

**GROWING TRANSIT COMMUNITIES PLAN**

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

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ Terry Parker	P.O. Box 13503 97213	
✓ Terry Dubliniski - Milton	6111 E Burnside 97215	terry.dubliniski@gmail.com
✓ Alan Kessler	2725 SE 36 <sup>th</sup> Ave	alankessler@gmail.com
✓ BOB RICHARDSON	1105 NE 60 <sup>th</sup> AVE 97213	bob@peak.org
✓ <sup>speak</sup> JIM HOWELL	3325 NE 45TH AVE 97213	JIMHOWELL89@HOTMAIL.COM
✓ MATT FERRISS-SMITH	3968 NE 6 <sup>th</sup> Ave. 97212	Matt.ferrissmith@gmail.com
✓ Lulle Norman	1650 NE 32 <sup>nd</sup> Ave 97232	
✓ Sabina Gogol	1222 NE 61st Ave 97213	

September 6, 2017

Growing Transit Communities Plan  
Portland City Council Testimony

Hello –

My name is Bob Richardson. I own a home on 60<sup>th</sup> Ave., which is about 700ft from a MAX station serving three MAX lines, directly on a bus line, and a short walk to two more bus lines.

We've owned this property since 2002 and have been involved off-and-on in numerous neighborhood and public planning efforts over the past 15 years in an effort to improve pedestrian and bicycle access and safety in the Rose City Park Neighborhood – including the 60th Ave Station Community Project (2011) and the Sullivan's Gulch Trail Concept Plan (2012). Many ideas from these efforts are reflected in the “Middle Halsey” portion of Growing Transit Communities.

I would like to point out that this proposal will not only bring much-needed and decades-delayed infrastructure to the neighborhood, in our immediate area it will right a wrong committed by the city in the mid-20<sup>th</sup> century, when the sidewalks on 60<sup>th</sup> Ave. were narrowed to a substandard 3.5 feet, and the planting strips removed, in an effort to “modernize” the street for auto and truck traffic.

That's correct – this street was constructed with sidewalks which would meet today's guidelines, but were later stripped away in light of particular views about progress.

Too often I've watched accidents and close-calls, as pedestrians have to step into the street in order to pass each other. Wheelchair users often navigate in the roadway, as the sidewalk is either too bumpy or too narrow to pass any other users.

That's why I'm here today to urge Council to approve this plan – and to ensure that the funding mechanisms are in place to make it happen. This will not only improve the daily lives of thousands of residents, not only help meet our climate goals and increase walking and biking, it will right a historic wrong and provide relief to those who need it most.

Please vote to approve the Growing Transit Communities plan.

Thank you,  
Bob Richardson  
1105 NE 60<sup>th</sup> Ave., Portland, OR 97213  
bob@peak.org



Sidewalks narrow to 3.5ft just north of 60<sup>th</sup> Ave. MAX Station



Chair user and another pedestrian in main roadway – NE 60<sup>th</sup> Ave.

37314



NE Hassalo and NE 60<sup>th</sup> Ave. – Looking East



NE 60<sup>th</sup> Ave., Looking North from MAX Station  
(2008 Neighborhood Station Area Walk)

37314



Vehicles parked in ROW force pedestrians into street



Intersection of NE 60<sup>th</sup> and Hassalo has frequent accidents (Less so now thanks to signage and striping, but sidewalks and curb extensions are needed.)

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

37314

**Subject: Testimony to the Portland City Council on the Growing Transit Communities Plan for NE Halsey Street, September 6, 2017**

Starting with the Halsey Street ramp over 82nd Avenue, it is too narrow to accommodate both a two-way bikeway and travel lanes wide enough for driver safety. This is especially true at the pinch point of the collapsible crash barrier at the top of the I-84 entrance ramp. (see attached photo) At 80th and Halsey, the round-about proposal would have drivers and bicyclists coming from all directions and angles making the street anything but safe. With an I-84 freeway exit at 68th and Halsey, an eastbound bike lane on South side of Halsey will ridicule Vision Zero by creating even more safety conflicts between drivers and bicyclists. 68th is also the most direct route to Fred Meyer from the neighborhoods North of Halsey.

