

VISION ZEROIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

| NAME (print) | ADDRESS AND ZIP CODE | Email |
|-------------------------|--|-------------------------|
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| Allen Buller | 1728 NW Hoyt 97209 | bullera@aol.com |
| ✓ ROBERT REID | 6205 N. WILBUR AV. PDX. 97217 | breid5212@gmail.com |
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| ✓ Dan McFarling | 20585 SW Cheshire Ct Aloha, OR 97078 | OregonRail@aol.com |
| ✓ Rob Sadowsky | 618 NW Glisan St | rob@BTforegon.org |
| ✓ Elaine Friesen Strang | 4432 NE Wistaria Dr 97213 | strangpdx@comcast.net |
| ✓ Betsy Reese | 3221 SE Brooklyn St Portland OR 97202 | betsy.w.reese@gmail.com |
| ✓ Arlene Kimura | 112 NE 137th 97230 Inter | — |
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| ✓ Soren Imper | 2440 SE MAIN PDX 97214 | |

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|-----------------------|---|--|
| Steve Todd | Multnomah County Circuit Court 1021 SW Fourth Portland, OR 97209 | Steve.z.todd@ oid.state.or.us |
| ✓ ART LEWELAN | PERMEL DISTRICT 14 Ave | lotilios@gmail.com |
| ✓ Cory Poole | 222 SE 47th Ave Portland OR 97215 | Roberto Pdx@gmail.com |
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Testimony
Vision Zero
 Portland Bureau of Transportation
 December 1, 2016

I chuckled this morning when I read a post from TriMet. The headline read "How TriMet is Staying Ahead of the Curve with its Next Gen Contactless Fare Collection System."

TriMet should be commended for improving the fare collection system. But we are **not** "ahead of the curve."

Vision Zero is a worthwhile project. But to realize the goal, we need a plan that helps us reach that vision.

In the 1970s and 80s, Portland had a vision. We made real progress. We initiated an efficient light rail system. We built a highly acclaimed bus mall.

In the 1970s, I worked in the transportation planning section of the Columbia Region Association of Governments, or CRAG. There was a vision. But we have lost our way.

A ^{serious} ~~fatal~~ omission from the Vision Zero Action Plan is **effective public transportation**. Portland has **no long term vision** for an effective, coordinated system of light rail and buses in the metro region. None.

A significant reduction in traffic fatalities will not be realized without dramatically increased emphasis on more frequent, reliable public transportation.

Since the 1980s, our transit system has been poorly planned, and poorly implemented. **Ridership has declined on a per capita basis. In the last decade, ridership has actually declined while our population has grown.** It is an abysmal record.

We are not ahead of the curve. *Ridership tells us our public transit system is failing.*

If you want vision, look to Seattle. Three decades ago Seattle was a transit nightmare. Today they are deeply engaged in a developing a coordinated system of light rail, commuter rail, buses and streetcars. They are providing a faster alternative to single occupant vehicles.

Effective public transportation must be a key component of Vision Zero.

Dan L. McFarling
 20585 SW Cheshire Ct
 Aloha, OR 97078
 503-54-3205

A case for underground light rail

Jim Howell's Sept. 13 My View commentary, "MAX still growing into a mature system," reminded me of fellow AORTA member Ray Polani's similar article "It's time for Underground MAX" from several years ago and my rebuttal "Subways have no place in Portland," whose main point was that an Express MAX subway creates a commute pattern that directs development away from suburbs that need it to diversify their economy and thus reduce long-distance commuting by creating jobs and occupations closer to home.

Expensive subways also direct funds away from basic MAX expansion such as converting WES to a MAX corridor and extensions of the Blue Line to MHCC, the Green Line to Milwaukie, the Orange Line to Oregon City, the Yellow Line to a Jantzen Beach Junction to C-tran BRT.

Following principles established in Portland's 2040 Regional Plan, I'm able to support only a "least length" subway proposal whose east portal is at Northeast Sixth on Holladay and its west portal at the rail low point beneath the Morrison westside bridgehead, about 1.3 miles, half the length of the

AORTA proposal. Blue/Red/Green Lines enter the subway. Yellow/Orange lines remain on the Steel Bridge without the bottleneck. A Convention Center/Rose Quarter subway station vastly improves access to all venues. The only other station at Saturday Market narrowly squeezes in below Naito Parkway to form a soil-stabilizing wall that could save downtown buildings from worst damage predicted in earthquakes.

In principle, this shortest, least disruptive, least expensive subway proposal improves transit specifically for the central city and does not detract from my confidence that the current building boom is balanced with complementary regional development plans necessary to reduce cross-county commuting and driving for all purposes within the entire maturing metropolitan area Portland becomes.

Art Lewellan

Northwest Portland

10-6-16
trib.

Light rail: ideal vs. practical

Through my years supporting light rail, I've learned to make distinctions between the ideal and the practical. Last September, the Tribune published a My View commentary about why a Bus Rapid Transit bus system for Barbur Boulevard is more ideal than MAX

("Light rail, BRT best for sustainable future"). So I was disheartened to read the July 14 editorial, "Tigard should vote 'yes' on light rail," because it was less informative in its endorsement.

Campaign rhetoric such as "critics are loud" and "elected officials, business leaders and residents favor light rail" divisively misinforms and leaves readers uninformed.

Those who regularly ride bus lines on Barbur or between Tualatin, Tigard, Lake Oswego and Beaverton can rightly call the service "better than average" rather than "lousy."

Among opponents of the 1990s South/North MAX expansion plan were advocates like myself who rightly believed better plans were possible and would readily generate support, even as proponents sternly warned that voter rejection would "stop light rail in its tracks."

Better MAX light-rail expansion projects are possible and needed. However, the Barbur corridor is clearly more suitable for BRT if only in the sense that political posturing will make it as clear as mud.

Art Lewellan

Northwest Portland

8-16

tribune

Light rail, BRT best for sustainable future

Jim Redden's Sept. 1 article (*Light rail connects city's past and future*) posed the question whether another MAX line ever will be built in the region. To answer, we ought to place the question of funding lower on a list of concerns, lower than reducing the hazards of traffic, lower than what we could call its egregious impacts, lower than the anxiety of political bickering that divides and misinforms, lower than whether a modern economy so utterly dependent on long-distance travel and transport is sustainable.

We might ask first whether a future higher quality of life and livelihood are possible without light rail.

That said, bus rapid transit on the Southwest Corridor avoids tunnels and the high impact of widening Barbur Boulevard. A MAX line replacing WES from Beaverton to Tualatin instead offers more transit-oriented development potential. An extension of the MAX Yellow Line to Jantzen Beach would increase patronage, yet from there, BRT would reach Vancouver Mall more productively in its first phase.

An extension of the Blue Line from Gresham to Mt. Hood Community College would increase patronage. An extension of the Green Line from Clackamas

Town Center to Milwaukie and an extension of the Orange Line to Oregon City can in the broadest sense of directing transit-oriented development, reduce car dependency, enable convenient walking and safe bicycling while preserving residential neighborhoods.

BRT is likely the most appropriate use of the current fleet of 40-foot buses whose chassis are configured to handle full capacity plus standees, maintain higher speeds with the least stop/start operation and limited maneuverability. Municipal transit agencies are long overdue to replace paratransit vans with easy boarding low-floor, ideally low-emission plug-in hybrid models especially important for seniors, disabled and all transit patrons. These vans could replace many jostling/jolting shuddering/shaking rattletap buses operating less than half full most of the time, many on circuitous start/stop routes. Private organizations could operate these low-maintenance vans and make connections to streamlined municipal transit systems that must incorporate convenient transfers. Though these vans may fill that need capably, no other component of Portland's transit system has done more than MAX light rail to offer a vision of a sustainable future.

Art Lewellan

Northwest Portland

9-13-15

Rethink suburbs, transit

Randy Gragg's final article, "Running on Empty" (May 20), could have depicted Portland's future brighter than doom and gloom. Big picture planning here could surpass successes of the big-ticket efforts of Houston, Denver and Phoenix.

The idea that most needs should be met closer to home and neighborhood is not an anachronism.

Another Sunday article, "Mess transit: A two-hour slog," decries the woeful condition of suburb-to-suburb commuting by transit. Within the framework of Portland's 2040 Regional Plan is the impetus for the development of regional centers and townships. This planning goal creates more opportunities for suburban residents to secure their occupations and livelihoods closer to home.

Poorly developed suburban communities force residents to travel afar, no matter what transit system or freeway is put in place. Tackling this most fundamental development problem is Portland's leading objective.

