hill@portlandoregon.gov>; Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>  
**Subject:** TSDC letter

Greetings Council,

During counsel this week you will hear from PBOT about proposed changes to the TSDC. The Portland Commission on Disability is supportive of these changes and have some addition recommendations to make the proposal more inclusive and equitable to people with disabilities.

Thank you for your consideration,  
Nickole

Disability Policy Coordinator and Commission on Disability Advisor  
Office hours M-TH 9-5:30  
[Nickole.cheron@portlandoregon.gov](mailto:Nickole.cheron@portlandoregon.gov)  
(503) 823-4938

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities and provide language translation for persons with limited or no English. Call 503-823-4938, TTY 503-823-6868, or Oregon Relay Service at 503-735-2900 with requests or visit:

[www.portlandoregon.gov/OMF/CivilRights](http://www.portlandoregon.gov/OMF/CivilRights)  
[www.portlandoregon.gov/OMF/ADA](http://www.portlandoregon.gov/OMF/ADA)

Please note that my business hours are Monday - Thursday from 9:00 am to 5:00 pm. I am not in the office on Fridays.

Nickole Cheron  
Equity Policy and Commission on Disability Coordinator



421 SW 6th Avenue, Suite 500  
Portland, OR 97204  
Phone: 503.823-4938  
TTY: 503.823.6868  
E-mail: [Nickole.Cheron@portlandoregon.gov](mailto:Nickole.Cheron@portlandoregon.gov)

Nickole



**OFFICE of EQUITY  
and HUMAN RIGHTS**  
CITY OF PORTLAND

Realizing Equity. Enhancing the City of Portland.

**Commissioner in Charge:**  
Ted Wheeler, Mayor

**Bureau Director:**  
Dante J. James, Esq.



September 6, 2017

Mayor Ted Wheeler  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Chloe Eudaly

Dear Mayor Wheeler and members of the Portland City Council,

Recently the Portland Bureau of Transportation made us aware of the TSDC updates. While we are generally supportive of the updates, there are some areas we would like to highlight to ensure that people with disabilities in Portland are better served by the plan.

We understand that there are rate waivers in place for affordable housing and ADU's (through 2018). We would like you to consider adding an accessibility component to these waivers. For example: After 2018, ADU's built to be fully accessible would still be eligible for the exemption.

We would also like to suggest that the language in the plan, especially around construction of new trails, state clearly that these new throughways will be fully compliant with the ADA. While it may be a given for policy makers we think it is important that the language reflects the City's commitment to compliance with the ADA and inclusion of people with disabilities.

Finally, we would like to see a prioritization of projects that would increase street accessibility in regards to curb cuts, audible signals and general access in area's close to public transportation.

Please feel free to follow up with the PCOD liaison to your office or The Commission's staff advisor Nickole Cheron for any questions.

Respectfully yours,

The Portland Commission on Disability

*In compliance with Civil Rights laws, it is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any City program, service, or activity on the grounds of race, color, national origin, or disability. To request accommodations, translation and/or interpretation, to file complaints, or for additional information or services, please contact us at 503-823-4433, City TTY 503-823-6868, or Oregon Relay Service: 711.*

**From:** [Ismael Armenta](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Oregon Walks testimony Transportation System Development Charge  
**Date:** Tuesday, September 12, 2017 3:05:13 PM  
**Attachments:** [Oregon Walks TSDC Testimony Sept2017.pdf](#)

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To Whom It May Concern:

Please find attached Oregon Walks' testimony on the Transportation System Development Charge Update.

We appreciate the opportunity to comment.

Thank you,

--

Izzy Armenta  
Transportation Justice Advocate, Oregon Walks  
**Pronouns:** *he/him/his*



[www.oregonwalks.org](http://www.oregonwalks.org)

PO Box 2252, Portland, OR 97227

1805 NE 2nd Ave., Portland, OR 97212



PROTECTING YOUR  
RIGHT TO ROAM

September 12th, 2017

Portland City Council

**Subject: Transportation System Development Charge 2017 Update**

Mayor Wheeler & Commissioners,

Oregon Walks appreciates the opportunity to provide comments on Portland's Update of the Transportation System Development Charge (TSDC). We are the state's pedestrian advocacy organization and we work to ensure that walking is safe, convenient and accessible for everyone. As you review the upcoming changes to Portland's Transportation Development Charge please consider this letter in support of the new program and investments.

We are glad to see 169 projects in the final TSDC funding project list, many of which are essential to improving safety and connectivity in underserved neighborhoods, focus on multimodal transportation and improve access to transportation. Focusing on multimodal transportation, improving access to transportation, and improving safety and connectivity in underserved neighborhoods is important to us at Oregon Walks and the communities we serve.

We recommend prioritizing projects in the TSDC project list that will improve safety and connectivity for individuals who walk. Improvement in walkability will help those who use it as a necessity by improving safety and increasing accessibility to safe walking infrastructure while also encouraging those who walk by choice to walk more. This prioritization will also help move the city closer to achieving it's Vision Zero goals.

As the new TSDC rate and project list is approved we also encourage to consider the application of a racial equity lens when funding projects. Areas such as East Portland, the Cully Neighborhood, and Columbia Corridor, which still lack adequate basic pedestrian infrastructure, would benefit tremendously from the use of an equity lens. Projects specifically that would have greatest positive impact with the communities we work with include the Cully Blvd Corridor Improvements, Lents Connected Centers, and Jade Montavilla Connected Centers.

Oregon Walks supports the Transportation System Development Charge 2017 Update with the strong recommendation of projects that meet the needs of pedestrian safety and racial equity.



PROTECTING YOUR  
RIGHT TO ROAM

Again, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel". The signature is fluid and cursive, with a long, sweeping tail that loops back under the main part of the name.

Noel Mickelberry  
Executive Director

**From:** [Grethe Larson](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** [User Approved] FW: Testimony for TSDC hearing on Wednesday, September 13, 2017  
**Date:** Tuesday, September 12, 2017 3:01:57 PM  
**Attachments:** [TSDC letter to Council.docx](#)  
[Untitled attachment 02928.htm \[file does not open. Clerk\]](#)

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We are fully in support of the attached letter from Patty Barker.

Grethe Larson

James Mullins

12051 Orchard Hill Way

Lake Oswego, OR 97035-1177

We are in the City limits of Portland and Multnomah County even though we have a LO mailing address.

503 246 0681

Begin forwarded message:

**From:** Patty Barker <[pbarker99@aol.com](mailto:pbarker99@aol.com)>  
**Date:** September 11, 2017 at 4:53:09 PM PDT  
**To:** [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
**Subject:** **Testimony for TSDC hearing on Wednesday, September 13, 2017**

To Whom It May Concern:

Attached hereto is written testimony for the hearing on Wednesday, September 13, 2017 concerning the Transportation System Development Charge.

If possible, will you please confirm receipt of this letter?

Sincerely,

Patty Barker  
12115 SW Orchard Hill Way  
Lake Oswego, OR 97035 (in Portland city limit)  
503-245-2590

September 11, 2017

To: Portland City Council

Subject: **Transportation System Development Charge (TSDC)**

Dear City Commissioners:

**As a resident of the Arnold Creek Neighborhood in Southwest Portland, I support item number 90062.1 on the TSDC Proposed Projects list for pedestrian and bicycle infrastructure on SW Stephenson and SW 35<sup>th</sup>.**

Residents of the Arnold Creek Neighborhood have been requesting pedestrian and bicycle infrastructure along SW Stephenson and SW 35<sup>th</sup> for many, many years. Both streets have schools: Stephenson Elementary is on SW Stephenson, and Jackson Middle School is on SW 35<sup>th</sup>. Many of us have long-standing concerns for the safety of school children. There are also many walkers in our area and it is dangerous to share the asphalt with cars going 35 mph on these narrow streets.

