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Date: Friday, August 12, 2005
From: Lynn Peterson, Lake Oswego City Councilor and JPACT representative for
Clackamas County Cities within the Metro region
To: Joint LCDC/OTC Transportation Sub-committee

Members of the Sub-committee,

Over all I would ask that the sub-committee leaves the purpose statement alone and wait to address the issue in the Big Look that was approved by the legislature.

If the sub-committee moves forward with rule-making to change the purpose statement please consider the following because they will significantly impact funding decisions by the state in the long run.

- Remove the language referring to reducing peak hour commute traffic only. The Portland region needs to provide *all day mobility for all modes*. 25% of people in the region don't own cars aren't driving during the peak hour. They are taking the bus, walking or getting a ride from a family or friend to school, shopping, medical or out to lunch with friends. By being so specific in the purpose statement, you have narrowed the potential benefits of having 15 minute headways on bus lines all day everyday in major corridors for example. As well as the trip on bike with your kid in the trailer to day care after 8:00am.
- Remove language that specifies where in an urban area there ought to be a higher level of mobility for non-auto modes. By narrowing the language in the purpose statement to say that it is appropriate in some areas like downtowns to be pedestrian friendly and others ought to remain auto-oriented we allow these places to remain auto-oriented even if plans call for increasing pedestrian and bicycle accessibility and mobility over time. Does this mean that Clackamas County under this new rule could say that 82nd is auto-oriented big box retail and therefore shouldn't have multi-modal focus in the future even though the bus line on 82nd is the second highest ridership line in the system? Are we going to leave it auto-oriented forever because it is today?

These two specific example show why changes made to the purpose statement today, without putting them into context with the Big Look, will delay the ability of our regions to become more multi-modal by changing the priority of re-developing corridors, adding more transit service in non-peak times or providing bike paths to connect communities.

Sincerely,

A handwritten signature in blue ink that reads "Lynn Peterson".