



Rithy KHUT <rithy.khut@multco.us>

Fwd: Possible revisions to the draft Transportation System Plan

1 message

Rich FAITH <rich.faith@multco.us>

Wed, Aug 24, 2016 at 7:48 AM

To: Michael Cerbone <michael.cerbone@multco.us>, Rithy Khut <rithy.khut@multco.us>

----- Forwarded message -----

From: **Andrew Holtz** <holtzreport@juno.com>

Date: Tue, Aug 23, 2016 at 5:14 PM

Subject: Possible revisions to the draft Transportation System Plan

To: mult.chair@multco.us, district1@multco.us, district2@multco.us, district3@multco.us, district4@multco.usCc: Joanna VALENCIA <joanna.valencia@multco.us>, Rich Faith <rich.faith@multco.us>, kevin.c.cook@multco.us

Dear Chair Kafoury and Commissioners,

I served on the Community Advisory Committee to the Multnomah County Comprehensive Plan and Transportation System Plan Update.

A fundamental principle of our deliberations, supported by input from other members of the community, is that the rural areas of the county are special treasures that provide incalculable benefits to everyone in our county and the region. One key component of preserving these areas and maintaining the benefits is to continue to manage rural area roads for their intended purpose: to provide access to and from the rural areas.

There is relentless pressure on too many of these roads, particularly in the west hills. There are strong demands surrender these roads to be used for regional driving trips. But that would mean surrendering the rural areas themselves, a loss to not only the wildlife and residents of the rural areas, but to everyone in our county and region.

Even though every transportation planner knows that building more road capacity feeds demand, there are those in Washington County, Columbia County and elsewhere who see widening Multnomah County's rural roads as a quick response to the complaints of their residents who drive across the west hills... not to or from the rural area, but through it. Surrendering to these demands would not only fail to ultimately solve the problem (because increased capacity would simply induce greater demand), it would undercut the motivation to develop multi-pronged, regional responses that include transit, as well as planning and development that provide jobs and services closer to where people live, so that they don't need to cross the west hills to get what they want.

Note: there is no bus service along Cornelius Pass Road or Cornell Road or other popular commuting routes, despite the obvious demand. Imagine how much less incentive there would be to establish transit options if the road capacity for single occupancy vehicles were increased.

The Comprehensive Plan and Transportation System Plan should hold fast to the long-standing policy to maintain rural roads in order to provide access to and from the rural areas, not as regional traffic routes. Specifically, policies 11 and 12 of the Transportation System Plan should not be weakened in a way that allows rural areas (and the benefits they provide us all) to be sacrificed to the demands of drivers whose trips neither start nor end in the rural areas.

Sincerely,

Andrew Holtz

6901 SE Oaks Park Way, #18

Portland, OR 97202

Office: [503-292-1699](tel:503-292-1699)

Cell: [503-358-3424](tel:503-358-3424)

--
Rich Faith, AICP
Multnomah County Land Use Planning Division
1600 SE 190th Avenue
Portland, Oregon 97233

[503-988-3931](tel:503-988-3931) (Direct)
[503-988-3389](tel:503-988-3389) (FAX)
rich.fairh@multco.us