I further request that you consider adding an item on the TSDC list to provide safe pedestrian and bicycle connectivity to our nearest shopping district, which requires only about **400 feet of facilities along the major commuter route of Boones Ferry Road, from SW Orchard Hill Road to the Oswego Towne Square**. This shopping center includes a New Seasons grocery store and two dozen other shops and offices. It is the primary source of commerce in the area, and yet **there are no pedestrian facilities to connect residents to the shopping center**.

Thank you for the opportunity to comment on this project.

I appreciate your consideration of the two projects I have noted herein.

Many Thanks,

Patty Barker  
12115 SW Orchard Hill Way  
Lake Oswego, OR 97035 (in Portland City limit and Multnomah County)

503-245-2590

**From:** [Esme D. Miller](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [hawthorne@portlandb.us](mailto:hawthorne@portlandb.us)  
**Subject:** Please fund transit priority improvements!  
**Date:** Tuesday, September 12, 2017 12:55:04 PM

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Dear City Commissioners-

I wanted to take a few minutes to write in support of the proposal to use TSDC funds for transit priority improvements. If the city has any hope or desire to live up to its stated climate and equity goals, we cannot have our buses idling in traffic while the state spends half a million dollars to encourage people to drive more.

As the city has grown, and all but the wealthy have been priced out of inner neighborhoods, the rest of us find ourselves faced with a transit system that increasingly cannot reliably get us to work or school or doctor's appointments on time. If we do not make transit a feasible alternative, people will continue to pile vehicles onto the road, and the accelerating segregation of the city we have seen in the last 10 years will only be amplified by a transportation system that isolates us from all but nearby neighborhood destinations.

I sit on the transportation committee at Lewis & Clark College. It has always been a challenge to persuade students and employees to try something other than driving to campus given our relatively isolated location and spotty transit service. But that task has become much more difficult in recent years, as nearly every afternoon bus headed into downtown from SW (e.g. the 12, 44, 54, and 56) sits in the Ross Island Bridge queue, sometimes for up to a half hour.

This is but one of many examples where a simple transit priority treatment could make a huge difference. Repurposing the rightmost of the three(!) lanes on Barbur northbound from Capitol Hwy to Hamilton as a transit queue jump would make a huge difference in the quality of transit service for all of SW Portland.

I hope as a council you will find the courage and vision to fund these kinds of changes.

Thanks,

—

Esme D. Miller  
Assistant Director of Research & Assessment  
Graduate School of Education & Counseling  
Lewis & Clark College  
(503) 768-6184



**From:** [willreagan@gmail.com](mailto:willreagan@gmail.com) on behalf of [Bill Reagan](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to improve Bus Service in Portland  
**Date:** Tuesday, September 12, 2017 11:36:42 AM

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Dear Mayor and Commissioners:

I'm writing to support allocation of TSDC Funds to dedicated bus lanes. With the rate the city is growing, traffic congestion is only going to get worse, so it's never going to be easier than it is now to dedicate some space to public transit.

I travel by MAX because it isn't stymied by automobile traffic. If the bus offered a similar advantage, with speed of commute being the reward for reducing car congestion and pollution, people will be more likely to ride, further boosting transit riders and reducing traffic.

Thank you for your consideration.

**Bill Reagan**  
7924 N Washburne Ave,  
Portland, OR 7217

**From:** [Seth Pellegrino](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Subject:** TSDC Fund Allocation  
**Date:** Tuesday, September 12, 2017 8:10:44 AM

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Hello,

I am writing to urge you to heavily invest TSDC funds in transit priority measures like queue jumps, signal priority, and especially dedicated bus lanes to improve our transit infrastructure. The Hawthorne bridge is, I think, the most critical place to introduce additional measures – when I bike across the bridge in the morning, it is distressingly common for me to pass two, three, or even six busses (often carrying tens of people each) stopped in a line of single occupancy vehicles. The number of cars I see from the Esplanade onramp through the ramp to waterfront park has never totaled more than 25, and is most often in the high teens. In other words, less than half of a busload of people are capable of blocking four to 12 times as many people from entering the downtown core.

Beyond the Hawthorne bridge, a lower priority need I've observed is the 99 attempting to cross the Sellwood bridge – when I wait at the 7th & Tacoma stop in the morning, I see two things: 1) some truly awful road use by motorists forcing their way in to the Tacoma traffic stream from side streets (presumably, to jump the queue), and 2) the 99 bus is always at least 10 minutes late, sometimes more. It seems to me we could solve both problems by installing diverters on the half of 7th, 8th, 9th, and 11th that approach Tacoma to prevent people from those streets jumping the queue while still allowing traffic from Tacoma to flow into the neighborhood.

In essence, I'm asking for you, my city council, to use induced demand to work for us rather than against us: if we build roads and parking, more people will drive, our city will become more spread out and less hospitable, freight will have a harder time moving through roads blocked by commuters, and we will miss our climate goals. If we make it harder to drive and instead improve bus, bike, and pedestrian infrastructure more people will chose those modes – we will have induced demand that keeps our city healthy & happy, builds community, and puts us in a better position for more ambitious transit projects down the road to further curb our climate impact. I appreciate the strong leadership you have shown thus far on these issues, but I urge you to not just continue, but expand your efforts.

Thank you,  
Seth Pellegrino  
Sellwood, Portland

**From:** [Eric Wilhelm](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Tuesday, September 12, 2017 7:44:43 AM

---

Dear Mayor and Commissioners:

I am writing in support of spending TSDC funds on transit priority measures. These include dedicated bus lanes, queue jumps, signal prioritization, and other measures that will increase ridership and help make transit more useful. Transit needs to be a convenient, reliable option for more people if we are going to achieve our Climate Action Plan and Vision Zero goals.

Any bus coming from southwest Barbur northbound is generally delayed at Hamilton and then further delayed getting left out of the Ross Island line and across passing traffic.

Thanks for your time on this issue.

Sincerely,  
Eric Wilhelm  
Southwest Portland

**From:** [Cooper Morrow](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Hill, Anne](#); [Grumm, Matt](#); [Wagner, Zef](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 11:11:43 PM

---

Dear Mayor and Commissioners:

Please use TSDC Funds for dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools. Let's see some real BRT!

Thanks

Cooper

**From:** [Joe Rowe](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [hawthorne@portlandb.us](mailto:hawthorne@portlandb.us); [Paul Jeffery](#); [Joe Cortright](#); [jonathan@bikeportland.org](mailto:jonathan@bikeportland.org)  
**Subject:** Bus lanes needed now  
**Date:** Monday, September 11, 2017 10:07:04 PM

---

I bike to work 25 miles daily. Last 4 years. Congestion is now extreme from people driving alone. Help people who would rather not drive. Bus only lanes are safer and cheaper than anything. I demand local town hall meetings on this for working parents, like me. I will not keep taking my kid to city hall and find a closed balcony. You Ted and your staff Maurice Henderson are uncivil. Open the balcony...Please reply, Joe Rowe N pdx

PS: see this OHSU data

<https://mobile.twitter.com/OregonWalks/status/843871345507258368>

**From:** [Spencer Alan Ruiz](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Dedicated Bus Lanes  
**Date:** Monday, September 11, 2017 9:55:04 PM

---

I am a Portland resident who lives downtown and would like to express my support for using TSDC funds for dedicated bus lanes.

It would likely be in my personal interest if the streetcar lanes were dedicated transit lanes since traffic downtown is atrocious during the morning and afternoon commutes. But instead I would advocate for greater access to downtown via transit corridors, like dedicated bus lanes on Division, Burnside and Powell helping East Portlanders on their daily commutes through the city.

Portland desperately needs to increase transit ridership to reduce vehicle emissions and the best way to do that is to make transit faster and more reliable than single occupancy vehicles.

Spencer Alan  
1720 SW 4th Ave  
Apt 1601  
Portland, OR 97201

503.901.9371  
[hello@spenceralan.com](mailto:hello@spenceralan.com)

**From:** [Monique Gaskins](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Please Spend TSDC Funds on Public Transit and Pedestrian Safety  
**Date:** Monday, September 11, 2017 9:45:22 PM

---

Hello,

We should prioritize spending TSDC funds on public transit and pedestrian safety.