MAY 26, 07
OREGONIAN

ART LEWELLAN
Northwest Portland

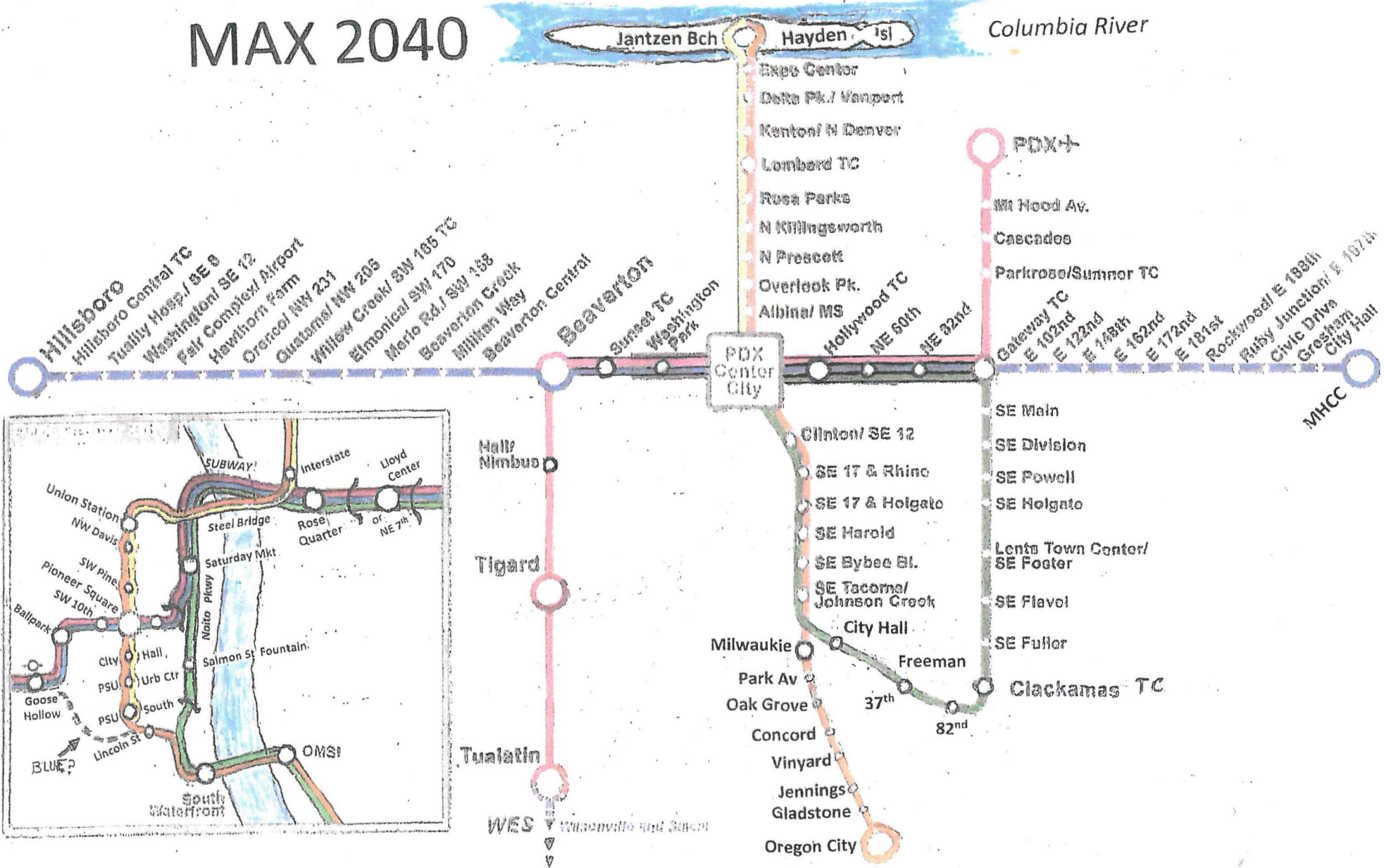
12/1/16 Submitted by Art Lewellan

1881222

MAX 2040

Vancouver, Wa.

Columbia River



1908 SE 35th Pl.
Portland, OR 97214
Doug Klotz
Dec. 1, 2016

188122

Testimony on Vision Zero Plan

Mayor Hales and Commissioners:

I appreciate all the work that went into this document, and the all the work of the Task Force. Certainly, many of the actions described in the plan, if carried out, will make a difference in traffic safety in Portland. I am not opposing the adoption of this plan.

I am, however, disappointed that the plan, while filled with the right words, does not represent a major shift in priorities, nor does it commit the city to the sort of bold steps that the concept of Vision Zero originally included. I strongly feel you need to add clear, binding language to the plan that states the city's plan to pursue speed reductions consistent with Vision Zero, in order for it to be effective.

Just looking at the Wikipedia entry, one finds that a key point of "Vision Zero" is to lower speeds in "Locations with possible conflicts between pedestrians and cars". For these situations, the chart shows the recommended travel speed is 20 MPH. Unless we barricade all major streets, these "locations" would include all streets in Portland except freeways.

While this Vision Zero plan mentions "safe speeds", it doesn't give any indication of what that means. If the city were really serious, it would say "We intend to lower driving speeds to 20 mph on as many streets as possible". And, that "The City will either get authority from the state, or argue every case at the state Speed Board, in order to get every street possible lowered to 20 mph, and we will reconstruct streets, starting with the High Crash Network, so that the road design causes users to drive at slower speeds."

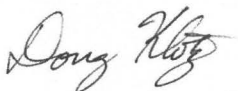
What we have now on our High Crash Network is that the vast majority are 5 lane streets with 35 or 40 MPH speed limits, no protection for cyclists, and only occasional protection for walkers trying to cross. Even walkers on the narrow sidewalks are at risk.

There are proposals to address this in the plan: "SD.1: Build capital safety improvements on two segments and five intersections..." But, there is a lack of specificity on these "improvements", and no mention of what the speeds should be lowered to.

I fear that the goals will not be met because other factors besides "safety" will be given equal or greater weight. Maybe I'm wrong. The upcoming Foster Road diet appears to show the city is serious in improving safety, even if it means slightly longer travel times. But will localized concerns end up reducing the effectiveness of other safety projects?

One small example: The State Vehicle Code prohibits parking within 20 feet of any intersection (81.550 (17)). This improves visibility of pedestrians waiting to cross, and visibility of cars by other drivers. Yet the City has deliberately not enforced this prohibition, in order to maximize on-street parking. Simply enforcing this State-wide prohibition would have a significant safety benefit, especially in inner neighborhoods. Does "Vision Zero" mean that safety will get priority over parking spaces?

Yes, you should adopt this plan. But I just wanted to point out that the plan is so full of ambiguous words and phrases, that it may not result in achieving the stated goal.



TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Mayor

188122

Subject: Testimony to the Portland City Council on Vision Zero, December 1, 2016

A few weeks ago while I was waiting at a red light on NE 122nd, just as the left turn signal turned green, a bicyclist came whizzing by lane splitting between the left turn lane and the regular travel lane - both full of cars - then made a wide left turn onto the cross street directly in front of the car just starting to turn left. In the Hollywood District, bicyclists blow through stop signs, round corners at speed and otherwise demonstrate they have no intention of following any kind of traffic laws. Likewise, I often observe pedestrians simply step off the curb and into the street without even looking in both directions or being aware of the traffic. An evasive response by drivers isn't always possible when pedestrians, and especially bicyclists do not show any intelligence.

Bicyclists seem to think they can do no wrong and refuse to follow the same rules they expect drivers to follow. Pedestrians seem to expect that crosswalks marked or unmarked will automatically protect them. These attitudes are being proliferated by the city's car hater mindset and the discriminatory Comp Plan policy 9.6 - the hierarchy that ranks pedestrians and bicyclists at the top and taxpaying motorists that fund infrastructure at the bottom. In other words, the city must take some of the responsibility when the behavior of pedestrians and bicyclists do not show any intelligence and create chaos.

Vision Zero will fail if the city continues to only focus on, profile and always blame the wrong doing on drivers. Vision Zero will fail if the city thinks road diets that push traffic onto other streets, create a different set of safety issues, more congestion and more emissions will solve the problems. Vision zero will continue to fail without specific and proportional motorist representation on all of PBOT citizen committees and community wide participation in developing a bicycling user fee or tax. Excluding motorist specific seats at the table and creating special interest/stacked deck committees violates the City's own equity policy that includes the statement: "the community is a full and equal decision-making partner in all aspects of the City of Portland." It also violates the broad intent of the privileges and immunities clause in the Oregon Constitution.