With offset intersections on Halsey and most cross streets to the North only a block long between 67th and 80th, a far safer outside of the box option would be to construct a two-way multi-use path on the North side of Halsey directly connected to the 82nd Max Station with an easement on the fringe of the old Elmer's Restaurant parking lot. (See 1st attached map)

Since the westbound peak period travel lane on Halsey between 65th and 60th was removed, morning peak period traffic backs up six blocks or more due to drivers waiting to turn left at 60th for access to I-84. Far more conflicts between vehicles and pedestrians are also taking place at 60th. One of the top priorities of the Rose City Park Neighborhood Association is for PBOT to install a left turn signal at this intersection. If a bicycle crossing is constructed at 61st and Halsey, it must be designed to not interfere with ability of drivers to pass stopped vehicles in a protected left turn lane at 60th. Additionally, two peak period motor vehicle lanes each direction need to be retained between 60th and 57th to accommodate traffic making the Halsey jog.

The neighbors on my street and myself also want to make sure on-street parking on Halsey is retained between 66th and 63rd so that overflow from the Providence Home Services 215 space parking lot - that can only be accessed from Halsey - will not engulf curb space on the residential streets. There is also concern from within the Rose City Park Neighborhood about lane reconfiguration on Halsey between 57th and the Hollywood District, that would remove peak period motor vehicle lanes and off peak parking. A bike route is already established two blocks to the North, between Rose City Park and the Hollywood Business District.

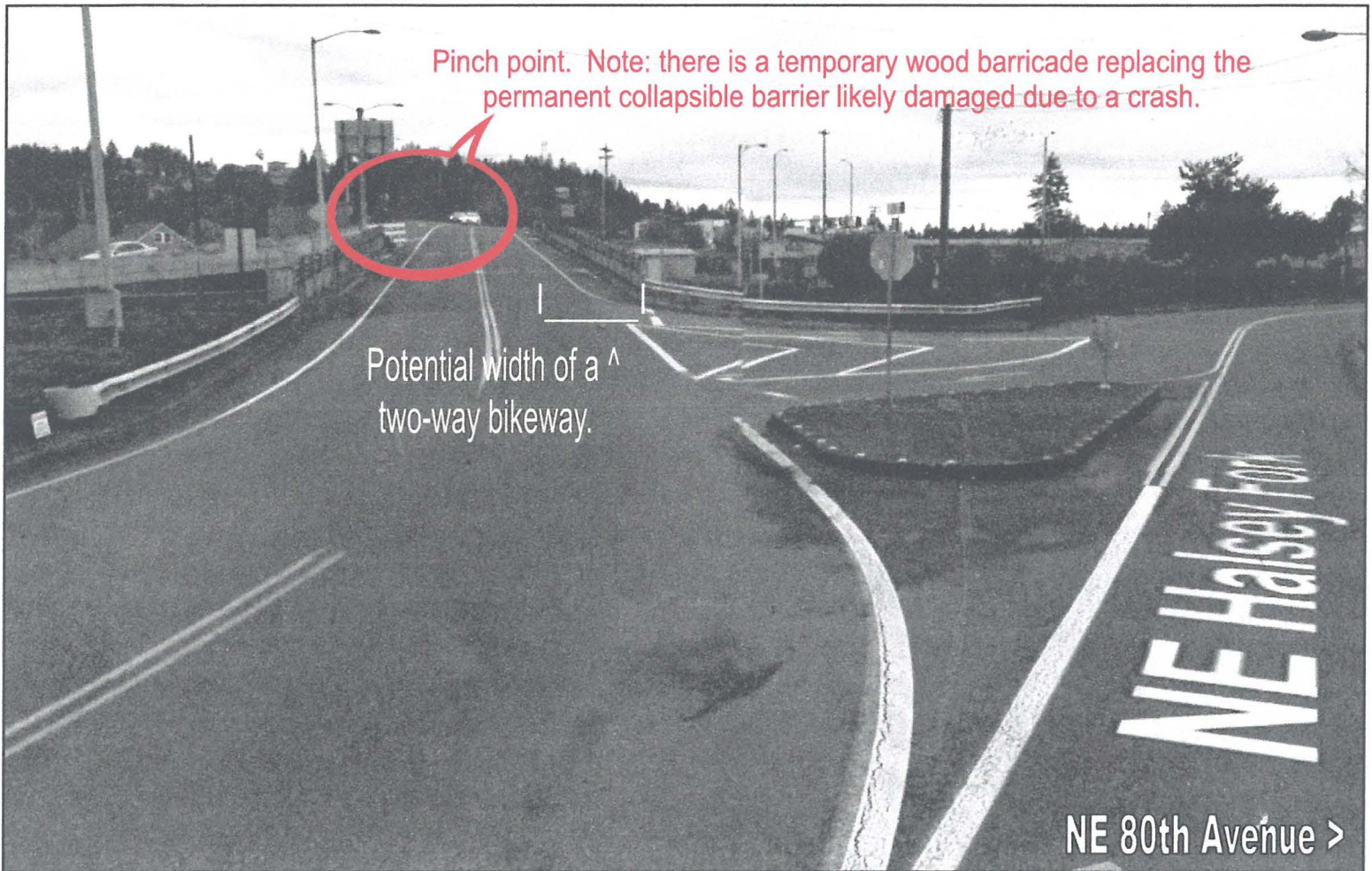
My read of the Growing Transit Communities Plan is that it is more of an expensive "special interest" bicycle infrastructure scheme that will increase congestion, add emissions and actually slow down transit as opposed to a plan that will augment transit connectivity.

