

MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk
This form is a public record

MEETING DATE: 9-1-16

AGENDA ITEM # R-1 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Carol Chesarek

CONTACT INFORMATION (optional):

ADDRESS: 13300 NW Germantown Road

CITY/STATE/ZIP: Portland, OR 97231

PHONE: _____ E-MAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
4. Commenters are called to testify in the order forms are received. The Presiding Officer may re-arrange the order that testimony is given or ask Invited Guests or Elected Officials to speak first.
5. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak clearly into the microphone.
6. Public comment is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
7. A buzzer will signify the end of your allotted time.
8. If submitting handouts to be given to the Board, seven (7) copies are required. If only one (1) copy is provided, it will be received for the file and electronically shared with the Board and County Attorney after the meeting.
9. All meetings are audio and video recorded and can be viewed at: multco.us.
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with the Rules of Conduct, or who creates a disturbance, may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly. Copies of the Rules of Conduct are available next to the sign up sheets.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:

1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: lynda.grow@multco.us
2. Written testimony will be entered into and remain a part of the official permanent record.

Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

September 1, 2016

Multnomah County Board of Commissioners
501 SE Hawthorne Blvd, Suite 600
Portland, Oregon 97214

Subject: Update to Multnomah County Comprehensive Plan & TSP

Dear Chair Kafoury and Commissioners:

Thank you for the opportunity to provide these comments on the draft Comprehensive Plan and the draft Transportation System Plan (TSP). While I was not a member of the Citizens Advisory Committee, I attended all of their meetings, including all but two of the subcommittee meetings and the public events in the West Hills. I also met regularly with CAC members from the West Hills to discuss proposed policies.

I'm not going to repeat my comments from last week, but do want to say that this is still an awesome Comp Plan and TSP. Almost everything in these draft documents is excellent and should be adopted.

A new policy, establishing a Wildlife Advisory Committee, could provide useful advice to county staff as they implement the policies balancing recreational development and Goal 5 resource protection that were amended last week. That policy reads:

5.28 Establish a Wildlife Advisory Committee to advise the County about matters under its jurisdiction and control that may affect wildlife.

Maintain Longstanding County Policy Opposing a Westside Bypass

The West Hills Rural Area Plan was adopted by the county 20 years ago. It contains almost a full page of background about a "Western Bypass" and explains that such a facility would harm not only farm and forestry lands, but also protected Goal 5 natural resources and rural character. This leads to a Policy opposing what we now call a Westside Bypass¹:

POLICY 8: Oppose placement of regional roadways in the West Hills Rural Area, should such roadways be under consideration by any regional transportation authority in the future.

This policy was modified by the new CAC and included in the new TSP. The Planning Commission added some background information from the West Hills Rural Area Plan, but kept the policy. Just two days before last week's hearing, I learned that Commissioner Bailey planned to eliminate the policy, not because he is opposed to it, but because he feels it doesn't belong in a TSP. I disagree.

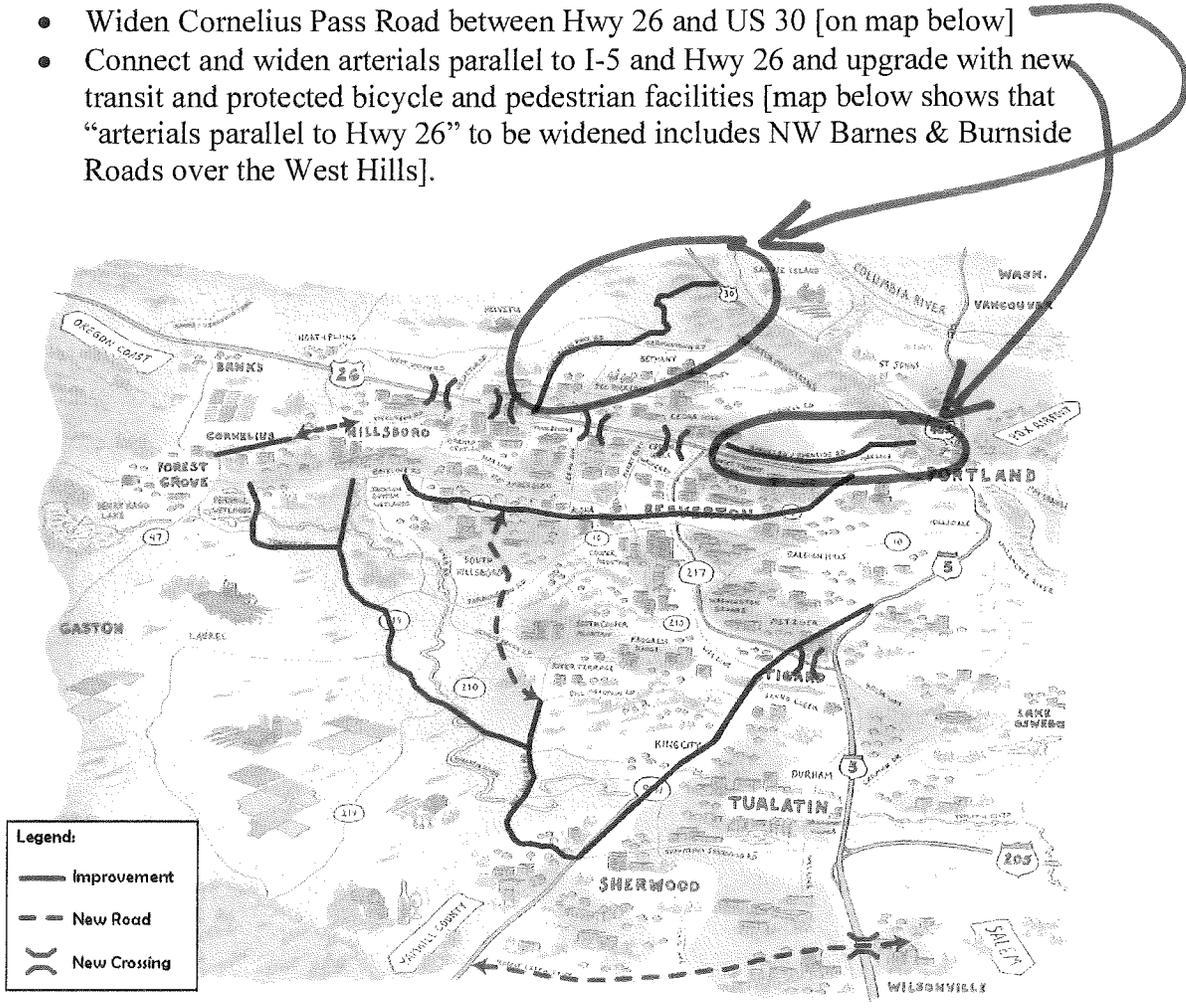
Policy 11 in the Draft TSP, which Commissioner Bailey proposed deleting, said:

Policy 11: Oppose placement of new regional roadways on Multnomah County roads, should such roadways be contemplated by any regional transportation authority in the future.

Washington County Transportation Futures Study

This is a particularly ill-advised time for the county to drop this longstanding policy. Washington County is wrapping up their “Transportation Futures Study” which is studying long term transportation projects. The proposed projects being studied include three new or expanded roads in the West Hills, in Multnomah County and Portland:

- Build a new connection to Hwy 30 and Columbia Blvd from Germantown and Kaiser Roads via a new road (at grade or tunnel) and a new bridge across the Willamette.
- Widen Cornelius Pass Road between Hwy 26 and US 30 [on map below]
- Connect and widen arterials parallel to I-5 and Hwy 26 and upgrade with new transit and protected bicycle and pedestrian facilities [map below shows that “arterials parallel to Hwy 26” to be widened includes NW Barnes & Burnside Roads over the West Hills].



This map is from the Washington County Transportation Futures Study online survey.

I ask the board to either maintain the longstanding county policy opposing Regional Roadways in the West Hills, or to commit to adopt a separate Resolution opposing such projects.

It is extremely poor public process to eliminate an established 20 year old policy, which was endorsed by the CAC and the Planning Commission, and which is valued by the community, on such short notice.

A Westside Bypass would also undermine many of the goals in the county's adopted Climate Action Plan.

Please find a way to keep this important county policy.

Thank you for your consideration, and for supporting a transparent and effective citizen-based process for this Comprehensive Plan.

Sincerely,



Carol Chesarek

ⁱ From the current Multnomah County West Hills Rural Area Plan:

"Western Bypass"

Regional transportation maps from the 1960's show a conceptual route for a "Western Bypass" roadway northward from Highway 26 in Washington County, over Cornelius Pass, through Sauvie Island, and then over the Columbia River to Washington State. However, no studies of such a route have been conducted by O.D.O.T. and none are planned.

O.D.O.T. is currently studying a "Western Bypass" roadway to the south of the West Hills, which would run from Interstate 5 in Wilsonville to Highway 26 in Washington County. This study is currently in the Alternatives Analysis phase, which will review five alternatives for resolving transportation problems in southwestern Washington County. Once the alternatives analysis is completed, O.D.O.T. will subject the preferred alternative to an Environmental Impact Statement (EIS). The EIS must include projected changes to traffic volumes and character on Cornelius Pass Road as a result of any new roadway to the south.

Any future consideration of extending a "Western Bypass" roadway northerly from Highway 26 over Cornelius Pass would require consensus of the jurisdictions through which the roadway would pass, including Multnomah

County. Such a roadway, while perhaps conducive to regional traffic, would bring major changes to the West Hills in terms of the following issues:

2. Negatively impacting agricultural and timber lands through which the roadway might pass;

3. Negatively impacting identified Goal 5 resources in the West Hills. Significant scenic views of the east face of the West Hills would be interrupted by a major roadway. Any roadway would cross several significant streams. And any roadway would critically interrupt significant wildlife habitat areas connecting Forest Park and the Coast Range.

4. Negatively impacting the rural character of the area. This change would be most significant, since placement of a major regional road corridor through the West Hills would lead to strong pressures to urbanize the West Hills.

POLICY 8: Oppose placement of regional roadways in the West Hills Rural Area, should such roadways be under consideration by any regional transportation authority in the future.