With numerous crashes related to alcohol, maybe better management of consumption is needed - including a background check and license required to buy alcohol and drink.

In brief, what is needed are bicyclists following the same vehicle and traffic laws drivers are expected to comply with, pedestrians making themselves aware of traffic conditions before stepping into and crossing streets, education with enforcement that equally applies to all modes and communities, and an end to the bureaucratic car hater mindset that must include driver equity with proportional motorist specific representation on all PBOT committees.

Attached is my opinion piece that appeared in the Saturday October 1st Oregonian. That was followed by a radio interview and numerous people telling me I was right on the mark.

Respectively submitted,

Terry Parker
Northeast Portland

Car-hating Portland's 'dictatorial-inspired social engineering' fails



Last year, the Portland City Council committed to eliminating traffic deaths, a plan it labeled "Vision Zero." But traffic fatalities have gone up in 2016, with 31 people killed on Portland roads as of August, including 15-year-old Fallon Smart, who died after crossing Southeast Hawthorne Boulevard at 43rd Avenue.

TERRY PARKER
IN MY OPINION

In Steve Duin's Sept. 18 commentary, "Take the blinders off Vision Zero," he missed half the issue and put some things into focus that are more about social engineering than making the streets safer.

To start with, just about any Portland Bureau of Transportation task force or advisory committee is a stacked deck. They are one-sided and overwhelmingly underrepresented by the primary funding stakeholders — the motorists who pay for the streets, roads and other transportation system projects with gas taxes and other related motor vehicle fees.

Even though nearly 10 percent of jobs in the United States are tied to the auto industry — most of them well-paying jobs — Portland motorists are continually being "profiled" as the bad guy. This has become an acceptable form of discrimination within city politics, as is continually hitting up motorists to subsidize alternative-mode infrastructure.

The social engineering comes into play with lane reductions known as "road diets." The concept is that road diets make it safer for pedestrians to cross a street and make room for bike lanes, while also reducing car traffic — and potentially car ownership. The reality is that on many streets and roads, especially in high-traffic, high-crash corri-

dors, road diets don't leave adequate capacity for cars and trucks. That pushes traffic onto other streets, creating a different set of safety issues, more congestion and more emissions.

Where Vision Zero totally fails is bringing the faults of other modes of travel into focus. Pedestrians must not just step out blindly into the street and into traffic. Bicyclists must stop at all stop signs — 99 percent don't — and obey traffic signals. Bicyclists are at fault or partly faulted for nearly 50 percent of the crashes where bicyclists are involved.

For example, transportation bureau officials say the road diet planned for Southeast Foster Road will add an average of three minutes in travel time for motorists. Multiply those three minutes by the traffic volumes and it's 1,180 hours of added emissions daily.

The truth of the matter is that most people are not going to give up their cars, despite the city's dictatorial-inspired social engineering and car-hater policies. Add greater densities into the picture and

there will be even more cars, along with a greater need for vehicle capacity. You don't see the city eliminating their fleets, even though most are used by bureaucrats as single-occupancy vehicles.

Where Vision Zero totally fails is bringing the faults of other modes of travel into focus. Pedestrians must not just step out blindly into the street and into traffic. Bicyclists must stop at all stop signs — 99 percent don't — and obey traffic signals. Bicyclists are at fault or partly faulted for nearly 50 percent of the crashes where bicyclists are involved.

Bicyclists must accept some of the financial responsibility for the infrastructure they utilize, while also following the same vehicle and traffic laws drivers are expected to comply with. Enforcement must equally apply to all modes and communities. Bicycle helmets need to be made mandatory for all riders on public right-of-ways in the same manner as motor vehicle seatbelt use is required.

Vision Zero will only work when the city officials refrain from force-feeding alternative-mode infrastructure down every arterial and neighborhood collector street. They also must be sure sides and modes are proportionally and adequately represented at the table.

Terry Parker is a Northeast Portland resident.

Guiding Statements for Equity and Inclusion

Office of Neighborhood Involvement Mission Statement

Promote a culture of civic engagement by connecting and supporting all Portlanders working together and with government to build inclusive, safe and livable neighborhoods and communities.

Our Values

The Office of Neighborhood Involvement (ONI) works towards a future where the community is a full and equal decision-making partner in all aspects of the City of Portland. We serve our increasingly diverse community through promoting collective civic engagement for all people in Portland, with a commitment to transparency, compassion, and relationship building. We strive to recognize and repair the disparities that exclude and harm the people of Portland. We strive to be authentic, accessible and accountable within government and the community. The values put forth here are intended as a guide and foundation for all our work.

(The following is an excerpt from *Standards for Neighborhood Associations, District coalitions, Business District Associations, and the Office of Neighborhood Involvement*, Adopted by City Council on July 13, 2005)

Inclusion and Participation

In the interest of addressing the need for participation and inclusiveness in Neighborhood Associations and increasing diversity in public involvement the District Coalitions support the participation of Portland's diverse communities in the Neighborhood Association network including communities of people of color, renters and low-income individuals, working families with children, immigrants and refugees, seniors, students, young adults, people with disabilities, gay, lesbian, bi-sexual and trans-gendered people. The District Coalitions shall incorporate into an annual work plan action steps taken to:

- i. Build partnership and outreach efforts with Portland's diverse communities and organizations which lead to community and trust building activities.
- ii. Provide opportunities for Neighborhood Associations to increase their effectiveness in recruiting, training and retaining volunteers and leadership from diverse constituencies to participate in neighborhood activities.
- iii. In partnership with the Office of Neighborhood Involvement, provide resources and assistance for making Neighborhood Association meetings and communications accessible to constituencies or individuals where assistance is either culturally appropriate or requested. This may include providing language interpretation of meetings and translation of meeting fliers and newsletters for those whose English is a second language, identifying childcare options, seeking transportation solutions and meeting locations which are accessible to people with disabilities.
- iv. Encourage the participation of businesses and Business District Association representatives in activities, meetings, and participation on governing bodies of the District Coalition and various Neighborhood Associations within that District Coalition's boundaries.

Moore-Love, Karla

From: Soren Impey <sorenimpey@gmail.com>
Sent: Monday, October 17, 2016 1:44 PM
To: Moore-Love, Karla
Subject: Vision Zero
Attachments: BikeLoudPDXVisionZeroletter (1).pdf

Dear Ms. Moore,

I would like to provide testimony for the re-scheduled Vision Zero council agenda item. Could you please let me know when this will occur and, if feasible, sign me up for testimony.

I have attached a written document that should accompany my testimony.

Best,

Soren Impey
BikeLoudPDX Board Member
BikeLoudPDX.org

**BikeLoudPDX**

To: Mayor and Commissioners
Re: Draft Vision Zero Plan
From: BikeLoudPDX

cc: Timur Ender, Leah Treat, Roger Geller, Margi Bradway

BikeLoudPDX wholeheartedly supports Vision Zero and applauds Portland for committing to the elimination of traffic deaths. However, we have some comments on and concerns about the current draft plan. We request that PBOT and the Vision Zero Panel consider the following suggestions:

Major concerns:

The Vision Zero plan acknowledges equity as an essential component of Vision Zero but does not detail how bias and profiling will be reduced in the context of enforcement actions. Although we support funding of additional "Drug Recognition Experts" in police agencies and an emphasis on safety enforcement in "high crash corridors", we believe the Vision Zero draft should detail policies and technologies that increase transparency and reduce potential for bias and violent escalation. BikeLoudPDX also strongly supports the use of speed and red light cameras but believes a diversion program for lower-income people is needed to reduce the potential for bias.

Successful funding of Vision Zero infrastructure and reforms is essential to its success. Funding estimates for full implementation and a list of potential funding mechanisms/sources should be included. In particular, the draft should outline funding sources for 2 year actions.

BikeLoudPDX would like to see the scope of the "fatal rapid response team" (item SD3) expanded to include both serious injuries and fatal collisions. For vulnerable road users, the difference between a serious injury and a fatality is a very fine line. To prevent fatalities in the future, it is essential the PBOT and the PPB investigate, record, and study factors contributing to serious injury collisions.

The existing process for reporting safety concern currently takes up to 16 weeks (cited by PBOT on their website) for a response. The draft Vision Zero Proposal should describe steps to improve this response time to less than a month. We also request that the city publish safety reports/queries and the city's response to them.