Let's prioritize busses/pedestrian so it is easy for everyone to get around, not just those who own private cars. Let's use the funds to build some dedicated bus lanes. Let's make roads like MLK feel safe to walk on. Cars race by at high speeds and there is a lack of good crosswalks.

Thank you for your time.

Monique Gaskins  
2301 NE Rodney Ave  
Portland, OR 97212

**From:** [tinaconnolly@gmail.com](mailto:tinaconnolly@gmail.com) on behalf of [Christine Connolly](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 9:43:52 PM

---

Dear Mayor and Commissioners,

I am writing in support of spending TSDC funds on transit priority measures. These include dedicated bus lanes, queue jumps, signal prioritization, and other measures that will increase ridership and help make transit more useful. Transit needs to be a convenient, reliable option for more people if we are going to achieve our Climate Action Plan and Vision Zero goals.

I know one of the problems I particularly see is when riding the #12 from SW into downtown Portland during rush hour. Barbur gets backed up with people taking the Ross Island Bridge, and at times my bus has been delayed by 30-40 minutes simply from waiting behind cars on Barbur. It would be much more useful to have a dedicated bus lane on Barbur, and would really encourage people to take the option of transit.

Thanks for your time on this issue.

Best,  
Christine Connolly



**From:** [Meysa Lovrien](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Safe Routes? SW 35th & SW Coronado  
**Date:** Monday, September 11, 2017 7:56:10 PM

---

Hello,

SW Coronado Street between SW 35th and SW 39th recently received a facelift because neighbors pooled more than \$18K to patch a road peppered with deep potholes. The fix is not a permanent solution, we can only hope the patchwork will last 2-3 seasons. While these repair funds came from the property owners along SW Coronado, there are a number of vehicles that use the street regularly, such as, emergency vehicles, City vehicles, mail carriers, school busses and many adjacent neighbors use Coronado as their primary road access to their homes—I am one such neighbor. I drive Coronado 4-8 times/day and watched it crumble this past winter to a point that was almost impassable: my husband blew a car tire and my daughter tripped into one of the potholes and twisted her ankle. I would love to see SW Coronado rebuilt and maintained as a standard city street; paved with a proper crown, curb and gutter that could appropriately direct water and keep it from undercutting and eroding the street. It is my hope that the City will help bring the street up to City standards and take over maintenance of the road.

My eldest daughter has started school at Jackson Middle School. While our house is close to Jackson and under normal circumstances, my daughter would be able to walk to and fro school. However, we have an unsafe school route! SW 35th between Jackson Middle School and SW Stephenson is dangerous! There is barely a shoulder along either side of SW 35th and visual clearance when entering onto SW 35th by car is incredibly poor. My youngest daughter just learned to ride a bike this summer and she begs me to let her ride to Stephenson Elementary School so she can play on the playground (our closest school playground). However, I do not feel that the route is safe for her to ride. I do not feel that the route is safe for me!

I ask that safe routes to schools and parks are considered a priority for the City and that funding is prioritized for our neighborhood. Thank you.

Best,  
**Meysa Lovrien**  
11712 SW 39th Avenue

P| 503.515.4814

**From:** [Mila Mimica](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 7:21:57 PM

---

Dear Mayor and Commissioners:

Let's keep it short - we're not going to make our climate goals if we don't invest in efficient public transit. The city's goal should be to move people, not cars. Dedicated bus lanes will allow east portlanders to get downtown quicker, rather than clogging them up in traffic on a daily basis. Our city isn't getting any smaller, and we need to think differently about how we'll plan for the future.

Thanks,

Mila Mimica  
4150 N Williams Ave  
Portland OR  
97217

Sent from my iPhone

**From:** [Heather Feather](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Comment: TSDC Project #7005, improvements to SE Mill between Se 80th and SE 82nd.  
**Date:** Monday, September 11, 2017 5:07:24 PM

---

TSDC Project #7005, improvements to SE Mill between Se 80th and SE 82nd.

I live a block away and don't use this street or light because road is not safe. I have a toddler. There is a preschool on block that I avoided for same reason. I also worked with PP&R on street tree inventory here. Neighbors have fenced public space and are parking on roadway. In particular, the house on SE corner if 80th and Mill, they have fenced areas needed for pedestrians that need taken back.

I am in favor of a full width 2 lane road and zero street parking for school buses to travel and eliminate parents idling for hours. This will reducing too tight bus travel down 80th, which results in regular car dents due to cars dodging buses. It will insure visual safety for young children and bikes headed to Max and homes east of 82nd with EXTRA wide sidewalks inclusive of green raised bike trails ON sidewalks to encourage safe child foot and bike travel across 82nd. The school has a great bike safety program and students are learning to get to school, but routes are too dangerous for bike commuting without parent. All residential homes have long drives or a parking lot on this street, parking on street will block vision of students on bikes and encourage child bike death by residents backing out lacking vision and sitting on sidewalk path before turning. If a revolt to no street parking, put parking on north side of Mill only.

I oppose closing 80th at Mill to cars. I use that route and it's the best for going to campus for events. I want more openings to 80 not less due to congestion and dangers on 82nd that I choose to avoid when visiting my neighbors. Only 76 bisects otherwise. Ultimately, I want light rail to return and the !!!!already funded!!! bikeway built on 80th. Frustrated pavement alone is not down 80th to PCC from Mill.

I'd advocate a one way bus loop, or bus parking on school property at end of Mill..no idea how that would get done bureaocratically. It's paved already and they have dumpsters requiring major truck there.

Mill needs to be for giant/emergency vehicles and kids/family/toddler/bike crowd optimized for immense daily surges of these groups in our hood 4-8x a day.

Heather

**From:** [Patty Barker](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Testimony for TSDC hearing on Wednesday, September 13, 2017  
**Date:** Monday, September 11, 2017 4:53:15 PM  
**Attachments:** [TSDC letter to Council.docx](#)

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To Whom It May Concern:

Attached hereto is written testimony for the hearing on Wednesday, September 13, 2107 concerning the Transportation System Development Charge.

If possible, will you please confirm receipt of this letter?

Sincerely,

Patty Barker  
12115 SW Orchard Hill Way  
Lake Oswego, OR 97035 (in Portland city limit)  
503-245-2590

September 11, 2017

To: Portland City Council

Subject: **Transportation System Development Charge (TSDC)**

Dear City Commissioners:

**As a resident of the Arnold Creek Neighborhood in Southwest Portland, I support item number 90062.1 on the TSDC Proposed Projects list for pedestrian and bicycle infrastructure on SW Stephenson and SW 35<sup>th</sup>.**

Residents of the Arnold Creek Neighborhood have been requesting pedestrian and bicycle infrastructure along SW Stephenson and SW 35<sup>th</sup> for many, many years. Both streets have schools: Stephenson Elementary is on SW Stephenson, and Jackson Middle School is on SW 35<sup>th</sup>. Many of us have long-standing concerns for the safety of school children. There are also many walkers in our area and it is dangerous to share the asphalt with cars going 35 mph on these narrow streets.

I further request that you consider adding an item on the TSDC list to provide safe pedestrian and bicycle connectivity to our nearest shopping district, which requires only about **400 feet of facilities along the major commuter route of Boones Ferry Road, from SW Orchard Hill Road to the Oswego Towne Square**. This shopping center includes a New Seasons grocery store and two dozen other shops and offices. It is the primary source of commerce in the area, and yet **there are no pedestrian facilities to connect residents to the shopping center**.

Thank you for the opportunity to comment on this project.

I appreciate your consideration of the two projects I have noted herein.

Many Thanks,

Patty Barker  
12115 SW Orchard Hill Way  
Lake Oswego, OR 97035 (in Portland City limit and Multnomah County)

503-245-2590

**From:** [John Lansing](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 4:19:03 PM

---

Dear Mayor and Commissioners,

As Portland continues to grow, our streets continue to get more congested with single-occupancy vehicle traffic. The car-based commuter model of the 20<sup>th</sup> century is crippling our infrastructure because bus systems are mostly given equal priority on the road. Building dedicated bus lanes with signal priority will reward alternative transit users with congestion-free commuting. As congestion increases with higher development in Portland, allocating the TSDC funds to this project establishes a parametric relationship between the two.

