

Greg Malinowski For Multnomah County

Commission Position 2

1. General Approach. The City of Portland is often named the best bicycling city in the country. At the same time, car vehicle miles traveled are increasing while traffic congestion grows. Why do you think more Portlanders don't walk, bicycle, or take transit for transportation, and what will you do to help Portland and Washington County become an even better city to bike in, as well as a great city to walk and take transit?

Just the same as a highway that stops short a mile away from its destination is of little use, so a bike path that does not connect to somewhere the user needs to go is useless. We need to make sure that safe bike routes connect residences to transit, commerce and employment. In Washington County we have too many fragments that do not connect to useful destinations. We need to close the gaps.

2. Choices and Public Perception. Critics of bicycle, pedestrian, and transit projects often contend cyclists, pedestrians, and transit users don't pay their fair share in road taxes and other user fees. How would you make the case for allocating funds for bicycle, pedestrian, and transit projects?

The entire transportation system works best together as a complete system. This requires all pieces to be integrated and all networks to be complete. The largest demand for transportation is in repair and maintenance of existing road systems. Every time a person utilizes a pedestrian path, a bike route, or public transit, and leaves their car at home, they reduce the wear and tear on the existing roads, as well as reduce congestion and the resulting pollution. Thus it is appropriate, and necessary, to ensure that transportation funding is utilized to improve the entire transportation system.

3. State Funding for Active Transportation. HB 1700 from 1971 (ORS 366.514) requires the state set aside at least 1% of the highway fund to build bicycle and pedestrian facilities. Meanwhile, one quarter of Oregonians (roughly a million people) are too poor, young, old or infirm to drive. Do you feel that the 1% is an adequate allotment to fulfill the safety and transportation needs of the ever increasing bicycling and pedestrian community? If not, what would you do to change it?

No. 1% is not enough. As the price of gasoline rises and the effects of global warming become more apparent, more of us are looking for alternate means of transportation if not cleaner means of transportation. We need more counties to change their transportation missions to include mass transportation options and low carbon emission options such as electric scooters and bicycles. Once the counties move towards a paradigm shift, it is my belief that more towns and cities will do likewise. With that said, currently Washington County allocates 20% of its Major Street Improvement Projects (MSTIP) to right of way in arterials and major collector road for bike lanes and sidewalks. However only a fraction of 1% is earmarked for "stand alone" bike and pedestrian

projects. I'm told a poll showed that 59% of respondents supported funding for bicycle and pedestrian paths if they are built away from but close to major roads. With over 50% supporting such improvement, then an argument could be made that a greater portion of the MSTIP funding should be earmarked for "stand alone" projects. I have supported Commissioner Schouten in efforts to increase county investments in pedestrian and bicycle infrastructure in Washington County.

4. Traffic Safety. Traffic related crashes are the top cause of death and injury for Oregonians aged 1 to 34. Pedestrian injuries and deaths are a serious problem in Oregon, with one serious injury a day and one death a week, encompassing 14% of traffic deaths in Oregon and 30% of deaths in Portland. Not surprisingly, most walkers and cyclists are injured or killed on busy streets. How will you improve traffic safety for walkers and bicyclists, especially for youth?

We need to move Bike routes away from streets where speeds are over 35 miles an hour. I would prefer to have bike lanes separated by sidewalks or ditches from cars and freight traffic. I have seen few 5 lane roads with bike lanes, where you see Mom, Dad, and the preteens biking along on a trip to a store or library. If I do, Mom and Dad don't look terribly relaxed. If we are building bikeways which 30% of our population of Bike riders are afraid to use, we have failed. Once again, earmark more of the MSTIP funds toward "stand alone" projects for pedestrian and bicycles. We need bike paths and sidewalks that are dedicated for walkers and cyclists, away from but near busy streets. Often these paths and walkways would be able to cut across neighborhoods and other areas instead of following the busy streets as a more direct route between destinations (i.e. school to library, grocery store to a close neighborhood where the streets are round about). Oak Hills in Cedar Mill is an example of a community built 50 years ago that has an interior trail system for bikers and walkers that targets parks and schools as destinations and mostly separates bikes from cars.

