

Sharon Maxwell For City Council Position 2

1. An incumbent who has demonstrated leadership on active transportation issues or a candidate who commits to leading on specific transportation priorities in the future.

Throughout the years, I have supported the development of and took a proactive position on planning around all transportation modes. I believe in choice and my platform is for increasing community and citizen participation to a new level. We have to make sure that the tax payers \$\$ dollars are being spent to create better and more healthy ways for people to move throughout the city and also how we support business growth the economic vitality for how businesses are supported and the community shared values are taken and incorporated into the planning. I will be proactive and on the forefront of how we improve and promote local transportation modes for all of our citizens and pedestrian safety. It matters that people matter.

2. A commitment to alternative transportation through participation in alternative transportation activities.

I have a track record of making sure that community and existing residents are engaged into the conversations and on the forefront of planning and how important we make sure that we address issues, concerns and how to educate citizens on different type and transportation alternatives that will help and give opportunities for less dependency on fuel and that it promotes healthy lifestyle choices but also takes into consideration what works for all. It's important to me to move with respect for values and cultural differences that bring value to the conversations and that we have more than a one group driven discussion but that the whole community has shared values that promote collective common shared community values.

3. An articulated vision for meeting the regions future transportation needs that goes beyond expanding freeways.

Whereas my background is not in planning but in problem solving and solutions based planning as a local general contractor and community builder it's important to me to get the best practices and all stakeholders involved early on. That is something I've learned over the years. We have to not only plan but tell the story and educate the public as the region grows as we upgrade and rebuild the city as our times change and needs change what that really looks like. When you plan you have to give some historical insight of where we've been and now where we need to go and how planning helps us get there. I as your newly elected Commissioner I would be proactive and connected to the community in a way that promotes choices, true public servant values that is for the interest of the tax payers and how dollars are spent. What makes sense and not only what the 5-10 years plans are but 50 to 100 years looks like. We need leaders with vision and forerunner mindset who will see into the future and not just project but lead and be active to help start the discussion and get the input and alternatives on what the future may look like. We have to restart the ingenuity that flowed so many years ago that the 21st century is about innovation and creativity and a strong whole community voice that is active and healthy.

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 (especially your legislative district) become an even better city to bike in, as well as a great city to walk and take transit?

A. People generally stick with habits, continuing behavior they are familiar and comfortable with. To change behavior people need to know that it is their choice, and they need to understand the reasons for making a new choice. People will resist anything they feel is forced on them by a few who want to create a fad versus a change that benefits everyone. When people feel they are being forced into making changes it creates an adversarial relationship. When people are provided the choices, given clear reasons and are included in the conversation from the beginning you get a lot farther, because you start on the right foot.

B. We need to allow choice while promoting all of the healthy and safe options for people to feel comfortable, choices that bring them joy and happiness and most importantly a good quality of life. We have many cultural differences that have not been respected for too many years that have created and been allowed to foster negative experiences and promote only one group's ideals or allow one group to take over the culture as if they own it as theirs and make it exclusive and elitist to them only. They don't get the buy-in from all citizens on how they view transportation and what would be the best ways to approach how to promote walking, bicycling, light rail, and bussing. We need to have all stakeholders at the table in the preparation of the vision to work through bugs and bad practices. We want to promote shared community values in all of what our city is known for, and it has to start with the planning climate and inclusion of a vision for the city and how we treat one another and how we value all of our citizens.

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?

First of all we have to work on creating shared community values as the first step. Secondly until we promote the participation and common goal of a good quality of life for all people we can't move forward tackling other harder items. When people are struggling from day to day in a culture that excludes them from work, family healthy environments, equal access to city services and being valued as human beings with rights then we can't work on the secondary.

Let's work on making sure when it comes to promoting a good quality life style that we make sure that we value the people who live here as human beings who have the same needs as the dominant culture and those who hold power. When we take the time to change the culture of privilege and of possessing all power and all things for your own benefit, then people will take you seriously. This is an issue for all people.