Thank you for your consideration and your commitment to sustainable modes of transportation.

John L

**From:** [Tim Baker](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Monday, September 11, 2017 4:05:46 PM

---

Dear Mayor and Commissioners:

I want to voice my support for the allocation of TSDC Funds to dedicated bus lanes, signal prioritization, queue jumps, and other transit-improvement tools.

Of particular impact to me are the 14 and 17 buses which are subject to consistent traffic congestion that could be greatly impacted by this investment. The 17 to Portland gets stuck in morning merging traffic from 17<sup>th</sup> onto Powell, a great opportunity for queue jump. And the 14 to Foster gets stuck on SE Main in the evening, a great opportunity for a dedicated transit lane.

I'm really excited for these possible improvements, particularly in a part of the city not served by MAX.

Thank you!

Tim Baker

503.957.6475

6523 SE Holgate Blvd

Portland, OR 97206

**From:** [Sarah Richardson Green](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** TSDC Project 70052  
**Date:** Monday, September 11, 2017 2:43:57 PM

---

I would like to voice support for improvements at SE. Mill St. between 80th and 82nd Ave. I live one block away and frequent this area. I bike through here daily taking a child to school and I have walked through the area regularly taking another child to daycare on this block. I passed children walking to school and getting splashed in giant puddles. By giant I mean the size of houses. If a car is not careful it will spray over your head. Biking there is scarcely away to go through the street without going through water. Water drainage is a serious.

While being splashed by water is quite an annoyance the bigger factor is safety. Since there are no sidewalks and no adequate shoulders there is no way to walk down this street without walking down the middle of the road. When the middle of the road is the high ground and all the edges are 3 to 6 inches deep in the water there's only one path to take. Mornings can be dark on the way to school in the winter and there are always late parents driving quickly and without caution making it extra dangerous.

It simply does not make sense to have a pedestrian crosswalk at 82nd Ave. and Mill Street (recently improved) where city buses drop off and not have sidewalks walking from that area to an elementary school! This is also a bike way and the road is in terrible condition with an unmarked 3 way intersection. Improvements are needed!

I'd be happy to talk over my experiences and concerns at more depth if you'd like to contact me.

Kindly,  
Sarah Richardson Green  
8005 SE Market St  
503-550-6616

---

Sarah Richardson Green



**From:** [E.J. Finneran](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Thursday, September 14, 2017 9:26:38 AM

---

Dear Mayor and Commissioners:

Please use TSDC funds to improve bus service. Especially via dedicated bus lanes, signal prioritization and queue jumps. I take the 19 and many times I've seen the bus delayed because Glisan is backed up. Dedicated bus lanes would ensure that people opting to take public transportation aren't punished by those that aren't.

Thank you,  
E.J. Finneran

801 NE 53rd Ave  
Portland, OR

**From:** [Fletcher Conn](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** N. Suttle Rd. LID  
**Date:** Wednesday, September 13, 2017 4:07:11 PM  
**Attachments:** [PMP - signed ltr to City Council TSDC Code Amendment and N Suttle Rd. LID.pdf](#)

---

See attached.

Larry Conn  
Jackson, Beall and Conn, Inc.  
[Lconn@jbcpx.com](mailto:Lconn@jbcpx.com)  
(503) 635-8668 office  
(503) 891-4689 cell



JACKSON BEALL AND CONN INC

Commercial & Industrial Real Estate, Investment Counseling & Development Mgt.

18099 S. Greenbluff Dr.  
Lake Oswego, OR 97034  
(503) 635-8668

Fletcher L. Conn  
Fletcher R. Conn

September 11, 2017

Mayor Ted Wheeler and City Council Members  
City of Portland  
1120 SW Fifth Avenue, Suite 800  
Portland, OR 97204

RE: Portland City Council  
September 13 Meeting, Item 1006  
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor and Council Members:

We support the City's amending TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code. We would also respectfully remind the Council of its August 30 adoption of the North Suttle Road LID Ordinance and of PBOT's August 23, \$500,000 contribution of TSDC funds towards the North Suttle Road project.

We also request that the Council include the North Suttle Road LID on the list of projects eligible for TSDC funding. We appreciate the City's contributions toward the funding of the North Suttle Road LID and thank you for your efforts.

Sincerely,

Fletcher L. Conn, Pres.

Agent for PMP Properties, LLC

**From:** [Joe Koscinski\(VF\)](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [James Brown](#)  
**Subject:** Attached letter  
**Date:** Wednesday, September 13, 2017 1:36:47 PM  
**Attachments:** [image001.png](#)  
[oledata.mso](#)  
[Letter to Portland Mayor and City Council re N Suttle LID.pdf](#)

---

Ladies and Gentlemen,

Please see the attached letter regarding Item 1006 to be discussed at the Council meeting tomorrow. Please contact me if you have any questions.

Best regards,

Joe Koscinski

**Joseph S. Koscinski**  
Vice President and General Counsel  
300 Lindenwood Drive  
Malvern, PA 19355 USA  
Direct: +1 610-651-4209  
Fax: +1 610-651-4273  
Email: [Joe.Koscinski@pgcorp.com](mailto:Joe.Koscinski@pgcorp.com)

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2002 Timberloch Place, Suite 300  
The Woodlands TX, 77380

September 13, 2017

Mayor Ted Wheeler and City Council Members  
City of Portland  
1120 SW Fifth Avenue, Suite 800  
Portland, OR 97204

RE: Portland City Council  
September 13 Meeting, Item 1006  
TSDC Code Amendment and North Suttle Road LID

Dear Mr. Mayor and Council Members:

I am Vice President and General Counsel of Eco Services Operations Corp., and I am writing with respect to the above referenced LID. We support the City's amending TSDC code to adopt the 2017 rate study, to establish an updated rate schedule and to amend the Code. We would also respectfully remind the Council of its August 30 adoption of the North Suttle Road LID Ordinance and of PBOT's August 23, \$500,000 contribution of TSDC funds towards the North Suttle Road project.

We also request that the Council include the North Suttle Road LID on the list of projects eligible for TSDC funding. We appreciate the City's contributions toward the funding of the North Suttle Road LID and thank you for your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "JKosciński", written in a cursive style.

Joseph S. Kosciński

**From:** [Camilla Dartnell](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Transit Priority Funding  
**Date:** Wednesday, September 13, 2017 10:46:25 AM

---

Good morning,

I'm emailing in support of spending TSDC funds on transit priority measures like bus lanes, queue jumps, signal prioritization or other tools. Please take my support into consideration.

Thank you,

Camilla Dartnell  
Transit User

**From:** [Megan Wever](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Transportation SDC Testimony  
**Date:** Wednesday, September 13, 2017 9:38:01 AM  
**Attachments:** [Portland TSDC 91217.docx](#)

---

Please see the attached testimony regarding the proposed Transportation System Development Charge update.

Best,  
Megan

**Megan Wever**

Home Builders Association of Metro Portland  
t 503.684.1880 | f 503.684.0588 | [hbapdx.org](http://hbapdx.org)



Home Builders Association  
of Metropolitan Portland

---

September 12, 2017

The Honorable Ted Wheeler, Mayor  
City of Portland  
1221 SW Fourth Avenue  
Portland, OR 97204

Re: Transportation System Development Charge (TSDC) Update

Mayor Wheeler and Commissioners:

The HBA of Metro Portland (HBA) appreciates the opportunity to comment on the TSDC update before Council.

The HBA recognizes System Development Charges (SDCs) as a means to pay for necessary infrastructure upgrades to accommodate increased demand on our public facilities. We understand the needs of the city to have sound infrastructure that furthers the quality of life of our residents and ensures support for development as it presents itself.