- Traffic speed is the leading factor in crashes (even above alcohol), and one of the largest contributors to whether a crash is fatal. Is safety the highest priority of the transportation system? If so (or if not) what policy and implications does that have, especially when it comes to slowing cars and protecting vulnerable roadway users? Will you commit to a Vision Zero strategy calling for zero tolerance for road fatalities and commit to developing standards and policies to reach those goals?

Safety should be a dominant factor in any transportation plan. Consideration for all travel methods bicycles, pedestrians, vehicular traffic, motorcycles and trucks, freight haulers is a must. I have not had an opportunity to study Vision Zero in depth so I don't feel I can make a reasonable assessment of it at this time, however, I of course, agree with a goal of zero road fatalities. But part of the solution may be to separate some types of travel. Many states discourage walkers on the interstate, and imagine how much fun the freeway would be for car drivers if 100 car 100 MPH Freight trains shared the lanes with them.

5. Sensible Traffic Laws. For over 30 years, Idaho has had a law allowing cyclists to treat stop signs as yield signs, and come to a rolling stop instead of a complete stop (out of understanding of the laws of physics and the excessive use of stop signs on neighborhood streets). Over those last 30 years, Idaho police departments have seen no

increase in safety problems, and have provided testimony in favor of the law. The Oregon legislature has considered passing a similar law in Oregon, but has failed to. What are your views on such a proposal?

Shared roads means shared responsibility. I believe most stop signs are placed for everyone's protection and that all users of the road need to be aware of them and the importance of abiding by them. That being said, a rolling stop when there is no other traffic would be fine. If there is traffic, a cyclist should come to a complete stop in order to avoid confusion as to who should proceed through the stop sign next, if someone did do a rolling stop and there was traffic, I would probably hold the driver blameless, as I would if a pedestrian stepped in front of a car, or a car drove across a rail crossing ignoring the train.

6. CRC Highway Megaproject. There has been a lot of pressure to build the most expensive public works project in the region's history, the five mile long highway project known as the Columbia River Crossing. Despite being a multibillion dollar project, bicycle and pedestrian facilities involved are substandard, including an under highway mile long path, a five block corkscrew detour into Vancouver, and a mostly minimum width allowed 16foot path width, all for a facility designed to serve the next 100 years. The project is diverting billions of dollars from other regional priorities to build an expansion that won't solve congestion. What are your views on the megaproject?

I believe the CRC is probably a dead issue at this time, however, I believe we should only proceed if we come up with a tolling plan that would cover the total cost. Frankly if we cannot find a way that user fees can cover the cost, I feel we might be unable to finance transportation upgrades needed in the Metro area for the next 20 years. That would be too great a cost.

7. Transit funding. Transit systems throughout the state continue to struggle to make ends meet, especially in their quest for operating funds. In response, often service is cut while fares are increased. While the payroll tax cap was increased in 2009, it only increased for some cities. If you think public transit funding is inadequate, what sources of funds would you work to increase or create as County Commissioner?

The biggest issue in the Metro area is that Trimet has a nonsustainable business plan. No amount of subsidy will help transit if the business plan shows that eventually the bus and light rail systems have to be shut down to cover personnel cost. Assuming that the business plan gets repaired. I think that both the State and County need to step up to cover capital costs of new lines, and equipment, probably let the local transit authority handle the personnel and rolling stock cost. The capital cost would have to be covered in part by General taxes.

8. Transportation Equity. How would you improve transportation choices for low income communities and communities of color?

These communities need better transportation choices as people in those communities are often not able to have their own transportation options. It is critical that we ensure public transportation is

available and affordable to these communities. It is ironic that groups that need the transit the most are the ones forced out into unserved areas soon after we extend transit into a underserved area.