Finally, the comp plan is up-zoning scores of working class single family home properties in the NE 60th MAX Station Area. Up dated infrastructure needs to be in place before any new development occurs. To complement PBOT's plan to widen the sidewalks on 60th between Halsey and the Max station, a vision is being brought forward to make this street become a place making gateway of connectivity with the installation of pedestrian scale, ornamental street lighting. A grant has been applied for to start this vision with a demonstration project.

(See 2nd attached map)

Respectively submitted,  
Terry Parker, Northeast Portland

Additional attachment: Notes and questions



The Halsey Street ramp over 82nd Avenue it is too narrow to accommodate both a two-way bikeway and have enough space for two-way driver safety. This is especially true at the pinch point of the collapsible crash barrier at the top of the I-84 entrance ramp. **When not smashed, the collapsible crash barrier extends into the roadway about the same distance as the temporary wood barricade in the photo.** The original proposal has a round-about here at 80th and Halsey that would have drivers and bicyclists coming from all directions and angles making the street anything but safe. Big rigs and semis would likely have trouble navigating the round-about and fitting within the lanes on a narrowed roadway on the overpass and ramp. Obviously at this location, Vision Zero has been thrown out with the bath water. (PBOT photo slightly cropped to show more detail with a larger size)

## How is routing bikes over 82nd Avenue Growing Transit Communities when it is a direct bypass of the 82nd Avenue MAX Station?

To grow a transit community, it seems that bike routes should feed into transit hubs, stops and MAX stations as opposed to adding through bike lanes on transit streets with bicyclists competing for pavement space!





# NE 60th Avenue Lighted Gateway to MAX

37314



- \* Proposed Pedestrian Scale Light Standard Locations (approximate with full build out)
- \* Proposed Pedestrian Scale Light Standard Locations for Demonstration Project

## NOTES and questions:

In a recent survey commissioned by the Portland Business Alliance and TriMet, the survey found traffic congestion is the top transportation priority facing the city (Portland) today. Included in the questions, respondents were asked what is more important: maintaining existing capacity for cars, or removing car lanes to make room for bikes? Seventy-nine percent of the respondents opted to maintain existing lanes. Eighty percent said traffic congestion was a **"major problem"** in Portland.

With the Growing Transit Communities Plan that will likely increase congestion and therefore emissions, how much capacity for cars is being taken away to make room for bikes?

How is this plan representative of a super majority of public opinion, and where is the representation for drivers at PBOT?

What percentage of this plan is in reality increasing transit coverage or increasing actual pedestrian connectivity to transit?

Using slanted, subjective and flawed Vision Zero methodology as a cover up for unruly and lawless bicycling, how much of this plan is simply increasing bicycle infrastructure at the expense of profiling drivers?

What percentage of this plan is being paid by user fees assessed on alternative modes, specifically bicycling and transit?

Road diets will slow also transit travel times and schedules

Bicyclists in Portland typically ignore traffic laws and more than often take the shortest route between two points. At NE 80th and Halsey, bicyclists going from northbound on 80th to westbound Halsey are likely to hazardously and in an unsafe manner just cut across Halsey in the opposite direction and against other traffic navigating the round-about in a counter clockwise direction.