We propose the creation of a streamlined design process where citizen volunteers could propose the installation of cost-effective semi-permanent and/or temporary test treatments. This

process could combine aspects of SD4, SD5, and EA2 with "Better Block" style quick installations, so that enhanced crossings, bus islands, and bikeway/walkway protection could be deployed quickly and cheaply. This new process would potentially allow safety concerns to be addressed within weeks or months and would provide "proof of principle" for funding applications.

Definitions in law and rules need to better address the gap between posted speed and actual speed, and proportional thresholds would do that. Speeds of 5 or 10 mph over 20 will double or quadruple the chance of death or severe injury, but the performance measure (S3) lists 5 mph as a threshold and speed cameras will allow 10mph over. BikeLoudPDX calls for a ~5% speed limit threshold for both road design and automated enforcement. Furthermore, efforts to redefine state law's speeding violation classes in terms of percentages of posted speeds should be part of the long-term actions.

BikeLoudPDX agrees that the Vision Zero plan should "de-emphasize less serious infractions" and emphasize infractions that are most likely to result in serious injury or death. Because infractions by people walking or cycling rarely result in injury or death, the draft Vision Zero plan should contain language that de-emphasizes infractions by vulnerable traffic (that do not pose risk to others).

The current draft plan lists 2 year actions and longer term actions but does not list any immediate actions that can be taken. We urge the City of Portland to follow New York City's lead and describe improvements that can be implemented in the first year.

"Prioritize safety criteria in federal, state, regional, and local funding decision-making processes
"Gain local authority for speed reduction on City of Portland streets; prioritize setting safe speed limits in the High Crash Network"

Safety funding and increased local authority for infrastructure design are critical for implementation of Vision Zero. The plan should detail actions the City could take to obtain this authority.

"Develop and implement safety measures on heavy trucks owned or contracted by the City of Portland, including but not limited to truck sideguards, sensors, additional mirrors, educational messaging, and enhanced driver safety training. "

BikeLoudPDX calls on the City of Portland to work with ODOT and/or the legislature to implement these important safety measures for all heavy trucks in the Portland area.

Minor concerns:

A graphic in the draft plan lists "Person's clothing not visible" as a causal factor in fatal collisions.

People walking or biking should not be blamed for being injured or killed because they were wearing supposedly inappropriate (also known as "normal") clothing. We urge that this language be removed from the final proposal.

A graphic in the draft plan lists "Person illegally in roadway" as a causal factor in fatal collisions. Vision Zero principles emphasize design that reduces fatalities and serious injuries even when vulnerable road users make mistakes. This language is contrary to Vision Zero principles and we urge its removal.

"In a city where people walking make up a disproportionate number of traffic deaths, slowing speeds is critical. Getting there will take a suite of policy, infrastructure, education, and enforcement actions."

These policy, infrastructure, education, and enforcement actions should be described in the Vision Zero plan.

"Deploy a multi-agency fatal rapid response team to all fatal crash locations to evaluate the site for safety enhancements"

The agencies and their roles and responsibilities should be listed.

Sincerely,

Emily Guise, BikeLoudPDX Co-Chair

Ted Buehler, BikeLoudPDX Co-Chair

Soren Impey, BikeLoudPDX Board Member and Direct Action Coordinator

Moore-Love, Karla

From: Eric Wilhelm <ewilhelm@pobox.com>
Sent: Tuesday, October 11, 2016 10:15 AM
To: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman
Cc: Council Clerk – Testimony; hillsdale-board-group@swni.org; hillsdale-members-group@swni.org
Subject: Vision Zero Action Plan

Councilors,

Hillsdale Neighborhood Association supports the Vision Zero Action Plan but would like more to be done to fill the gaps left by limited enforcement.

Please back this plan with policy and support which creates a more streamlined process for quickly addressing safety concerns and makes neighborhood engagement part of the design and deployment.

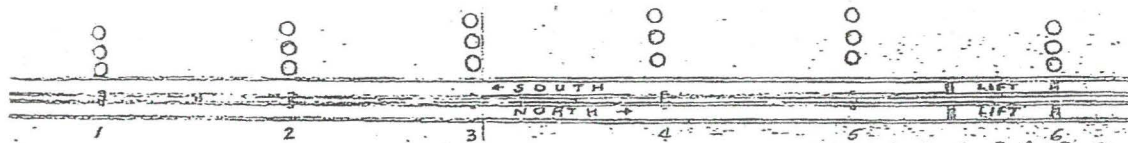
If changes to street design are going to take the place of enforcement in creating safe streets, we need them to happen immediately. Designs for enhanced crossings and protected bikeways (SD4 and SD5) would be most beneficial on the ground right now using cost-effective, semi-permanent materials and methods. Plastic barriers or rubber curbs could create safe pedestrian connections and fill many bike lane gaps long before capital projects will form a complete network.

The design of our streets needs to change quickly to catch up with growth and provide safe spaces for people walking or biking, as well as cues to drivers about appropriate speeds. We can protect spaces at blind corners, next to fast corridors, or in wide intersections. We can make safe streets by design, but we can't wait several years to do it everywhere. We need to take significant actions now.

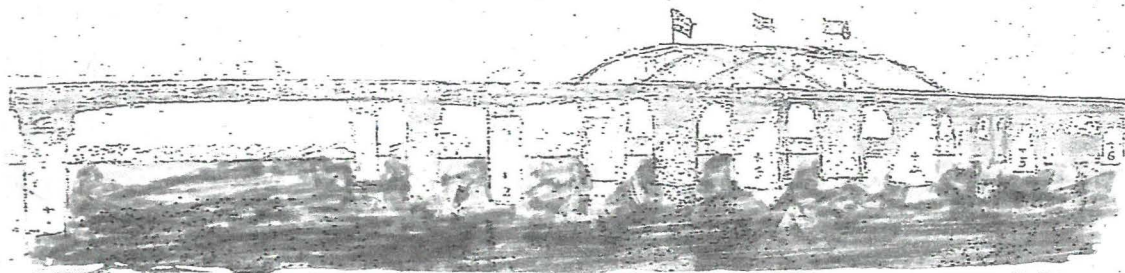
Volunteers could work with street teams (EA2) to provide immediate feedback and support for these efforts to get trial designs of these enhancements into all neighborhoods sooner. An efficient "working prototype" approach would allow citizens to be sure that safety needs are met, create more awareness, and allow a faster process for capital projects while creating widespread network benefit in the meantime.

HNA voted to send this letter at our October meeting. We thank you for your attention on this matter.

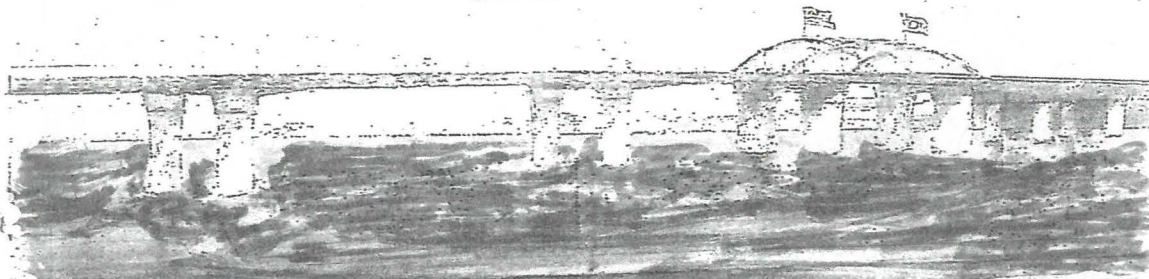
Thank you,
Eric Wilhelm
Transportation Chair, Hillsdale Neighborhood Association
(503) 245-4011



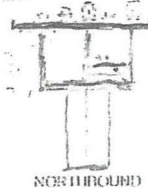
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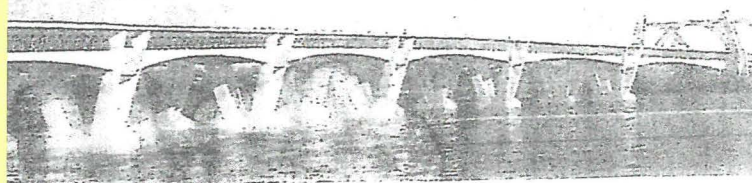
SINGLE-DECK