Small Businesses are said to be the lifeline of Portland, Oregon. We have to make sure that businesses are at the table as well and that this culture works to bring common shared values to all so that we create win/win solutions. How we plan the region and city reflects whether we can say this is the most livable place. If people recommend a solution let's make sure that it's reflective of the other 60% of people who are generally unrepresented so that we're all one.

Balance and slow down, to ensure complete buy-in. Slowing down can go fast and get a lot more done.

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?

Let's take that 1% and make sure people first have a good quality of life for the basic needs required to survive each day. Let's take the 1% to help them get stable to focus on other things than just survival so they can participate in the transportation activities that to them may not be the first priority. We have to know as Maslow theory says that basic needs are met first then other things can come. People don't know that you care until you show them that you care.

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.

SLOW DOWN, SLOW DOWN, SLOW DOWN!

How will you improve traffic safety for walkers and bicyclists, especially for youth?

◦ 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?

Yes, That is all to real to me. As a child I was run over by a car in a school zone at a crossing that was not properly marked until just last year, after 40 years of it being a school crossing. One of my best childhood friends was killed by a car running her over! My youngest brother was run off the road and killed by a road rage driver by a murderer that got away! Yes! Yes! Yes!

It's time to change the climate. We need a shared community value that people matter, people matter, SLOW DOWN, SLOW DOWN! SLOW DOWN! People Count, Lives Matter! We need a public service campaign yearly and throughout the system that promotes that there is a shared community value that connects us throughout our city and lives. Reconnecting people to people.

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?

I believe you have to promote safety, until we get better understanding of shared community values and have updated rules to the driving books that talks about a bike as a vehicle for

commuting, then we should not confuse the issues around what form of vehicles have the right of way. We have to follow the rules that are in place now. If a bike is in the road it has to follow the same rules as any other vehicle, if we allowed vehicles to do rolling stops do you know how many accidents and deaths that would be. I do believe at the time where there is no one in the area or other vehicle that a bike may use that but it has to be consistent to prevent confusion.

6.CRC Highway Mega-project. 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 multi-billion 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 16-foot 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 mega-project and what would you do about its funding as a legislator?

As a business owner of a construction company and a citizen I can see things in my own box. But as a Commissioner I'm going to ask the people and make sure that we are educating citizens. When we plan and envision our region we must have realistic goals. Realistic goals about what transportation looks like and how we must to be proactive so that we don't get caught in a scenario where action is too late. Most people don't realize it takes anywhere from 2 to 5 years from idea to conception of a project to even get it to where you can even bring it to the people with the correct research and data. It could take another 3-5 years for plan review and outreach and public comment. As for the funding and the budget that could be another 3-5 years. So in reality, It could be 15-20 years before a project of this magnitude happens and by this time, if projected correctly and if other factors weighing in are on the conservative side, it could be another 5-10 years before it even is ready, so we're talking about 30 years, which in reality leaves us hardly any time when a bridge or other existing structure is at the end of it's productive life. An elected officials and other stakeholder's job is to tell the story, educate citizens and stay on the forefront of planning, growth and building of a region.

7. Cleaner Transportation, Better Choices through Land Use. Smart land use planning has a huge effect on how many people use transportation choices. In 2010, legislators passed Senate Bill 1059, which requires Metro to make its land use planning decisions lead to specific reductions in global warming pollution. It also requires Eugene-Springfield to plan on how it would accomplish such reductions. Would you support an effort to provide \$300,000 for a grant to do scenario planning for one of Oregon's other four Metro areas, which would be designed as a competitive pilot effort to model how Salem/Keizer, Corvallis, the Rogue Valley, or Bend could reduce their transportation pollution? If so, how would you go about finding that funding?