The concluding bottom line for the Growing Transit Communities Plan is that it is more of an expensive **"special interest"** bicycle infrastructure plan for a bicycle community that pays no user fees. Yet it is being posed as a transit growth plan that will in many locations add to emissions by increasing congestion that in actuality will slow down transit thereby increasing travel times.



37314

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Chamber of Commerce

Aaron Nawrocki  
Capital M Lending

Sara Westbrook  
Portland Police Bureau

Paulette Wittwer  
Community Volunteer

JOIN

Connecting the street to a home.

Hello Mayor Wheeler and City Commissioners and thank you for your time,

My name is DiJonnette Montgomery-Thompson and I am a native of Portland and work in the community. I practice social work at JOIN where we serve the areas homeless population and are located on NE 81<sup>st</sup> and Halsey. I have witnessed folks from the neighborhood and those coming in for services almost get hit by vehicles driving too fast around a blind corner trying to get to and from the transit hub in NE 82<sup>nd</sup> Avenue. After I witnessed a mother snatch her child back in the nick of time before a speeding car hit the family dog the little boy was holding onto, I knew it would be a matter of time before someone would be seriously injured or die on this road.

As a community member, social worker and fellow TriMet rider. I commute to and from work every day and have nearly been hit by speeding vehicles myself trying to get across this road. I reached out to the City of Portland, coincidentally, the same time they were looking for improvement projects. Together along with various neighborhood associations and concerned neighbors, we had our first meeting at JOIN in 2015, where PBOT and TriMet were invited to walk these very dangerous pathways with the community. They saw firsthand the dangers of Halsey and lack of proper signals, speed control and sidewalks.

The Growing Transit Communities Plan includes two recommended projects that could improve safety and access between JOIN, the 82<sup>nd</sup> MAX station and other nearby bus stops:

- NE Halsey St Safety and Access to Transit on page 28=29
- 82<sup>nd</sup> Ave MAX Station Area Improvements on page 30-21

I am asking that the Growing Transit Communities Plan and the projects it contains are seriously considered, funded and built to improve the overall safety of our community, sidewalks, greenways and transit hubs.

Thank you,

**DiJonnette Montgomery –Thompson**  
**Director of DaySpace Service at JOIN**



PROTECTING YOUR  
RIGHT TO ROAM

September 6th, 2017

**Testimony to City Council supporting the Growing Transit Communities Plan**

Mayor Wheeler & Council,

Oregon Walks is the state's pedestrian advocacy organization. We work to make walking a safe, convenient, and accessible transportation option in every community, for every Oregonian.

Oregon Walks encourages City Council to adopt the Growing Transit Communities Plan. Better and safer access to transit will help us all get to the places we need to go, and will help the City adjust to future growth and demand on all modes of transportation.

We wish to echo a common theme from the GTC Community Advisory Group discussions. That theme is that safer, more frequent pedestrian crossings and sidewalks will bring the greatest benefit when transit service is frequent and reliable. Portland should continue to work with TriMet to increase the frequency and reliability of transit service. The City should do its part by providing safe access to transit.

Also, for the Growing Transit Communities Plan, city staff based some project analysis on a network of walkable routes. This is a new concept that should be used more widely. No one questions the utility of a roadway network analysis. Let's also recognize the utility of maintaining data for a similar network of sidewalks and crossings.

The GTC Plan is one to approve and then, fund.

Thank you for the opportunity to provide testimony.

Katie Urey

Member; Oregon Walks Plans and Projects Committee

Member, Growing Transit Communities Community Advisory Group

**Parsons, Susan**

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**From:** Emea Pumarega <emea@ejpevents.com>  
**Sent:** Wednesday, September 06, 2017 10:04 AM  
**To:** Council Clerk – Testimony  
**Cc:** Bertelsen, April  
**Subject:** [User Approved] Testimony from Emea Pumarega for Growing Transit Communities Plan

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

I wish to voice my support for the adoption of the Growing Transit Communities Plan. As a resident of North Tabor, a business and property owner, and a parent of Portland Public School students, I was very proud to participate in the work of this committee. I feel the GTC will outline a path towards increased access to public transit and a more just and equitable Portland, as transit riders, pedestrians, and bicyclists will be able to access schools and jobs more safely and in the case of transit, with better frequency. Thanks to all who contributed to and supported this plan.