DOUBLE-DECK FUTILITY



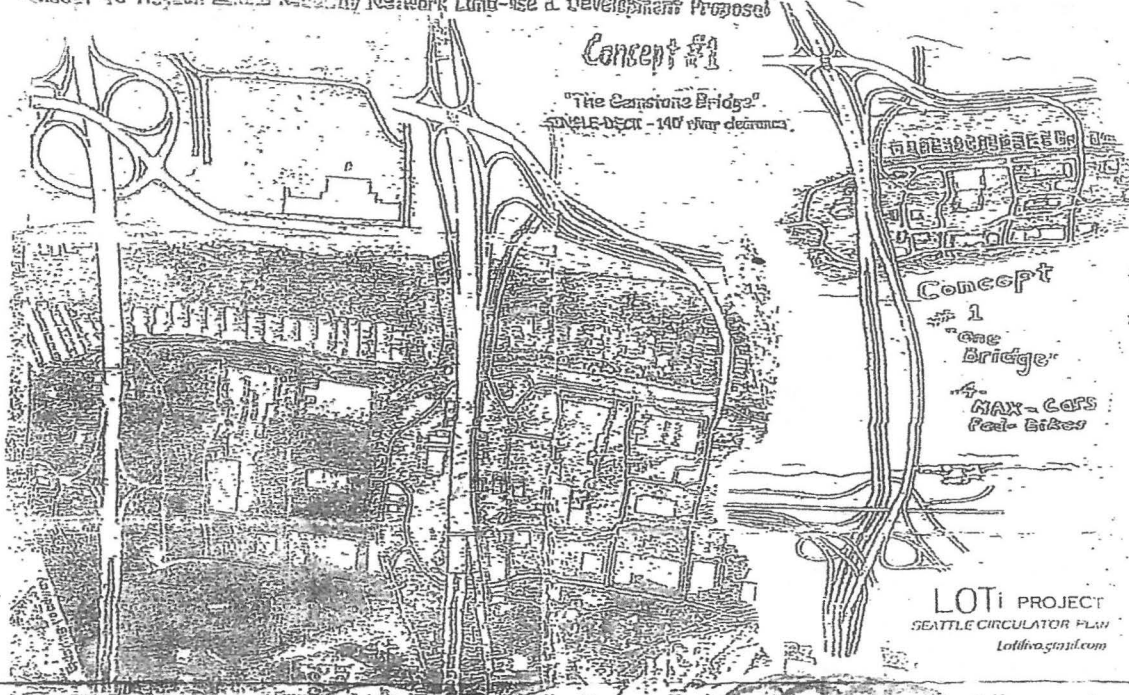
Submitted
by
Art
Lewellan
12-01-16



Concept 4: Major Street Network Land-use & Development Proposed

Concept #1

"The Canyon Bridge"
SINGLE-DECK - 140' clear clearance



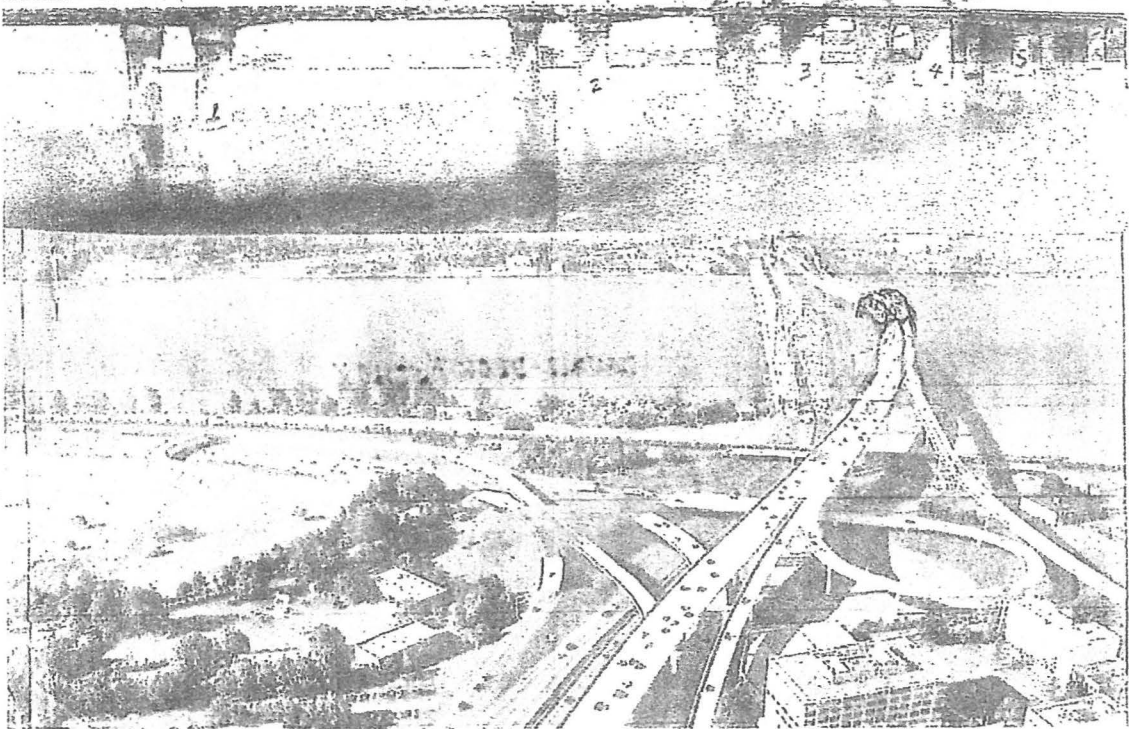
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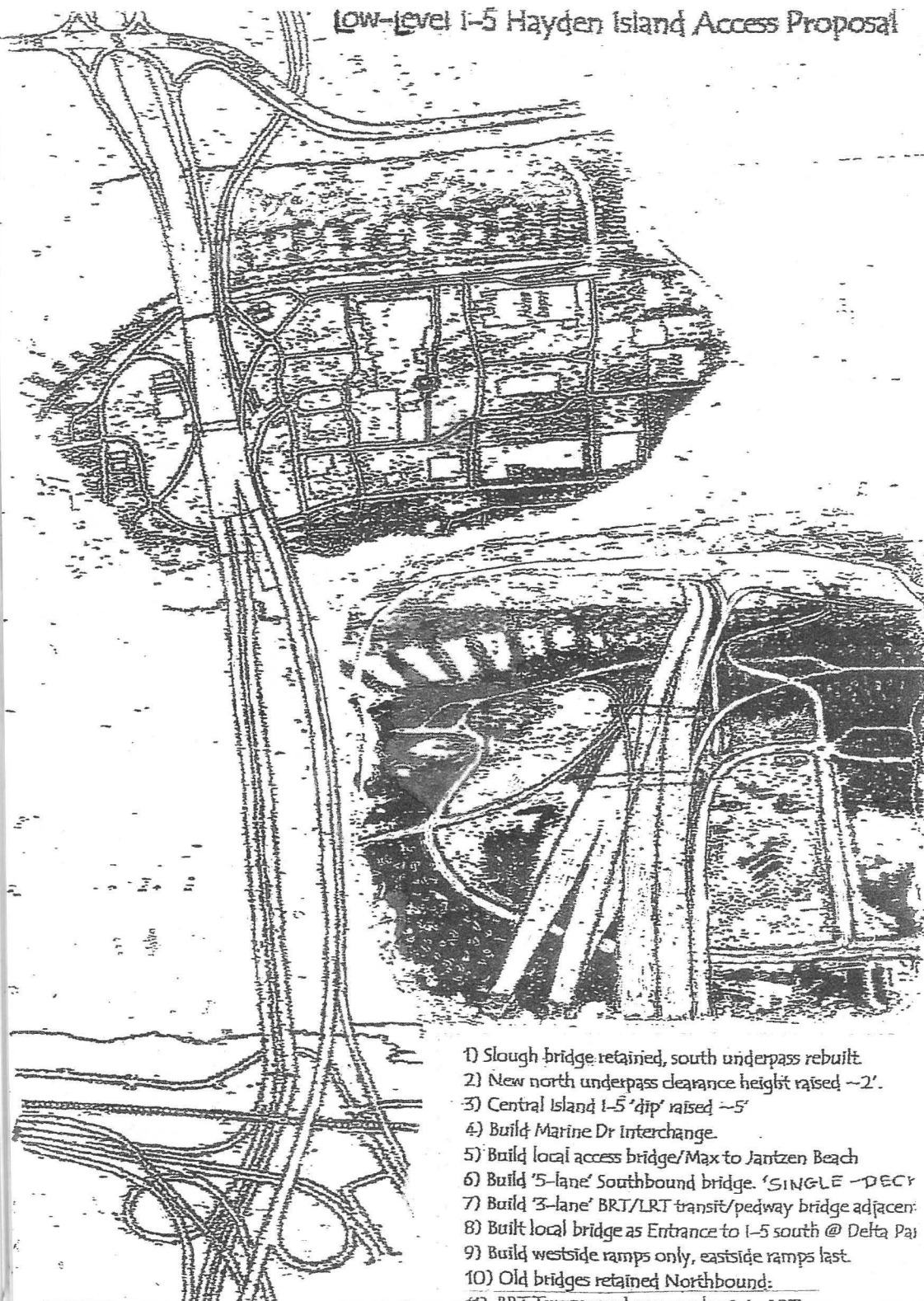
"One Bridge"