We appreciate the Portland Bureau of Transportation (PBOT) for engaging the HBA and its members throughout this lengthy process. In addition, PBOT should be commended for seeking the input of the Development Review Advisory Committee (DRAC) and Planning and Sustainability Commission (PSC), as well as numerous community and stakeholder groups. We hope to continue this type of robust dialogue and engagement as you review community improvement plans in the future.

With respect to the TSDC update before Council, the HBA is supportive of the proposal based on a series of factors:

- **Affordability.** The TSDC and proposed rate structure (50 percent of the maximum defensible rate) seeks to balance the need to accommodate growth while recognizing the increased cost to housing and those impacts to home prices. Moreover, the proposal sets a reduced rate for ADU and cottage-cluster development under 1200 sq. ft.
- **Equity.** The project list for the TSDC proposal not only supports the city's development priorities and the work involved in establishing the Transportation System Plan (TSP), it also strives to ensure that capital investments are made throughout the city, including East Portland.
- **Certainty.** The TSDC update is scheduled to go into effect on January 1, 2018. Having a delayed effective date provides the opportunity to incorporate new, anticipated costs into an overall project budget.
- **Accountability.** As noted above, the process for the TSDC update was very rigorous. Against this backdrop, and recognizing the comments to continue to evaluate information impacting housing

Home Builders Association of Metro Portland  
15555 SW Bangy Rd., Ste. 301  
Lake Oswego, OR97035  
503-684-1880 • Fax 503-684-0588



affordability, we believe a strong foundation is in place to ensure a well-functioning program that serves all of Portland's residents.

The HBA is a committed partner in helping support livable, healthy neighborhoods and to ensure the shared goal of housing affordability is realized for current and future residents of Portland.

Respectfully,

A handwritten signature in black ink, appearing to read 'P. Grove', with a long horizontal flourish extending to the right.

Paul Grove  
Director of Government Affairs

**From:** [Eli Spevak](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Transportation SDC testimony  
**Date:** Wednesday, September 13, 2017 8:58:23 AM  
**Attachments:** [TSDC - Eli testimony \(PDF\).pdf](#)

---

Hello,

Attached, please find testimony related to proposed Transportation SDCs for the City of Portland.

- Eli Spevak  
4757 NE Going St.  
Portland, OR 97218

September 13, 2017

Portland City Commission  
City Hall  
1120 SW 5<sup>th</sup> Avenue  
Portland, OR 97204

**RE: Proposed Transportation System Development Charge (TSDC) Update**

Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman,

I fully support PBOT's proposal to assessing Transportation SDCs based on the number of people taking trips (of all modes), rather than VMT or other proxies that ignore out critical transportation modes.

It seems strange, however, that under the current proposal, 300 square foot apartments would pay the same Transportation SDCs as 3,000 square foot penthouse condos or attached row homes. And for single family detached homes, the proposed two-tiered size breakdown creates a drastic (and largely artificial) tipping point, where TSDCs would practically double for homes crossing the 1,200 square foot size threshold. To rectify these issues, one point of refinement I'd suggest is to spread residential TSDCs into a few size range categories based on easily available data relating home size to average number of residents.

I have signed on to a letter from Metro (submitted as separate testimony) that outlines reasons why adding a few size tiers would not only be more equitable than PBOT's current proposal, but also send price signals to builders to encourage development more consistent with city policy goals.

Attached is a spreadsheet that documents the relationship between home size and number of residents, along with a few steps that could be taken to translate this information into TSDC rates. This is just one rough attempt, that may need to be adjusted to: (1) select a more appropriate step-down between single-family and multi-family TSDC rates for similarly sized units and (2) make overall adjustments to ensure revenue neutrality in comparison with the current proposed rate structure.

I would welcome a Council member would like to propose an amendment that adds tiers, and would be happy to assist in such an effort if I can be of help.

Thank you for considering!



Eli Spevak  
4757 NE Going St.  
Portland, OR 97218

**Portland Transportation SDCs (Testimony submitted to Portland City Council by Eli Spevak, 9/13/17)**

**Step 1: Reference data linking home size to average household size based on 2015 American Housing Survey data**

Characteristics	Square Footage										
	Total	Less than 500	500 to 749	750 to 999	1,000 to 1,499	1,500 to 1,999	2,000 to 2,499	2,500 to 2,999	3,000 to 3,999	4,000 or more	Not Reported
<b>Total</b>	898.5	22.7	58.5	107.5	200.4	166.4	117.6	62.9	56.0	22.4	84.2
<b>HOUSEHOLD CHARACTERISTICS</b>											
<b>Persons</b>											
1 person	216.5	18.3	33.1	34.2	43.4	30.5	19.5	5.3	5.1	0.3	26.8
2 persons	325.2	3.6	19.3	43.1	81.0	59.2	44.1	24.8	19.1	7.2	23.9
3 persons	143.6	0.4	2.6	16.6	33.0	30.0	21.1	12.1	11.5	3.3	12.9
4 persons	132.5	0.4	3.1	7.7	26.5	30.2	20.6	13.2	12.1	6.9	11.9
5 persons	51.9	.	.	4.8	12.9	9.2	8.6	3.6	5.7	1.7	5.6
6 persons	13.0	.	0.4	0.7	0.9	4.3	1.8	.	1.3	1.5	2.0
7 persons or more	15.8	.	.	0.4	2.8	3.1	1.9	3.9	1.2	1.5	1.1
<b>weighted average persons per sqft category</b>	<b>2.53</b>	<b>1.25</b>	<b>1.61</b>	<b>2.16</b>	<b>2.49</b>	<b>2.72</b>	<b>2.73</b>	<b>3.01</b>	<b>3.05</b>	<b>3.58</b>	

**Step 2: Reduce number of categories**

	749 or less	750-1,499	1,500-2,499	2,500+
<b>Total</b>	81.2	307.9	284.0	141.3
<b>Compressed Categories</b>				
1 person	51.4	77.6	50.0	10.7
2 persons	22.9	124.1	103.3	51.1
3 persons	3.0	49.6	51.1	26.9
4 persons	3.5	34.2	50.8	32.2
5 persons	0.0	17.7	17.8	11.0
6 persons	0.4	1.6	6.1	2.8
7 persons or more	0.0	3.2	5.0	6.6
<b>weighted average persons per sqft category</b>	<b>1.51</b>	<b>2.38</b>	<b>2.72</b>	<b>3.12</b>

**Step 3: Spread out (and assign) TSDCs based on average number of persons in each size range**

	749 or less	750-1,499	1,500-2,499	2,500+
SF Adjusted (by data)	\$ 2,490	\$ 3,920	\$ 4,493	\$ 5,140
MF Adjusted (by data)	\$ 1,494	\$ 2,352	\$ 2,696	\$ 3,084

SF Scaled down by: 0.6

**Step 4: Shift size ranges to align with zoning code size thresholds and support policy objectives**

	800 or less	801 - 1,199	1,200 - 2,499	2,500+
SF Adjusted (by data & MF Adjusted (by data &	\$ 2,490	\$ 3,920	\$ 4,493	\$ 5,140
	\$ 1,494	\$ 2,352	\$ 2,696	\$ 3,084

Compare: See below for the staff proposed TSDC rates

	800 or less	801 - 1,199	1,200 - 2,499	2,500+
SF - proposed by PBOT	\$ 2,570	\$ 2,570	\$ 5,140	\$ 5,140
MF - proposed by PBOT	\$ 2,504	\$ 2,504	\$ 2,504	\$ 2,504

(2 size ranges: Over or under 1,200sf)  
(all the same, regardless of size)

**From:** [Rayleen McMillan](#)  
**To:** [Moore-Love, Karla](#); [Parsons, Susan](#)  
**Subject:** PSU testimony on item 1006 (TSDC)  
**Date:** Wednesday, September 13, 2017 8:29:10 AM  
**Attachments:** [TSDC Testimony 9-13-2017.pdf](#)

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Dear Karla and Susan,

Portland State has been working with PBOT on the amendment you received from them yesterday regarding today's agenda item number 1006.