Sincerely,  
Emea Pumarega

—  
Sent from mobile

Emea Pumarega  
503-957-6816  
[emea@ejpevents.com](mailto:emea@ejpevents.com)

**Parsons, Susan**

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**From:** Laura Powers <lapowers@pdx.edu>  
**Sent:** Tuesday, September 05, 2017 7:06 PM  
**To:** Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Eudaly; Commissioner Fritz; Moore-Love, Karla; Council Clerk – Testimony; Bertelsen, April; Wagner, Zef  
**Subject:** Growing Transit Communities Plan

As a citizen of Portland who regularly uses public transportation around the city, I strongly urge you to fund projects and studies to improve bus reliability for East Portland residents.

I am aware that East Portland is neglected in terms of many city services, and this is one way to promote equity and also help people living in these areas access access jobs, schools, and social services.

I confirm the Portland Bus Lane Project's urgent request to fund:

- The Corridor Safety Project to provide bus lanes on Outer SE Stark Ave from SE 92nd Ave–108th Ave
- The Outer Stark Corridor Plan to assess the feasibility of a bus lane to ensure the bus is reliable for the East Portland
- The Airport Way and I-205 Transit Study to provide a center bus lane
- Further projects and studies to improve bus reliability for East Portland residents who rely on the Line 20 on Outer SE Stark Ave and Line 87 on NE Airport Way

Thank you for your time,

Laura Powers

**Moore-Love, Karla**

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**From:** Alan Kessler <alan@portlandb.us>  
**Sent:** Tuesday, September 05, 2017 10:44 AM  
**To:** Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Eudaly; Commissioner Fritz  
**Cc:** Moore-Love, Karla; Council Clerk – Testimony; Bertelsen, April; Wagner, Zef; Luke Norman  
**Subject:** Portland Bus Lane Project Testimony for the Growing Transit Communities Plan  
**Attachments:** 2017-09-05 Testimony regarding growing transit communities plan.pdf

Dear Mayor and Commissioners:

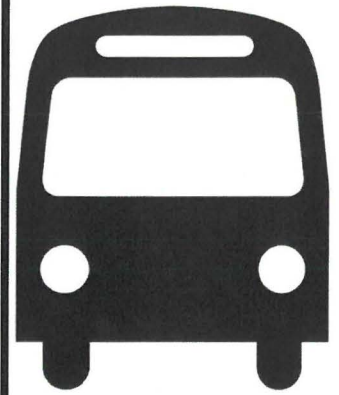
Please find attached Portland Bus Lane Project's written testimony for tomorrow's hearing on the Growing Transit Communities Plan.

Thank you for your attention to this.

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

2725 SE 36th Ave. Portland, OR 97202

37314



**PORTLAND  
BUS  
LANE  
PROJECT**

September 5, 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)

**Re: Growing Transit Communities Plan**

Dear Mayor and Commissioners:

Thank you for taking the time to consider the adoption of the Growing Transit Communities plan (GTC). The Portland Bus Lane Project strongly supports the GTC's goals of making it safer for people to walk and bike to the bus and making using the bus more convenient.

Specifically, we urge you to prioritize and provide full funding for projects and studies to improve bus reliability for East Portland residents who rely on the **Line 20 on Outer SE Stark Ave** and **Line 87 on NE Airport Way** to access jobs, schools, and social services.

Outer SE Stark Ave is home to over 10,000 residents who commute to work all over the city. Transit plays a key role in helping residents reach their destinations; one stop alone on Line 20 serves over 800 riders daily!

However, Line 20 is one of the most delayed transit corridors in Portland due to congestion. To address this need in the short term, we urge you to prioritize the funding of the Corridor Safety Project to provide bus lanes on Outer SE Stark Ave from SE 92nd Ave–108th Ave. For the long term, we request that you **provide funding for the Outer Stark Corridor Plan** to assess the feasibility of a bus lane to ensure the bus is reliable for the East Portland residents who depend on it.