10. Health. How will you make sure that transportation priorities support Oregon 's greenhouse gas emission reduction goals?

I fully support legislative initiatives to reduce greenhouse gas emissions and will support passage of those initiatives whenever possible. We need to put a carbon tax on fossil fuel transport. Did you know in Portland, the cost of electricity for all electric vehicles is about \$2.per 100 miles. Why anyone who can do math buys a std gas engine car new, is beyond me, perhaps adding a carbon fuel tax would help them see the light.

11. Personal Example and Understanding. How do you currently travel around town, and how do you commute to work?

I drive a 1985 Volvo Sedan, it gets about 2325 miles per gallon, when it dies, I will take a hard look at Electric or hybrid vehicles. When available and as time allows, I use MAX to go to events near the MAX lines. I have found that MAX often is a faster option than using my personal vehicle and use it as often as I can. Between gas and parking and traffic jams it is just cheaper, and I can read my emails.

12. Past active transportation accomplishments. What are your specific accomplishments in helping improve conditions for bicycling, walking and accessing transit in Portland region, or other places?

Since coming to office in 2011, I have been able to get sidewalks added to several locations in my district. I have been very vocal in encouraging that sidewalks and bikeways be required when roadways are upgraded. And I hammer the Engineering department to try out different kinds of ways of separating bikes from cars. I have also tried working with the county transportation department, THPRD, and the Beaverton school district to get upgraded road crossings for our students when they must cross busy streets.

13. Vision. Five years from now, what will you say when asked, "Over the past five years, what has the State accomplished with regard to transportation and what was your influence on that?

I will emphasize what I have been working on more sidewalks for our children to walk to school, we will end the practice of sending a bus to haul children the last 1200 feet to schools because we let development happen without sidewalks or ped crossings. We must include bike paths and lanes near or on most new roads. Work with Trimet for better public transportation for all communities and easier crossings on busy streets. These are the ways I can be most effective in my current role as County Commissioner for Washington County.

14. Campaign Viability. What makes you a viable candidate for county commission? How do you differentiate yourself from your opponent?

I am the incumbent and have a strong campaign team in place, including both professional staff and a large volunteer network, and an active campaign office. My opponent has never previously run for office, and as yet appears to have little more than a website for his campaign. Feel free to view the lists of endorsements at our campaign websites to see my extensive and diverse support.

15. Transportation Network. The reach of expensive, highcapacity transit investments is typically limited to corridors and town centers. At the same time, the bus system that feeds into the high capacity system is experiencing significant service cuts. What is your strategy for developing true geographic and demographic equity in the region's transportation network?

There is not a lot we can do until Trimet either fixes its business model or we replace it with another agency or agencies.

16. Infrastructure. Given the strong support among county residents for bicycle and pedestrian infrastructure, what kind of infrastructure improvements would you like to see? What are your thoughts on bicycle lanes on arterials, cycle tracks, bike boulevards, as well as pedestrian facilities like sidewalks and crossings, and multiuse paths?

I am fully supportive of all of those improvements. Funding of these alternative transportation improvements must be a part of any long term transportation plan for the county, and should be financed through the County transportation system.

17. 34210. What are your views on Measure 34210 in the City of Tigard? How would you respond to future measures that oppose highcapacity transit projects?

Did you ever see such a screwball idea in your life? They think it is wrong to have fast efficient access to the rest of the Metro area. They think that anyone who is not rich enough to own their own car should not live in their community. I guess they want to turn Tigard into a living history exhibit of 1968?

This measure takes away the right of the city workers to even look at information about mass transit. Public transportation, be it MAX, busses, trolleys, or streetcars, will be a must for the future sustainability of our region. Well if they don't wear 1968 costumes, I will not buy a ticket to tour 'carland' or whatever they will call it.