MAX - CARS
Feet - Bikes

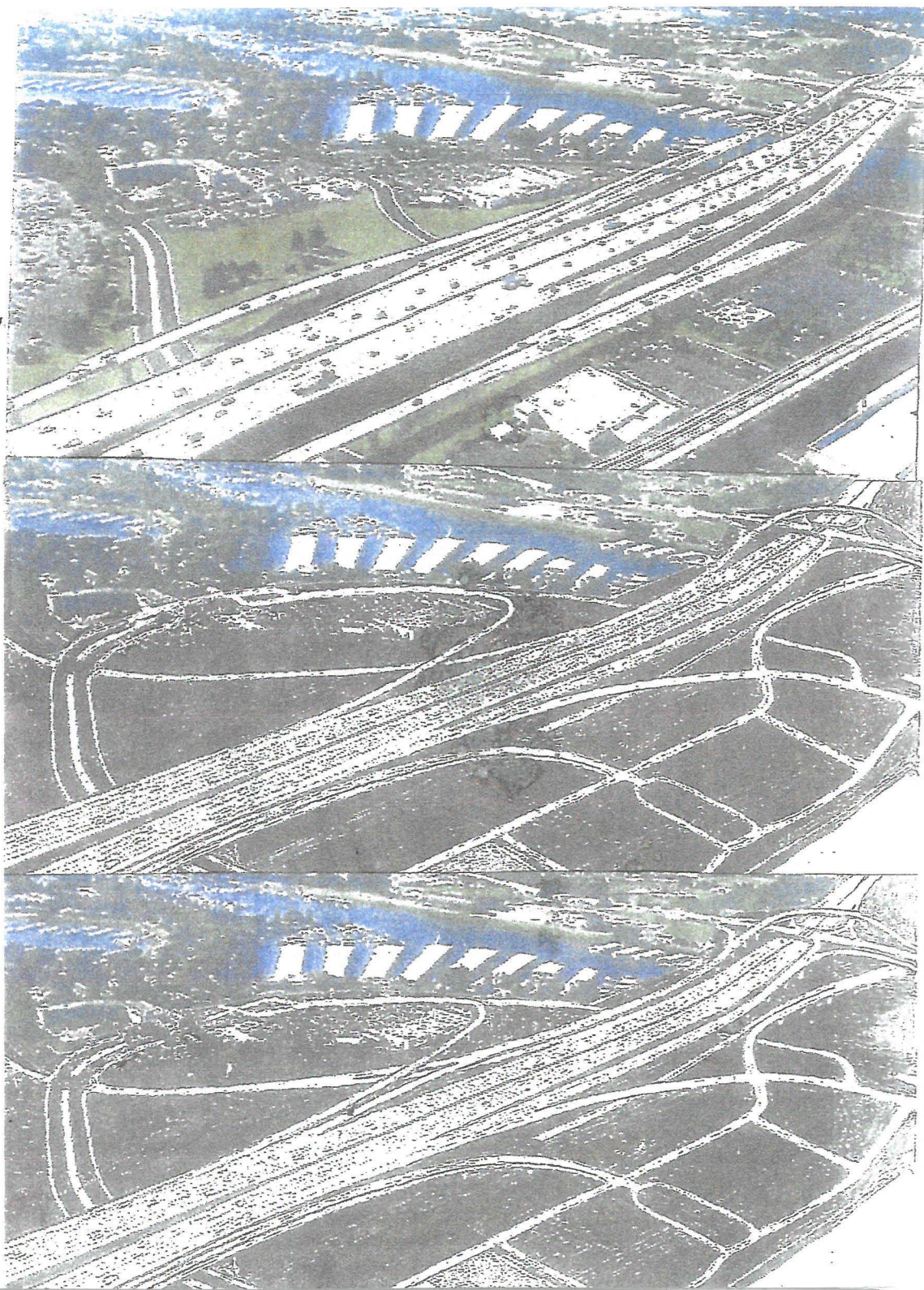
LOTI PROJECT
SEATTLE CIRCULATOR PLAN
lotiwa.com

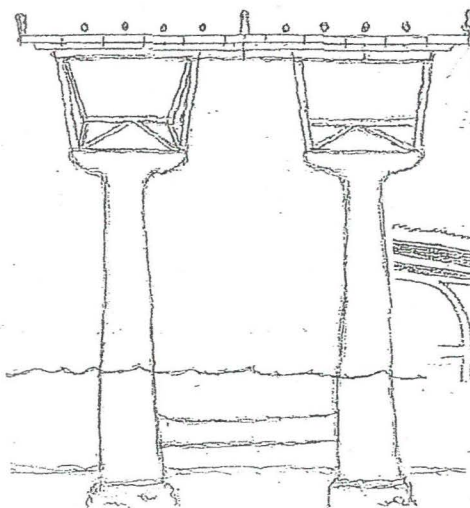
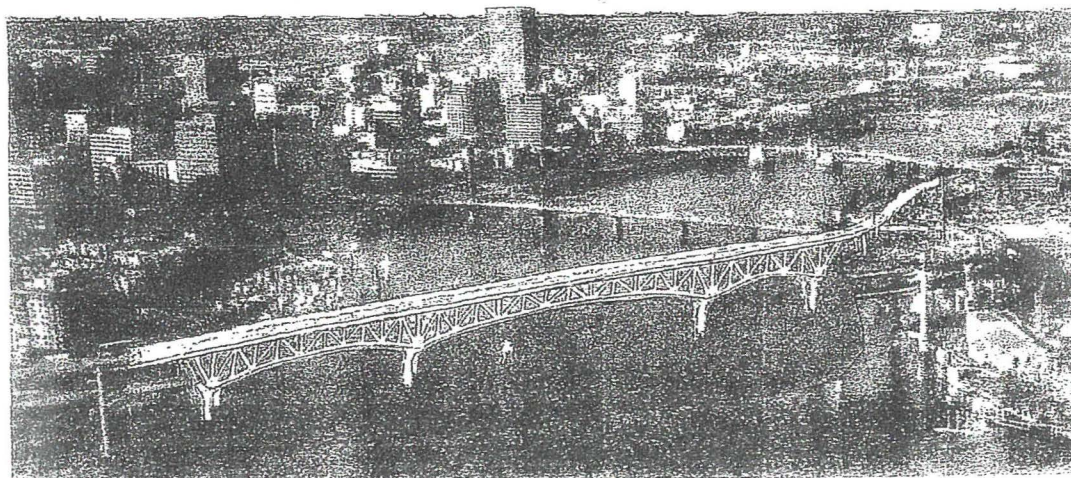
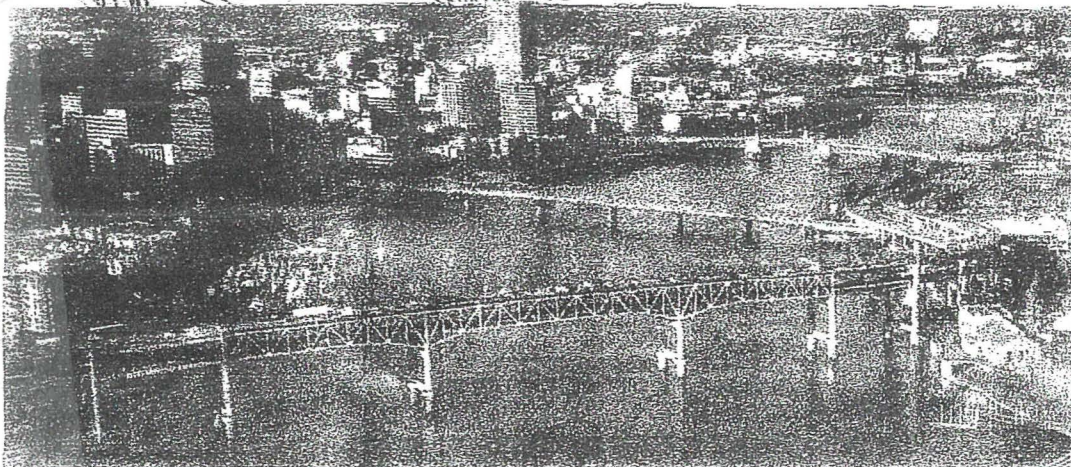