NE Airport way is a job-rich corridor, which attracts 20,000 workers daily. However, traffic merging onto I-205 creates chronic delays that prevent Line 87 from being a reliable way for people to get to their jobs. To address this need immediately, please prioritize the funding of the signal projects. To ensure future reliability, please **fully fund the Airport Way and I-205 Transit Study** to provide a center bus lane and help Portlanders get to work.

We urge you to adopt the GTC plan and prioritize funding for bus reliability projects for Line 20 and Line 87. The residents of East Portland who depend on the bus to reach work, school, and social services need your support.

Sincerely yours,

**Portland Bus Lane Project**

Alan Kessler

Co-chair

2725 SE 36th Ave. Portland, OR 97202

cc: [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov); [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov);  
[april.bertelsen@portlandoregon.gov](mailto:april.bertelsen@portlandoregon.gov); [zef.wagner@portlandoregon.gov](mailto:zef.wagner@portlandoregon.gov)

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.



**Moore-Love, Karla**

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**From:** Jesse liams-Hauser <jilhauser@yahoo.com>  
**Sent:** Saturday, September 02, 2017 6:10 PM  
**To:** Moore-Love, Karla  
**Subject:** Written testimony for 9/6 hearing on GTC

Hello,

I wanted to provide a short written testimony to support the Sept. 6 City Council hearing to adopt the Growing Transit Communities Plan.

I wasn't sure if I needed to schedule this e-mailed communication; I apologize if some kind of groundwork was/is in fact necessary.

Here is what I'd like to say:

Hello,

Thank you for reviewing the GTC Plan. I consider transportation safety to be among the most pressing issues facing East Portland. I especially appreciate the Plan's recommendations to add sidewalks or mixed-use paths along well-traveled thoroughfares. In my neighborhood, I'm especially pleased by the recommendation for a sidewalk on SE 117th between Ventura Park and Mill Park Elementaries.

Thank you,

Jesse liams-Hauser  
11615 SE Alder St  
Portland OR 97216

425-273-6692

37314

**Moore-Love, Karla**

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**From:** Caroline A. Richter <CRichter@dunncarney.com>  
**Sent:** Friday, September 01, 2017 3:15 PM  
**To:** Council Clerk – Testimony  
**Cc:** Wheeler, Mayor; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish; Commissioner Eudaly; City Auditor, Mary Hull Caballero; Hill, Anne; amhunt@up.com; Ty K. Wyman; Linda K. Odermott  
**Subject:** Written Testimony - Transportation System Development Charge (TSDC) Update  
**Attachments:** DCAPDX-2469118-v1-Letter (Written Testimony) to Council Clerk re Transportation System Development Charge (TSDC) Update (9-1-17).PDF

Attached is written testimony with respect to the above-referenced matter.

If you have any questions, please do not hesitate to contact us.

Caroline A. Richter  
Practice Assistant  
[crichter@dunncarney.com](mailto:crichter@dunncarney.com)  
Direct 503.306.5338 | Fax 503.224.7324 | [DunnCarney.com](http://DunnCarney.com)



Dunn Carney Allen Higgins & Tongue LLP  
Suite 1500, 851 SW Sixth Avenue | Portland, OR 97204  
Member of Meritas Law Firms Worldwide [Meritas.org](http://Meritas.org)

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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.



**Ty K. Wyman**  
Admitted in  
Oregon and Washington  
twyman@dunncarney.com  
Direct 503.417.5478

September 1, 2017

**Via E-mail: [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)**

Council Clerk  
City of Portland  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

Re: Transportation System Development Charge (TSDC) Update  
Our File No.: UNI45-1

Dear Council Clerk:

On June 26, 2017, PBOT staff proposed a rate study and project list for the referenced program. On behalf of Union Pacific Railroad, we submit this letter for consideration by the Council at its hearing, now scheduled for September 13.

Union Pacific is glad to have provided freight shipping service and family-wage jobs to Portlanders for over 100 years. We invest billions of dollars each year to grow and maintain the infrastructure on which we move millions of tons of freight. Like the City, the railroad makes these capital improvement decisions based on the imperative of safety. We have observed previously to the City that mixing freight trains with bicyclists and pedestrians creates an inherent danger. We are thus glad to see that staff has identified several projects to separate bicycle and pedestrian traffic from freight rail.

