

From: [Terry Parker](#)
To: [JCT Exhibits](#)
Cc: [Sen Dembrow](#); [Rep Smith Warner](#); [Rep KenyGuyer](#)
Subject: HB2846 Testimony to the Joint Committee on Transportation for May 13th, 2019 Legislative Hearing
Date: Thursday, May 9, 2019 5:52:09 PM

Dear Legislators,

I served on ODOT's 82nd Avenue Community Advisory Committee. My reasons and priority for wanting to serve in this capacity was to support maintaining throughput on 82nd Avenue (currently a state highway) balanced with neighborhood livability. All too often taxpaying motorists are often left out of the process without specific seats at the table representation, especially in Portland.

82nd Avenue is the only East Portland North-South surface street that extends from an area near the Columbia River all the way to Clackamas County. The street is one of many state highways being considered for a jurisdictional transfer to a local municipality, in this case to the City of Portland. It is also a major reason why HB2846 is being considered.

I am all for better sidewalks and reasonably spaced crosswalks with flashing beacons on 82nd. Conversely the Portland Bureau of Transportation (PBOT) has a reputation for creating road diets and removing or narrowing motor vehicle travel lanes which in turn creates more congestion. With well over 20,000 vehicles per day traveling on the various sections of 82nd Avenue, any lane reductions, motor vehicle capacity reductions or narrowing of the motor vehicle lanes will have negative consequences. The additional congestion will add to engine idle times, fuel consumption and emissions. With unrestrained population growth and more surrounding development, there will be even more cars using the street in the future.

A TriMet bus is ten feet six inches wide mirror to mirror. Many large trucks and landscape trailers towed by pickups also have widths that exceed ten feet. Any lane reductions, motor vehicle capacity reductions or narrowing of the motor vehicle lanes will create more safety issues for drivers and the emergency vehicles that routinely use the street.

Moreover, both Metro's and TriMet's latest public surveys on transportation issues overwhelmingly demonstrated people want wider roads and more motor vehicle capacity on area streets, roads and highways. In TriMet's latest survey, congestion, road maintenance and the need to increase capacity was among the top priorities not directly related to transit. Only a very small percentage of respondents want more bicycle infrastructure when the question is separated out and not deceitfully combined with pedestrian infrastructure. Both the City of Portland and the state legislature need to be representative of this polling.

In conclusion, binding language needs to be inserted into HB2846 that stipulates motor vehicle capacity can not be reduced - be it a road diet, motor vehicle lane reductions, the narrowing of motor vehicle lanes or otherwise is not allowed - if a jurisdictional transfer takes place.

Respectfully submitted,

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