Low-level I-5 Hayden Island Access Proposal



- 1) Slough bridge retained, south underpass rebuilt.
- 2) New north underpass clearance height raised ~2'.
- 3) Central Island I-5 'dip' raised ~5'
- 4) Build Marine Dr Interchange.
- 5) Build local access bridge/Max to Jantzen Beach
- 6) Build '5-lane' Southbound bridge. 'SINGLE DECK'
- 7) Build '3-lane' BRT/LRT transit/pedway bridge adjacent.
- 8) Built local bridge as Entrance to I-5 south @ Delta Pal
- 9) Build westside ramps only, eastside ramps last.
- 10) Old bridges retained Northbound:



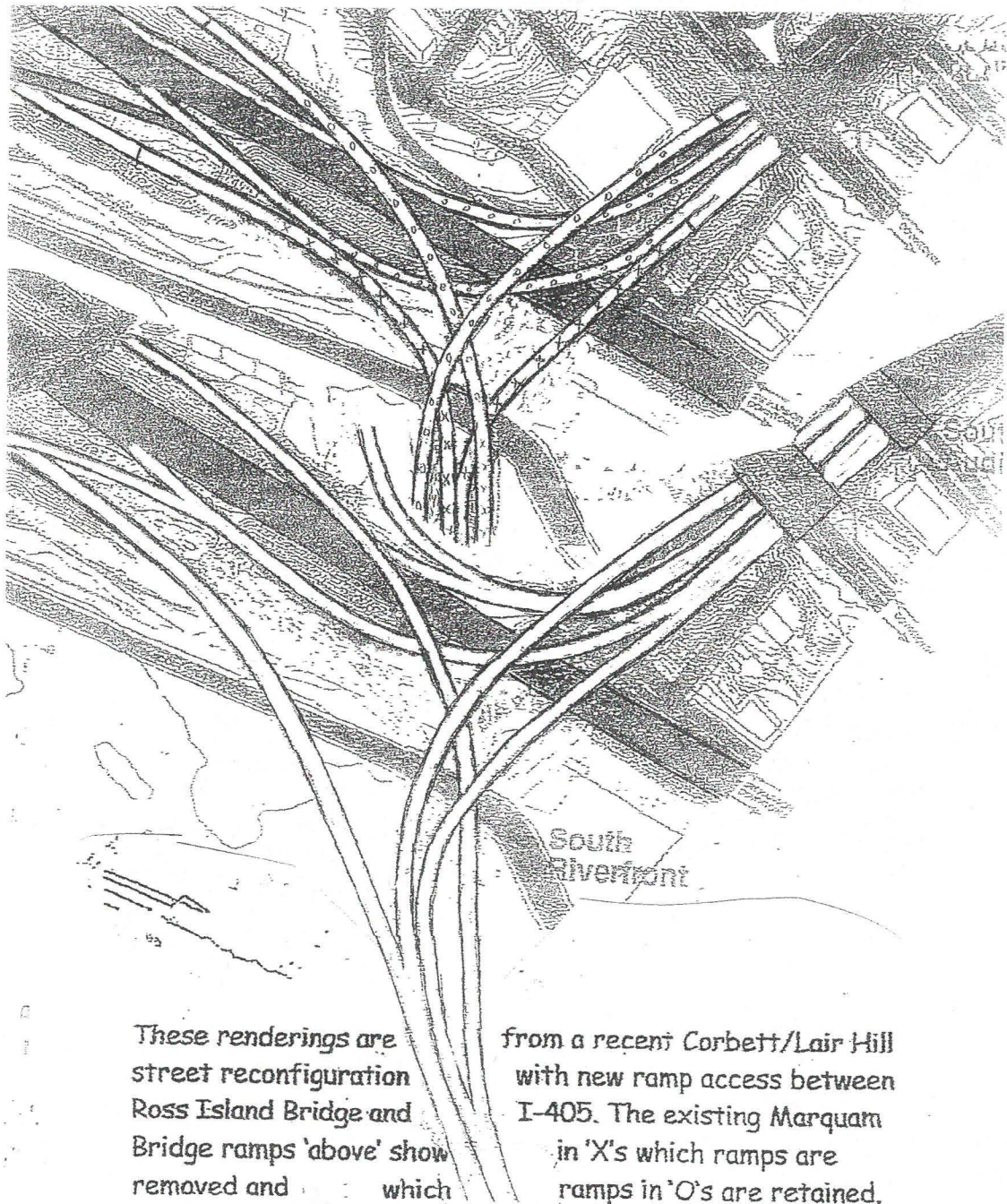


"Retro" Marquam Bridge replacement.

In the 1960's, if a 'single-deck' design were selected, it might look like this. Below, a Morrison/Belmont 'bridgehead interchange' design reconfigures the eastbank segment of I-5. Note the new access to I-84 from this interchange should divert I-84 based traffic off Grand Ave north of Morrison.

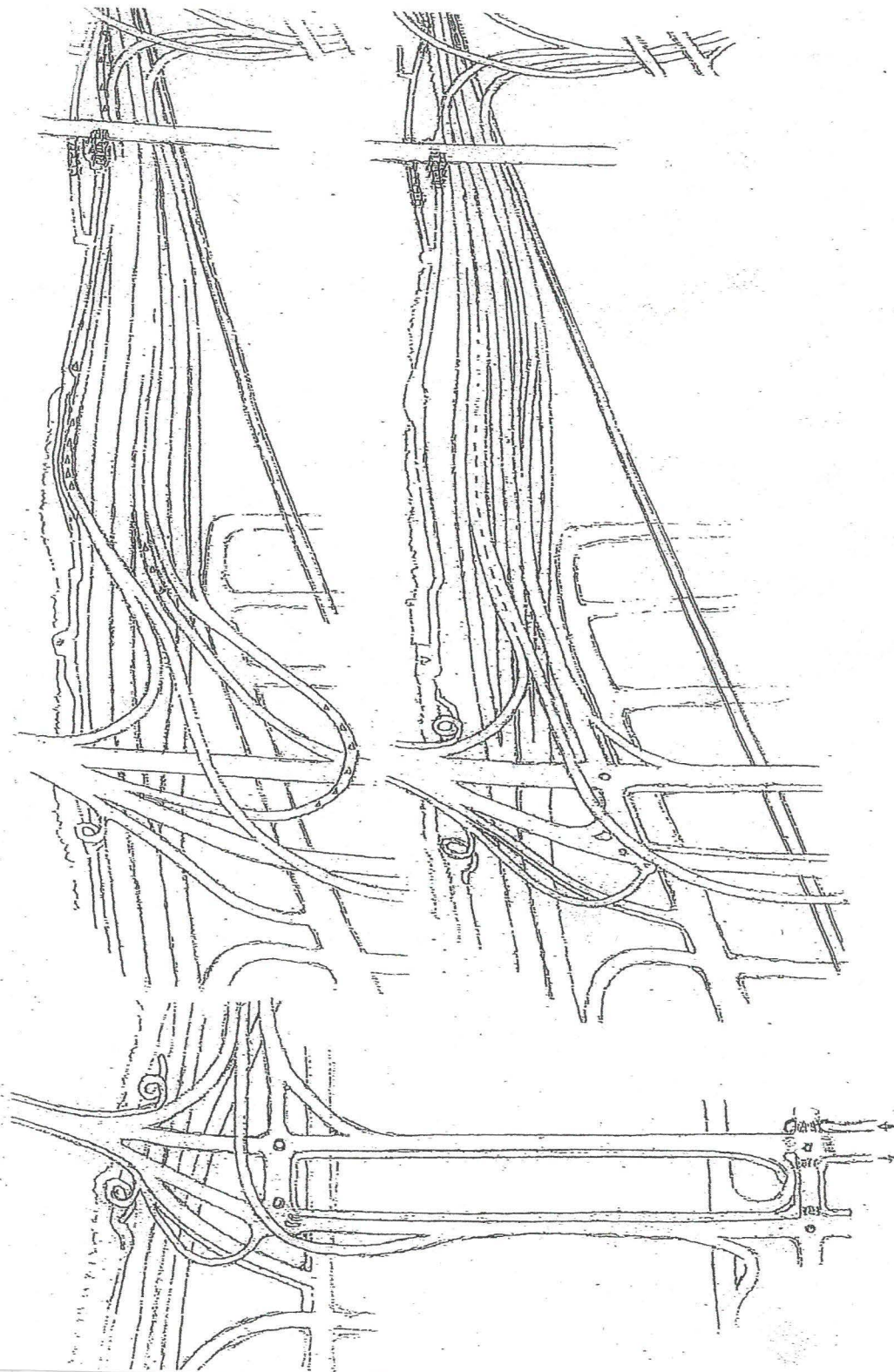
This proposal retains 'access' to I-5 north. An 8-lane 'single-deck' replacement for the derelict Marquam Bridge is built 'downriver' to retain access to I-84 and I-5 south.