The project list also recognizes that rail is the most sustainable mode of freight transportation. Freight trains are almost four times more fuel efficient than over-the-road trucks and have less impact on greenhouse gas emissions than trucks. Union Pacific moves one ton of freight 480 miles on one gallon of diesel fuel. If just 10% of the freight moved by highway were diverted to rail, the nation could save as much as 1 billion gallons of fuel annually.



Council Clerk  
September 1, 2017  
Page 2

Based on the foregoing, Union Pacific supports staff's proposal. Thank you for your consideration and feel free to contact me with any comments or questions.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Ty K. Wyman'.

Ty K. Wyman

TKW:car

- cc: Mayor Ted Wheeler (via email: [mayorwheeler@portlandoregon.gov](mailto:mayorwheeler@portlandoregon.gov))
- Commissioner Dan Saltzman (via email: [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov))
- Commissioner Amanda Fritz (via email: [amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov))
- Commissioner Nick Fish (via email: [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov))
- Commissioner Chloe Eudaly (via email: [chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov))
- Mary Hull Caballero (via email: [AuditorHullCaballero@portlandoregon.gov](mailto:AuditorHullCaballero@portlandoregon.gov))
- Anne Hill (via email: [anne.hill@portlandoregon.gov](mailto:anne.hill@portlandoregon.gov))
- Aaron Hunt, Director of Public Affairs, Union Pacific Railroad (via email)

**Moore-Love, Karla**

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**From:** David Sweet <cullyguy@gmail.com>  
**Sent:** Tuesday, August 29, 2017 9:06 PM  
**To:** Council Clerk – Testimony  
**Subject:** TSDC Hearing--9/13/17  
**Attachments:** letter-TSDC.docx