Attached you will find written PSU testimony for the record for today's Council meeting. Commissioner Saltzman has a copy and is expecting our verbal testimony as well.

Thank you both very much!

Warmly,

**Rayleen McMillan**  
Assistant Director of Government Relations



Mobile: 503-309-4401  
Office: 503-725-2042

Office of the President  
PO Box 751  
Portland, OR 97207-0751  
1600 SW Fourth Ave., Suite 850  
Portland, OR 97201

September 13, 2017

Dear Portland City Council,

Portland State University supports efforts to revise the methodology and rate schedule for Transportation System Development Charges. PSU has a longstanding commitment to the reduction of vehicle trips to the central city, and the improvement of infrastructure for more sustainable modes of transportation.

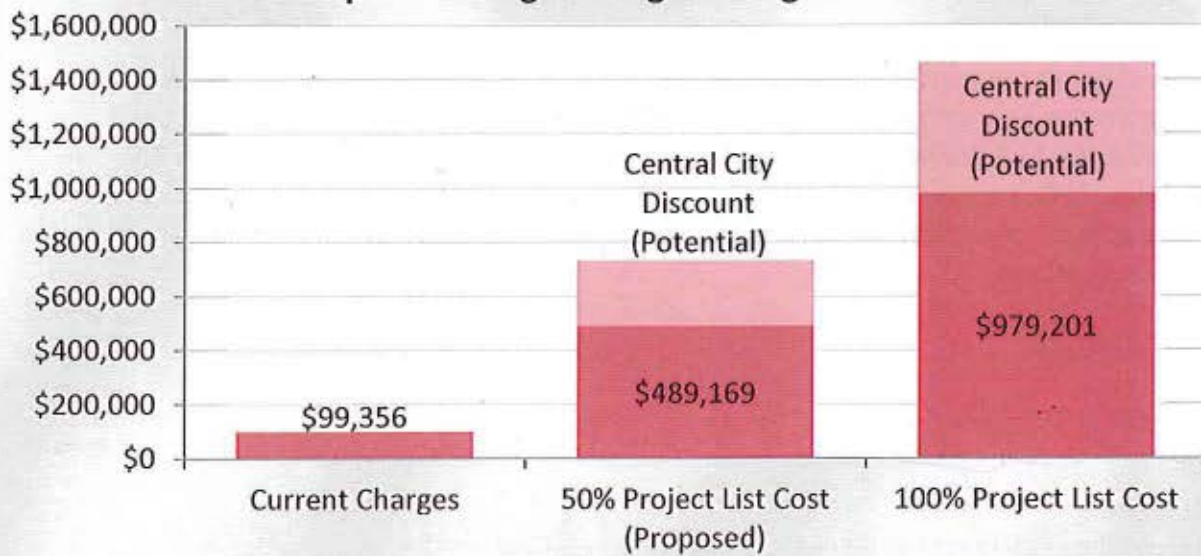
This being said, significant changes have been proposed to the methodology for calculating rates for the category of "University/College/Jr College," leading to large increases in fees for academic buildings. PSU estimated that the proposed rate schedule would roughly triple TSDCs for new academic buildings, adding hundreds of thousands of dollars in costs per development project.



As an example, the PSU Engineering Building includes 128,766 of university space. Under the current methodology, the TSDC is a function of teaching space, and constructing the Engineering Building would generate \$99,356 in TSDCs based on 4,720 square feet of classroom space. Under the proposed rates, minimum fees for the same academic space would total \$489,169.

### Transportation System Development Charges for University/College/Jr College

#### Example: PSU Engineering Building



An analysis of other PSU buildings shows similar increases in fees under the proposed rate schedule. The change in methodology results in an increase in fees larger than any other land use category other than parks.

**TSDCs for "University/College/Jr College" space if equivalent buildings were newly built**

<b>Equivalent Building</b>	<b>Current TSDC</b>	<b>Proposed: 50% Project Cost (with Central City Discount)</b>	<b>100% Project Cost (with Central City Discount)</b>
<b>Engineering Building</b> 128,766 university sf	\$99,356	\$730,103 (\$489,169)	\$1,461,494 (\$979,201)
<b>Lincoln Hall</b> 145,139 university sf	\$99,861	\$822,938 (\$551,269)	\$1,647,328 (\$1,103,710)
<b>Science Research and Teaching Center</b> 215,860 university sf	\$129,205	\$1,223,926 (\$820,031)	\$2,450,011 (\$1,641,507)
<b>Shattuck Hall</b> 73,082 university sf	\$131,584	\$414,375 (\$277,631)	\$829,481 (\$555,752)
<b>Urban Center</b> 105,511 university sf	\$116,743	\$598,247 (\$400,826)	\$1,197,550 (\$802,358)

PSU buildings are largely funded by state bonds. Increases in fees will not result in increased project budgets, but will instead require PSU to reduce the size or scope of new projects. PSU builds new buildings in response to changes in enrollment, developments in pedagogy, and opportunities to offer new academic programs. PSU currently owns several undeveloped parcels of land, to maintain flexibility and allow PSU to adapt in the evolving world of higher education. The proposed increase in TSDCs will limit our ability to meet the needs of future students.

We have shared our concerns with the project team, and appreciate their ongoing work to develop a more appropriate rate. We support the amended rate schedule that has been developed. We look forward to future opportunities to work with PBOT to further study trip generation. TSDCs are an important tool in funding the improvements needed to serve a growing population, and PSU does support the revision to TSDCs to improve the transportation options in Portland.

Warmest regards,



Dan Zalkow  
Associate Vice President for Planning, Construction & Real Estate  
Finance & Administration, Portland State University

**From:** [Gwenn Baldwin](#)  
**To:** [Fritz, Amanda](#); [Eudaly, Chloe](#); [Commissioner Fish](#); [Saltzman, Dan](#)  
**Cc:** [Hill, Anne](#); [Finn, Brendan](#); [Chisek, Kyle](#); [Runkel, Marshall](#); [Schmanski, Sonia](#); [Crail, Tim](#); [Council Clerk – Testimony](#)  
**Subject:** Oregon LOCUS Testimony on the TSDC Update at City Council 9:45 a.m. on September 13, 2017  
**Date:** Wednesday, September 13, 2017 8:13:48 AM  
**Attachments:** [Oregon LOCUS Testimony on TSDC Update 9-13-17.pdf](#)

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Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman,

Attached please find testimony from Oregon LOCUS on the TSDC Update for the record. Oregon LOCUS looks forward to working with you to achieve policies that encourage walkable, compact development that is economically, environmentally and socially sustainable.

**Gwenn A. Baldwin**  
**Baldwin Consulting LLC**

503-975-9517 (o)  
[gwenn@baldwinconsulting.biz](mailto:gwenn@baldwinconsulting.biz)





# OREGON LOCUS

## Responsible Real Estate Developers and Investors

*an affiliate of Smart Growth America's national developer coalition*

### President

Sam Rodriguez  
*Mill Creek Development*

### Vice President

Dennis Allen  
*Urban One*

### Secretary/Treasurer

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*Alliance Residential Company*

Noel Johnson

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Joel Kaplan

*Oregon Law Group*

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*Greystar Real Estate  
Development*

Christe White

*Radler White Parks & Alexander  
LLP*

Brian Wilson

*Mainland Northwest*

Kurtis Fusaro

*Gerding Edlen Development*

### Executive Director

Mike Kingsella  
[mkingella@locusdevelopers.org](mailto:mkingella@locusdevelopers.org)

September 13, 2017

Portland City Council

1221 SW 4th Avenue

Portland, OR 97201

Dear Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman:

Oregon LOCUS appreciates the opportunity to provide feedback on the **Transportation System Development Charge (TSDC) Updates**. As the Oregon affiliate of Smart Growth America's coalition of responsible developers and investors, Oregon LOCUS supports policies that encourage walkable, compact development that is economically, environmentally and socially sustainable.