Once again we're talking about new ways of thinking about the region and how we manage the growth, but before we get there I believe we have to get people involved because it matters to them on how things are going to change and how they get to participate. I would do more community forums and create scenarios of engagement that foster creativity and visioning and

education. Then you ask people what do they think it will cost and how they think it should happen and are they willing to pay for it? Once you are able to have these activities and dialog then we will know what will work.

8. 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 increase or create as a legislator?

We have to make sure that the people are willing to pay for it bottom line and if not we only build what we can afford. Basic finance 101

9. Transportation Equity. Recent census data show nearly 10,000 people of color, mostly African Americans, have moved from Portland's city core to the city's eastern edges over the past ten years. East Portland has much sparser sidewalks and bikeways, grocery stores and parks, and less access to transit. How would you ensure these increasingly diverse and historically under-invested neighborhoods are revitalized for their current residents? How would you improve transportation choices for low income communities and communities of color?

This is a trick question and not fair. All people matter! Everyone deserves a good quality of life no matter where they live. We don't have any second class citizens in our city. All people MATTER!

First we have to stop using and making excuses to marginalize groups of people who have not been allowed to freely live and work in the same city and benefit from the economic vitality that other groups get to assimilate into without any questions because they are identified as white or not black. We have to stop promoting negative attitudes that allow people to be discriminated against because of race, ethnic, economic, religion and or sexual orientation. While the groups that have been the most impacted by the racism and second class expectation is the group that has done the most lobbying, fighting and battling the issues but in the end get the least benefit from the gains.

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

I will work with Legislators to make this issue a priority.

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

I use all methods of transportation and because I am a business owner I use vehicles and look to minimize travel by working local, and using sustainable measures in our business model.

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?

Answered in many of the questions.

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 would hope to have success with City and neighborhood groups to bring all people to the table. I would hope to have success with the BTA on the Williams Avenue Safety corridor project and volunteers with the student rider program. I will continue to promote alternatives and best choices for people throughout the region but definitely give them their voice.

14. Campaign Viability. What makes you a viable candidate for state Representative? How do you differentiate yourself from you opponent?

I am a candidate for City Council, not state Representative.

I'm proactive, have courage to ask the hard questions and work with the people who sometimes don't understand but I am open to educating citizens on issues to help plan for future transportation needs. I'm a public servant and I work for the people and with them. I have lived in Portland my entire life, and have a strong network of volunteers.

15. Transportation Network. The reach of expensive, high-capacity 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?

Well we have to ask the real hard questions. We must have representation of minority and majority residents and businesses demonstrating public benefit and determining how we can best manage this transportation quest of helping people to use different forms of transportation. The majority is not for bicycling and the minority group is, but my quest would be to bring these two groups together for win/win solutions and what that looks like 20- 30 years from now. We should always be looking ahead for what the next generation will be doing and how this will impact and help them.

16. Project Funding. Federally funded improvements, such as the 50s bikeway & SW Vermont projects, are often delayed months or even years because the contract bids come in over budget. What will you do as commissioner to help ensure Portland finishes these projects in a timely manner?

We must determine what are appropriate city services, where do they fall as priorities and how do manage this in to the strategic plan to work for win/win solutions for all.

17. Future Improvements. What is your preferred option for future improvements to the 20s bikeway? Would you support removing street parking to connect bike lanes on Foster with bike lanes on 52nd ave in SE?

Is this a priority as it relates to infrastructure, is this what the people support and where is the compromise. We must ensure that we create vehicles for citizen involvement up front and not after the fact.

18. PBA and PBOT. Will you work to convince the Portland Business Alliance to sign off on a plan for a per-month street fee to improve local transportation? If not, why, and what will you do to increase funds for the Bureau of Transportation?

We must ask, 'Is this a citizen priority?' and bring this to the citizens to know how their tax payer dollars are being spent. People are feeling really like they are giving more and getting less. We need to make sure this is part of an infrastructure component and understand how it fits to get their buy in. We need to phase this in but only where the citizens want this. Will this create jobs and shared community value? Is it inclusive of basic needs for people and an improved quality of life?