Testimony attached from the Cully Association of Neighbors.

~~~~~  
David Sweet  
Land Use & Transportation Chair  
Cully Association of Neighbors  
503-493-9434  
[cullyguy@gmail.com](mailto:cullyguy@gmail.com)

**CULLY ASSOCIATION OF NEIGHBORS**

Central Northeast Neighbors  
4415 NE 87th Avenue  
Portland, Oregon 97220

August 29, 2017

City Council Testimony — [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

**RE: Transportation System Development Charge Update; Hearing September 13, 2017**

Dear Mayor and Commissioners:

The Cully Association of Neighbors would like to offer comments on the Transportation System Development Charge (TSDC) Update.

As background, the Cully neighborhood was annexed to the City in 1985. Consequently, we share with East Portland a lack of adequate transportation infrastructure such as sidewalks, safe bike routes, paved streets, and connectivity. We are therefore pleased that a number of projects important to our neighborhood are proposed to be eligible for TSDC funding. At the same time, we are aware that transportation improvements, while needed and desirable, make our neighborhood more attractive to developers, investors and home buyers, driving up prices and exacerbating displacement.

Due to these pressures we, adopted an Inclusive Cully Policy which proposes a variety of strategies, including:

- Encourage moderately-priced individual homeownership.
- Encourage renters to become homeowners to build wealth and stabilize families.
- Encourage alternative designs for infill such as accessory dwelling units, small house “cottage clusters,” and other strategies to promote more affordable, market-rate, infill housing.

All of these strategies could be served by a slightly amended rate schedule for TSDCs.

The proposed rate schedule offers three rates for residential development—single family, single family less than 1200 square feet, and multi-family. The rate for a small house is half the rate for a larger house and a bit more than the rate for an apartment. We appreciate that the proposal seems to acknowledge the need to incentivize smaller housing units. As it stands, however, the proposal does not accomplish that. Almost the only housing that will be built smaller than 1200 square feet is an accessory dwelling unit (ADU) so there is no incentive to build smaller, market rate housing. Meanwhile, the apartment rate means that a 4000 square foot penthouse or a luxury three-story townhouse will actually pay a little less than an ADU.

### Proposed Residential Transportation SDC Rates

| Residential Dwelling          | Non-Central City Rate per Dwelling Unit | Central City Rate per Dwelling Unit<br>(20% reduction) |
|-------------------------------|-----------------------------------------|--------------------------------------------------------|
| Single Family                 | \$5,141                                 | \$4113                                                 |
| Single Family < 1,200 Sq. Ft. | \$2,570                                 | \$2056                                                 |
| Multiple Family               | \$2,504                                 | \$2003                                                 |

The rate schedule for Parks SDCs, adopted in 2014, offers a good example. It lists five residential rates for different sized units, **regardless of whether they are single or multi-family**. This rate structure creates a clear incentive for developers to build smaller, and therefore more affordable housing.

### Residential Park SDC Rate

| Size of Residential Dwelling | Non-Central City Rate per Dwelling Unit | Central City Rate per Dwelling Unit |
|------------------------------|-----------------------------------------|-------------------------------------|
| Less than 700 square feet    | \$5,772                                 | \$4,648                             |
| 700-1199 square feet         | \$8,634                                 | \$6,953                             |
| 1200-1699 square feet        | \$10,381                                | \$8,359                             |
| 1700-2199 square feet        | \$11,787                                | \$9,491                             |
| 2200 or more square feet     | \$13,049                                | \$10,507                            |

We understand and support the new methodology, using “person trips” to calculate TSDC rates. The Parks Bureau used data from 2011 showing that larger dwelling units have more people in them, on average. Now 2015 data is also available through the American Community Survey. It is intuitively obvious that more people results in more person trips.

We hope that the TSDC will follow Parks’ lead in adopting a rate schedule that offers true incentives for smaller units. This could set the precedent that other bureaus will follow in setting SDC rates. We fully expect that such a system will encourage the development of more affordable housing, in Cully and throughout the City.

Sincerely,

Laura Young, Chair  
For the CAN Board

**Moore-Love, Karla**

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**From:** Garrett Moon <garrettmoon@me.com>  
**Sent:** Friday, August 04, 2017 3:18 PM  
**To:** Council Clerk – Testimony  
**Subject:** Support for proposed TSDC Project ID 70049

Hello Portland City Council,

I would like to voice my support for the proposed TSDC project to build a pedestrian and bicycle overpass on Reedway between 23rd and 28th street. This would put in place a badly needed connection between Westmoreland and SE Portland. While my wife and I attempt to make nearly all of our trips by bike or walking, we're often stymied when we have to walk / bike around on Bybee St.. This would open up a whole new portion of Portland for easy access by bike to us.

Thank you so much for your consideration,

Garrett Moon  
6615 SE 21st Ave,  
Portland OR, 97202



**Moore-Love, Karla**

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**From:** Keith Liden <keith.liden@gmail.com>  
**Sent:** Thursday, July 27, 2017 8:21 AM  
**To:** Council Clerk – Testimony  
**Subject:** Transportation System Development Charge (TSDC) Update

Although I'm not a fan of some of the projects on the list, I believe it looks reasonable overall.

**The city needs to require a higher rate than only 50%.** With the city being so short of transportation funding capital improvements (not to mention maintenance) only asking for half of what we need is only going to keep us slipping deeper into this financial pit. New development is going to continue to put pressure on our transportation system, and we can't expect any significant increases in capital improvement money from the state or feds. I understand we can't put all the burden on new development, but a recovery rate closer to 75% would be much more appropriate.

Keith Liden  
4021 SW 36<sup>th</sup> Place  
Portland  
503.757.5501

37314

*emailed  
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**Moore-Love, Karla**

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**From:** Rose Mary Colorafi <gardenit@aol.com>  
**Sent:** Saturday, July 08, 2017 12:55 PM  
**To:** Council Clerk – Testimony  
**Subject:** Testimony on Transportation System Development Charges

To Portland City Council Members:

I appreciate receiving the mailed notice of the Update to the Transportation System Development Charge Portland City Council Hearing on Wed. 7/26/17 at 2 pm. I am unable to attend.

Simply stated, please ensure that the charges to developers are sufficient to cover sidewalks within a walkable distance of the properties concerned. Developers would be wise to agree so that their properties are more valuable to those who hope to access the developed properties. Often I hear of phrases like "street fees" and terms like vehicles and bicycles, but walkers are too often, it seems, overlooked despite the benefits to health through the exercise, community building by passing neighbors slowly and maybe stopping to talk, and extra eyes on the ground to report and prevent crimes.

Thank you,  
Lents Resident  
Rose Mary Colorafi  
5517 SE 89th Avenue  
Portland, OR 97266

Note: If possible, I prefer that my address not be included in material available to the public. If not possible, it is okay to use it.