

Testimony for Hearing On Transportation Funding Bill

By Fran Warren on 07 June 2017

- My name is Fran Warren, representing 175th Neighborhood Association in Aloha and Beaverton and I'm here to explain why our project is unique - its due to the remarkable, exponential growth in Washington County.
- We've been communicating with the members of the Committee and you have received my packet documenting the build of the bedroom communities of South Cooper Mountain in Beaverton and River Terrace in Tigard – (these are comparable to adding the population of Coos Bay or The Dalles) within ½ mile of the current 175th/Scholls Ferry mobility gridlock. Another 8000 homes are to built less than 4 miles away in South Hillsboro. This has been likened to adding the population of Forest Grove to the City of Hillsboro. And there is no North-South transportation corridor for this part of Washington County to connect these communities to jobs. We need a safe, all-weather route to the west of 175th.
- The Washington County Transportation Futures Study (WCTFS) sponsored an independent phone survey of Washington County residents and found that, overwhelmingly, the residents support a tax to improve transportation infrastructure in Washington County. I will work with my neighbors and with the CPO's and other agencies to follow through on that commit of support for transportation initiatives by Washington County residents such as the HB 2017 Transportation Package.
- What I want to do is to put forth the reality of the speed of development in these High Growth Areas in perspective. I'm quite certain that, in 2011, no one expected this incredible pace of growth. We already have dedicated developers with names on paper and sites Under Construction, Applications Approved and, in some cases, lights on in these homes! Far faster than anyone could possibly have anticipated or planned for in the transportation infrastructure – and this is why we need your help.
- There is no mass transportation hub within walking distance and very few jobs within biking distance (it takes an hour to bike to Intel from SCM) – and that's in good weather during the daylight hours, not considering the early darkness come Fall. My friend says its too far walk to the bus with her 3 children even to go to the doctor's.
- World Wildlife Foundation Magazine of Summer 2017 states that 76.5% of Americans drive to work solo, 9% carpool. 5% take public transportation and just 0.6% bicycle to work. Its not unreasonable for the Transportation Package to resemble this profile as this is the reality until there is some remarkable change in transportation options. Washington County, with its ½ million people, is not yet urbanized and the bicycling commute model truly works well only in an urban environment. WWF states that, in major metropolitan areas with heavy rush hour traffic, even with fewer and more efficient cars, automobile emissions are actually on the rise due to congestion. We already have 2-mile backups on 175th before all these homes and the new high school are in use and this is definitely contributing to emissions.

- So I am reminding this panel that while we need to improve public transit, we also need to improve mobility for the bulk of the workers – which is, and will be, for a very long time – on the roads, and in their cars. We need to help the farm-to-market trucks so they're not stuck in the traffic behind the commuters who are late for work. We need to ensure that those workers don't arrive frazzled from traffic congestion for those new businesses that just came to Oregon.
- To repeat the main message here, we need a safe, all-weather Car, Truck and bus route to the west of 175th sooner rather than later. I will be more than happy to follow up with any members of this committee to further our understanding of the issues.

*Thank you,
Ken Warren*