Exhibit D.9

Comments by Andrew Holtz, MPH; Community Advisory Committee member, Multnomah County Bicycle & Pedestrian Citizen Advisory Committee member
Regarding the Update to the Multnomah County Comprehensive Plan and Transportation System Plan (PC-2014-3436); Multnomah County Planning Commission; May 2, 2016

- The Community Advisory Committee process was thoughtful and collaborative. It was well supported by staff, who provided expertise and analysis, yet always worked to capture the sense of the committee. It produced a document and set of policies that represent consensus in the best sense of the word, not merely compromise, but a willingness to understand and address a variety of perspectives and passions.

- The islands of rural space within the county are fragile. They are pressured by their urban neighbors. Yet the county must always keep in mind that it is the cities that make these rural areas special and precious. Oregon is mostly rural. And most of those rural areas are struggling. The rural areas of Multnomah County are unique, not despite the city, but because of it. The proximity of rural and urban areas enhances both. For example, access to jobs and customers for rural residents, access to wide swaths of nature for recreation and appreciation by urban dwellers. As the county works to preserve and protect our rural areas, we must strengthen the marriage of these different partners, difficult as it may sometimes be. Shutting doors and sleeping in separate bedrooms is not the solution.

- Residents of the rural areas make up only a small slice of the county's population, so they are rightly alert to the size and power of their urban neighbors. Indeed, in several places in this plan update there are specific references to including rural residents in decision-making processes. However, when it comes to evaluating the results of the citizen involvement process that brings us here, it should be noted that I was ~~the~~ one of 2 urban residents on the Community Advisory Committee, and I spent most of my life living in unincorporated pockets in the west hills. All of the open houses were held in rural areas. I am unaware of any county outreach directed to citizens of the county living outside the rural areas.

- One particular threat to our rural areas deserves special attention: the ever-increasing commuter traffic that regularly overwhelms roads not intended to serve regional transportation goals. These are not trips to destinations within the rural areas. As the Community Advisory Committee strongly advised, the county should preserve the rural character of roads. Bowing to traffic pressure would deep damage the rural areas, harming habitat and wildlife, reducing the quality of life of rural residents, while also depriving urban residents of the full benefit of our rural areas.

- The members Community Advisory Committee were thoughtful about the interests of visitors (in contrast to too many of the comments collected at open houses). There are numerous statements and policies recognizing such concepts as active transportation, preservation of natural attributes, habitat and wildlife that benefit rural and urban residents alike. Indeed, city slickers who recreate in the rural areas are often the strongest allies of residents who seek to preserve rural character and natural habitat. Still, if there is any systemic lack in the plan update, it is that there is only muted recognition of the community benefits of access to rural areas, including recreation. The plan should include more frequent and prominent acknowledgement that the county's role is to pursue policies and actions that enhance the strengths of the rural areas for the benefit of all.

Comprehensive Plan Update application, Andrew Holtz comments, Nov. 2014

1. What do you value most about your community?

a. The proximity of urban and rural areas enhances both. The city would be stifling without the nearby, big open areas. And the rural pockets would not be as vibrant without the city next door. Planning needs to put this urban-rural synergy in its core. The rural spaces in Multnomah County are not like rural spaces deep in Douglas County or Wasco County. The benefits and challenges of being just a couple of miles from city and dense suburban residential neighborhoods must be incorporated into the plan. Trying to put up barriers or impede access would be not only unfair to citizens of neighboring areas, it would harm the rural sections of the county. Emphasizing the strengths of each type of area, while recognize the contributions of neighboring areas, will benefit all. Ranchers, farmers and city slickers need each other. The plan must seek ways to enhance mutual collaboration and cooperation.

2. If Multnomah County successfully plans for the future, how will the community change in 20 years? What would stay the same?

a. The rural sections of the county will have the infrastructure and policies in place to welcome the growing number of visitors from neighboring urban and suburban areas. Successful planning will mean that the special characteristics of rural areas will be protected, without being isolated.

3. What transportation issues need to be addressed to achieve your vision for the County's future?

a. Population growth has largely meant increased car and truck traffic through and into the rural areas. Simply widening roads would threaten the special nature of the rural zones. First, we need to better understand not only how people get around now, but what their underlying transportation needs and goals are, so that we can encourage new options for people to do what they want to do without merely trying to squeeze more cars onto roads that were designed for a bygone time.

b. Multnomah County needs to work with Washington County and Portland to study growing commuter and other traffic that cuts through the west hills. We can't simply continue to put more cars and trucks on Cornell, Germantown and other east-west routes. The county needs to push for options including better transit, and infrastructure that encourages drivers to use 26 and arterials, rather than neighborhood and rural collectors.

c. The open spaces in rural areas are priceless to the city and suburban areas. The plan needs to recognize and accommodate the demand for recreation. While county policies should try to mitigate the growth of car and truck traffic coming into rural areas, innovative designs and policies are also needed to provide safe sharing of the roads by people who are driving, walking, riding horses or bicycles.

4. What land use issues need to be addressed to achieve your vision for the County's future?

a. Agritourism, conservation of natural areas (including important wildlife corridors) on private lands and other variations on traditional land uses in rural areas must be understood and accommodated. The rural areas here are not like those far away from the city. Our rural and urban areas need to be understood as components of a larger unified system.

5. Is there anything else you would like to tell us about present conditions or future trends that should be addressed by Multnomah County?

a. We have a unique opportunity. Portland and the surrounding smaller cities are not sprawling megalopolises that are disconnected from their surroundings. The county's rural areas are not isolated and impoverished. Both the urban and rural areas are better because of their proximity to each other. The mutual benefits of these interrelationships should be celebrated and enhanced.