LOCUS supports the overall approach in the Transportation System Plan (TSP), adopted in 2016 with the new 2035 Comprehensive Plan. However, LOCUS believes that calibrating the TSDC on a per unit basis for multi-family is a missed opportunity. Under the fee structure as proposed, single family residential housing is assessed a \$5,100 per unit fee, and multi-family residential housing units are assessed a \$2,500 per unit fee. *However, such a traditional methodology inadequately considers shared community goals, such as enabling housing affordability or promoting social equity.*

*Housing affordability* is negatively impacted by the proposed, traditional methodology because, for example, a small 400 SF studio home is assessed the same as a 2,000 square foot townhome. As a result, this method disproportionately burdens more affordable housing options. We also note this outcome does not reflect the fact that larger households (i.e. two adults + and car) are likely to more heavily impact our transportation systems than smaller homes (i.e. single adult w/o car). By shifting the TSDC calculation to a per square foot basis and away from a per unit basis, a more equitable basis can be achieved. Finally, including an adjustment factor (+/- 10%) to account for the nature of the housing (i.e. multifamily vs. attached vs. detached) provides a means to promote housing typologies that are by their nature more affordable for families (e.g. attached townhomes located in non-auto-dependent areas)

*Promoting social equity considerations* may be accomplished by linking assessment rates to the City's Opportunity Score map. This framework, which is already integrated into Inclusionary Zoning regulation, could provide an adjustment factor for housing built where there is more "opportunity". For example, a site with a score of 5 could be discounted by 25%, while a site with a score of 1 would be further burdened by 25% above the baseline. This promotes geographic fairness and social equity policy enablement while

1020 SW Taylor St., Suite 770 | Portland, Oregon 97205

economically prioritizing and aligning new development with City, Metro and State planning policies. Finally, specific goals such as enabling urban family affordability can be achieved by providing a discount for desired unit types (i.e. attached or multifamily 3 bedroom units receive a 50% discount.)

**Example Application:**

(Rate Per SF x Home Size) = base rate. Deduct 10% due to the site having an Opportunity Score of 5. Deduct 10% for the proportion of units in the project that are "urban sustainable family units" (i.e. 3BR) = total rate.

Dense, diverse and walkable neighborhoods are enabled by the above policy suggestions. But because the nature of mobility is changing fast (after years of predictable, slow evolution), we encourage the city to consider the adoption of dynamic policy adoption. For example, periodic "re-measurement" (every 5 years) by local consultants studying local usage in combination with updated Census data from the annual ACS reports) can reflect how future household creation impacts our transportation systems. Such forward thinking approaches will be important to use, and can be balanced with society's need for predictability if we require that effective dates are set far in the future (i.e. 3 yrs.) *Ensuring effective dates are 2+ years after regulation enactment is an important concept across all land use policy considerations.*

Thank you for the opportunity to provide feedback on the Transportation System Development Charges (TSDCs.) Oregon LOCUS looks forward to working with you on these issues.

Sincerely,



Mike Kingsella  
Executive Director

**From:** [Frankie Lewington](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Eli Spevak](#)  
**Subject:** TSDC testimony for today's public hearing  
**Date:** Wednesday, September 13, 2017 7:13:02 AM  
**Attachments:** [TSDC amendment letter of support\\_members of Build Small Coalition.pdf](#)

---

Good morning,

Please find attached written testimony in support of a proposed amendment to the TSDC program for today's public hearing. The letter of support is signed by members of the Build Small Coalition. Thank you for its inclusion in the record.

Sincerely,

**Frankie Lewington**

Land and transportation communications

Metro | [oregonmetro.gov](http://oregonmetro.gov)  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-813-7588

September 13, 2017

Portland City Commission  
City Hall  
1120 SW 5<sup>th</sup> Avenue  
Portland, OR 97204

**RE: Proposed amendment to the Transportation System Development Charge (TSDC) update**

Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman,

Our city is rapidly growing and the housing needs of our community are changing. With policy updates underway to address these issues, such as the Residential Infill Project, we must ensure that development fees are commensurate with the actual impact of said development. As the city's policies shift to catalyze a broad range of housing options, we should follow suit by right sizing associated development charges.

As the Portland Bureau of Transportation conducts its update to the transportation system development program, we believe it's necessary to create a scaled fee system that continues to encourage smart infill development while serving environmental and affordability outcomes. Understanding the importance of these fees, it's imperative to ensure that they are levied in a manner that is equitable and that incentivizes development that support city policy goals, including housing affordability and greenhouse gas reduction.

Accordingly, we request that the City of Portland consider an amendment to the TSDC proposal to scale transportation system development charges by residential home size. Our proposal, outlined below in four steps, lays out a fair, appropriate, and revenue-neutral TSDC fee schedule for residential dwellings.

- 1. Reference data linking home size to average household size based on 2015 American Housing Survey data.** PBOT has already documented the relationship between number of residents and number of trips generated. Indeed, this concept of 'person trips' serves as the basis for allocating TSDCs to different use categories. It's a natural and logical step from there to cite the statistical relationship between home size and number of residents, on average, who live within. After all, it's *people* who take trips, not *homes*. Conveniently, household size data is available for 9 home size ranges, which is an appropriate starting point for establishing TSDCs for residential dwellings.
- 2. Narrow down to four size ranges by bundling.** To facilitate implementation and acknowledge that average numbers of residents don't necessarily change much from one home size range to the next, we propose combining size categories down to four.
- 3. Assign TSDCs based on average number of people in each home size range.** Additionally, apply a scaling factor to decrease TSDCs for multi-family (attached) unit types. PBOT's current proposal applies reduced TSDCs for multi-family units. Consistent with that analysis, TSDCs for multi-family homes could be reduced relative to TSDCs for same-sized detached homes. Additional analysis (and possible adjustments) might also be necessary at this stage to ensure revenue-neutrality with respect to PBOT's current proposal.

**4. Shift size ranges (based on available census data) to align with zoning code size thresholds and better support policy objectives.** Home size ranges available through census data don't necessarily match up with Portland zoning code size thresholds. For instance, Portland caps ADUs at 800 square feet and may soon establish a size limit on 'cottage cluster' units at 1,200 square feet. Some minor shifts to the boundaries between TSDC size ranges could sync them up better with local zoning code thresholds.

#### **Conclusion**

It's crucial that we make investments in our transportation system that not only provide more travel options, but also accommodate growth. Fees on new development should relate to the number of people making trips, whether by car, bike, walking, or any other travel mode. Since there is a statistical relationship between size of household and size of home, this should be taken into account in establishing residential TSDCs.

We urge your strong support to amend the proposed program and implement a scaled transportation system development charge system based on residential home sizes. We look forward to working with you to further refine this proposal.

Sincerely,

Elizabeth Decker, owner of JET Planning

Metro

Orange Splot, LLC

Portland Alternative Dwellings, LLC

**From:** [Sally Peters](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Cc:** [Wagner, Zef](#); [Grumm, Matt](#); [Hill, Anne](#)  
**Subject:** Please Use TSDC Funds to fix Bus Service in Portland  
**Date:** Tuesday, September 12, 2017 8:20:48 PM

---

Dear Mayor and Commissioners:

I strongly support allocation of TSDC Funds to public transit related development like dedicated bus lanes, signal prioritization, queue jumps, and similar transit-improvement tools.

I ride public transit (#9 Powell) daily to work and there is significant congestion on SE Powell heading in to downtown.

I am in favor of improving public transit development and working to make public transit the commute option of choice.

Thank you,  
Sally

**From:** [Nathan Ramsey](#)  
**To:** [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Council Clerk – Testimony](#)  
**Subject:** Priority transit in Portland  
**Date:** Tuesday, September 12, 2017 5:56:11 PM

---

Dear Portland City Council,

Let's let Portland continue to lead the way towards a more livable future by funding the bus lanes.

This is a simple, justified remedy to an undersolved problem. It makes no sense that a bus full of citizens that have chosen to take the bus, at the cost of a modest personal convenience, should have to wait for the single-occupancy-vehicle to clear the way. Additionally, it affords the possibility of a "virtuous cycle". Encouraging citizens to get on the bus by making the bus better, reduces traffic congestion overall. That benefits every one of us, let's make it happen.

We all want to be able to point to a city we're proud of. Let's all support spending TSDC funds to improve transit priority. It's win win.

**From:** [Zach Holz](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Bus prioritization -- TSDC funds  
**Date:** Friday, September 15, 2017 1:43:04 PM

---

Hi there,

I may be a little late on this, but I wanted to add my voice for calling for TSDC funds to be used for transit prioritization needs. We need dedicated bus lanes, and we need them all over the city!

As reported by [BikePortland.org](#) this week, Portland has stalled — even backslid — on its commitment to increasing bicycle and transit mode share. [1] More and more people are moving here, but rather than learning to navigate their new city by bus, bike, or waling, they continue to drive, often alone, around town.

Anyone who has been here for a few years can attest to the feeling that there are just too many cars on our roads.

The state is now attempting to force a freeway expansion project through our city, which everyone knows will do next to nothing to address congestion, and will set up back in our climate goals.

One proven way to get people out of their cars, however, is to enhance the reliability of transit. When our buses are stalled in traffic, waiting in long lines of single occupancy vehicles, it creates a vicious cycle in which more and more people think that using the bus just isn't worth it — and instead of riding the bus, they add yet another car to the road.

I have personally sat on Naito, on the Hawthorne Bridge, on Division St., and on SW Madison in the last few months on our buses while I saw nothing but single-occupancy cars ahead of me, choking up our streets and keeping our buses from running on time.

I encourage you to use those funds from developers to enhance the livability of our city, to discourage car use, and to make using our excellent transit system easy and reliable.

Thanks for considering my testimony,

- Zach Holz  
SE Portland

[1] <https://bikeportland.org/2017/09/14/bike-commuting-growth-slips-and-portland-adds-11000-more-car-commutes-242853>



**From:** [James Maertín, CPA](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [hawthorne@portlandb.us](mailto:hawthorne@portlandb.us)  
**Subject:** bus lane project  
**Date:** Thursday, September 14, 2017 12:04:33 PM

---

Dear City Council Members,

I'm writing to show my support for the Bus Lane Project. As a CPA and concerned citizen, I believe it is appropriate to spend TSDC funds (money paid by developers into a fund to improve transportation) on transit priority measures. These can include dedicated bus lanes, queue jumps, signal prioritization or other tools.

The biggest obstacle to getting people out of their cars and relieving congestion, as well as the myriad of other ills caused by mass driving, is the time it takes to get places in Portland on transit. Frequently a trip can take up 3 to 5 times as long. While many drivers won't expect the timing to be on a par, this is a huge differential and a deal breaker for most of them.

The best short term way to mitigate this problem is to give buses priority. This should have been done decades ago. Please feel free to contact me with any questions.

Sincerely,

James Maertín  
[www.jamesdance.com](http://www.jamesdance.com)



September 18, 2017

**Via Electronic Mail and U.S. Mail**

Mayor Ted Wheeler  
Commissioner Chloe Eudaly  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Dan Saltzman

***RE: TSP ID No: 30050, St. Johns Pedestrian Improvements.***

Dear Mayor and Commissioners,

The Cathedral Park Neighborhood Association ("CPNA") writes in support of TSP ID No. 30050, "St. Johns Pedestrian Improvements."

The Cathedral Park Neighborhood (the "Neighborhood") is a small neighborhood beneath the St. Johns Bridge, and bordered by the Willamette River and the University Park and St. Johns neighborhoods. While the Neighborhood has long been sleepy and quiet, a very significant swath of riverfront property in the Neighborhood is about to become Mixed Use - High Density City Center pursuant to the new Comprehensive Plan update. It is important to note that this area is also Portland's last large, undeveloped waterfront site. It is Portland's opportunity to get it right and build something memorable along the Willamette River.

Although high density development has already begun, unfortunately much of the surrounding area remains unimproved and inaccessible. Approximately 12% of the Neighborhood's streets are unpaved – most of them in the St. Johns Pedestrian District in the Cathedral Park Neighborhood. The Cathedral Park Neighborhood Association supports the new development, but believes that it is critical that the street and pedestrian connections in the pedestrian district are fully built out and funded to accommodate this new City Center in our

Neighborhood. TSDC funding should be used to complete the road and pedestrian infrastructure in conjunction and coordination with mandatory developer improvements and the creation of new LIDs.

At present the Neighborhood is in urgent need of funding to build the street and pedestrian connections on N. John Ave. between N. Edison Street and N. Decatur Street. The Cathedral Park Neighborhood Association and neighborhood residents have worked with Andrew Aebi, PBOT's Local Improvement District Administrator, to create a LID to improve N. Edison between N. Burlington and N. Richmond. A developer, Mainland Properties will be building a road on N. John Ave. from N. Decatur to N Crawford. These two efforts will leave one block of undeveloped road on N John Ave. between N Edison and N Decatur. Currently, this stretch of road is unimproved, pitted and impassable. It is imperative that TSDCs be used to build out this one block for transportation connectivity for both traffic and pedestrians.

In short, the Cathedral Park Neighborhood Association requests that you please support TSP ID No. 30050, "St. Johns Pedestrian Improvements" and encourage connectivity in the pedestrian district in the Cathedral Park Neighborhood.

Very Best Regards,

Jennifer Vitello  
Chair, Cathedral Park Neighborhood Association

Cc: Andrew Aebi  
Zef Wagner



PROTECTING YOUR  
RIGHT TO ROAM

September 12th, 2017

Portland City Council

**Subject: Transportation System Development Charge 2017 Update**

Mayor Wheeler & Commissioners,

Oregon Walks appreciates the opportunity to provide comments on Portland's Update of the Transportation System Development Charge (TSDC). We are the state's pedestrian advocacy organization and we work to ensure that walking is safe, convenient and accessible for everyone. As you review the upcoming changes to Portland's Transportation Development Charge please consider this letter in support of the new program and investments.

We are glad to see 169 projects in the final TSDC funding project list, many of which are essential to improving safety and connectivity in underserved neighborhoods, focus on multimodal transportation and improve access to transportation. Focusing on multimodal transportation, improving access to transportation, and improving safety and connectivity in underserved neighborhoods is important to us at Oregon Walks and the communities we serve.

We recommend prioritizing projects in the TSDC project list that will improve safety and connectivity for individuals who walk. Improvement in walkability will help those who use it as a necessity by improving safety and increasing accessibility to safe walking infrastructure while also encouraging those who walk by choice to walk more. This prioritization will also help move the city closer to achieving it's Vision Zero goals.

As the new TSDC rate and project list is approved we also encourage to consider the application of a racial equity lens when funding projects. Areas such as East Portland, the Cully Neighborhood, and Columbia Corridor, which still lack adequate basic pedestrian infrastructure, would benefit tremendously from the use of an equity lens. Projects specifically that would have greatest positive impact with the communities we work with include the Cully Blvd Corridor Improvements, Lents Connected Centers, and Jade Montavilla Connected Centers.

Oregon Walks supports the Transportation System Development Charge 2017 Update with the strong recommendation of projects that meet the needs of pedestrian safety and racial equity.



PROTECTING YOUR  
RIGHT TO ROAM

Again, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Mickelberry". The signature is fluid and cursive, with a long horizontal stroke at the end.

Noel Mickelberry  
Executive Director



PROTECTING YOUR  
RIGHT TO ROAM

September 12th, 2017

Portland City Council

**Subject: Transportation System Development Charge 2017 Update**

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Oregon Walks supports the Transportation System Development Charge 2017 Update with the strong recommendation of projects that meet the needs of pedestrian safety and racial equity.



PROTECTING YOUR  
RIGHT TO ROAM

Again, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Mickelberry". The signature is fluid and cursive, with a long horizontal stroke at the end.

Noel Mickelberry  
Executive Director