THE LOT PROJECT



These renderings are street reconfiguration Ross Island Bridge and Bridge ramps 'above' show removed and which

from a recent Corbett/Lair Hill with new ramp access between I-405. The existing Marquam in 'X's which ramps are ramps in 'O's are retained.



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to
more
main



Oak
SW

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SA 15

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11.45.55.5

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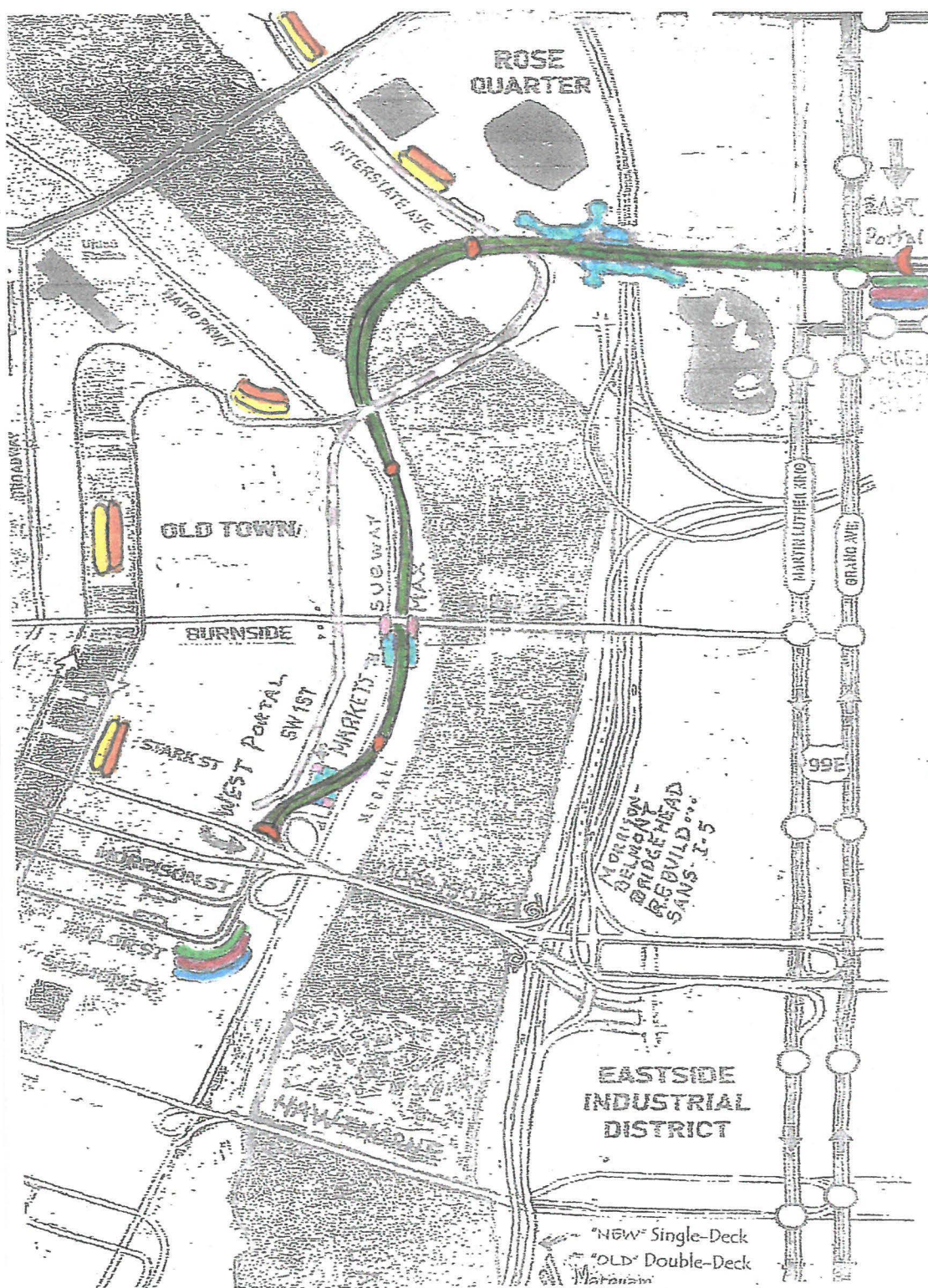
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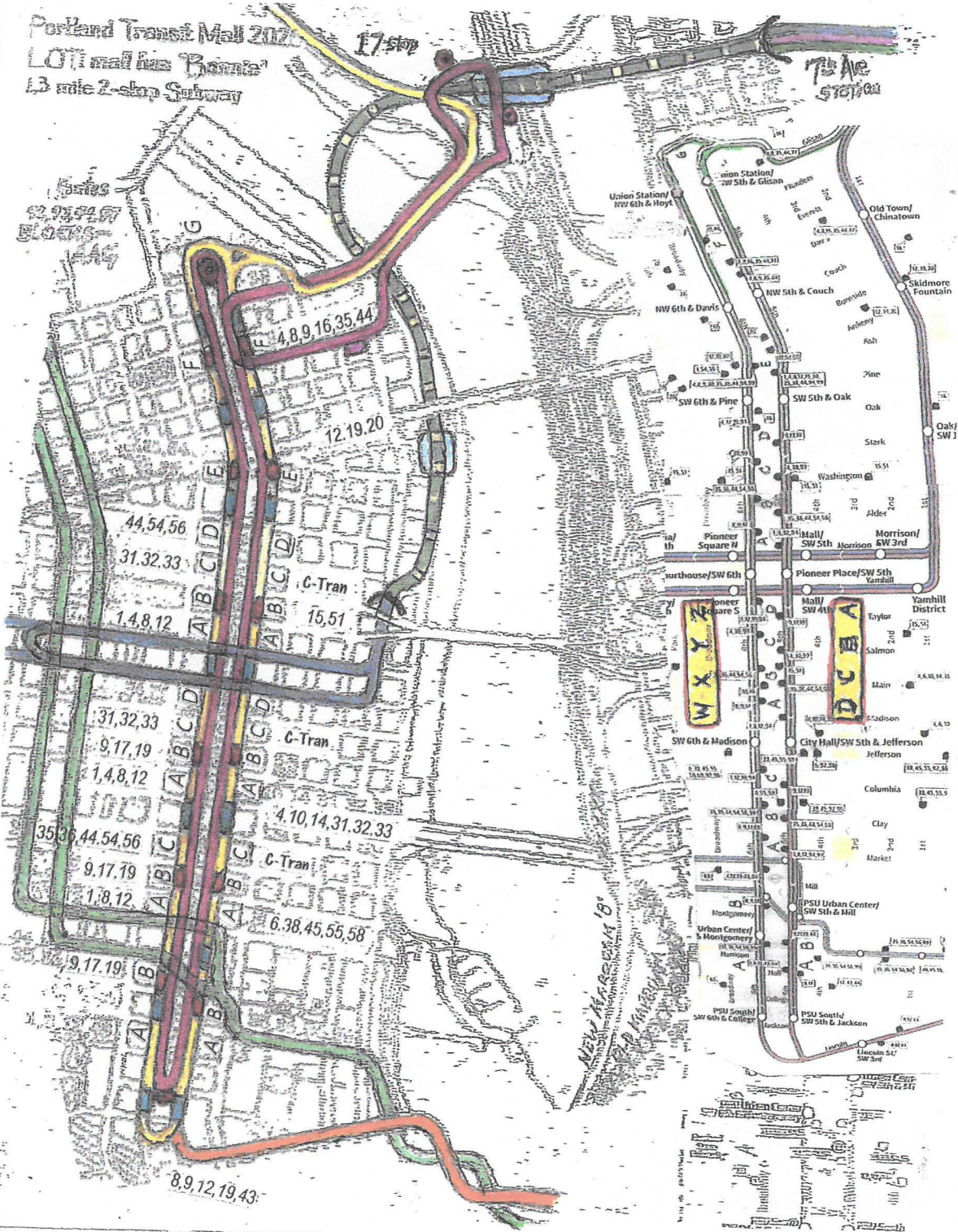
11

11



17 stop

75 Ave
Station



Portland Transit Mall 2020

22nd
21st

13 mile 2-stop

24th

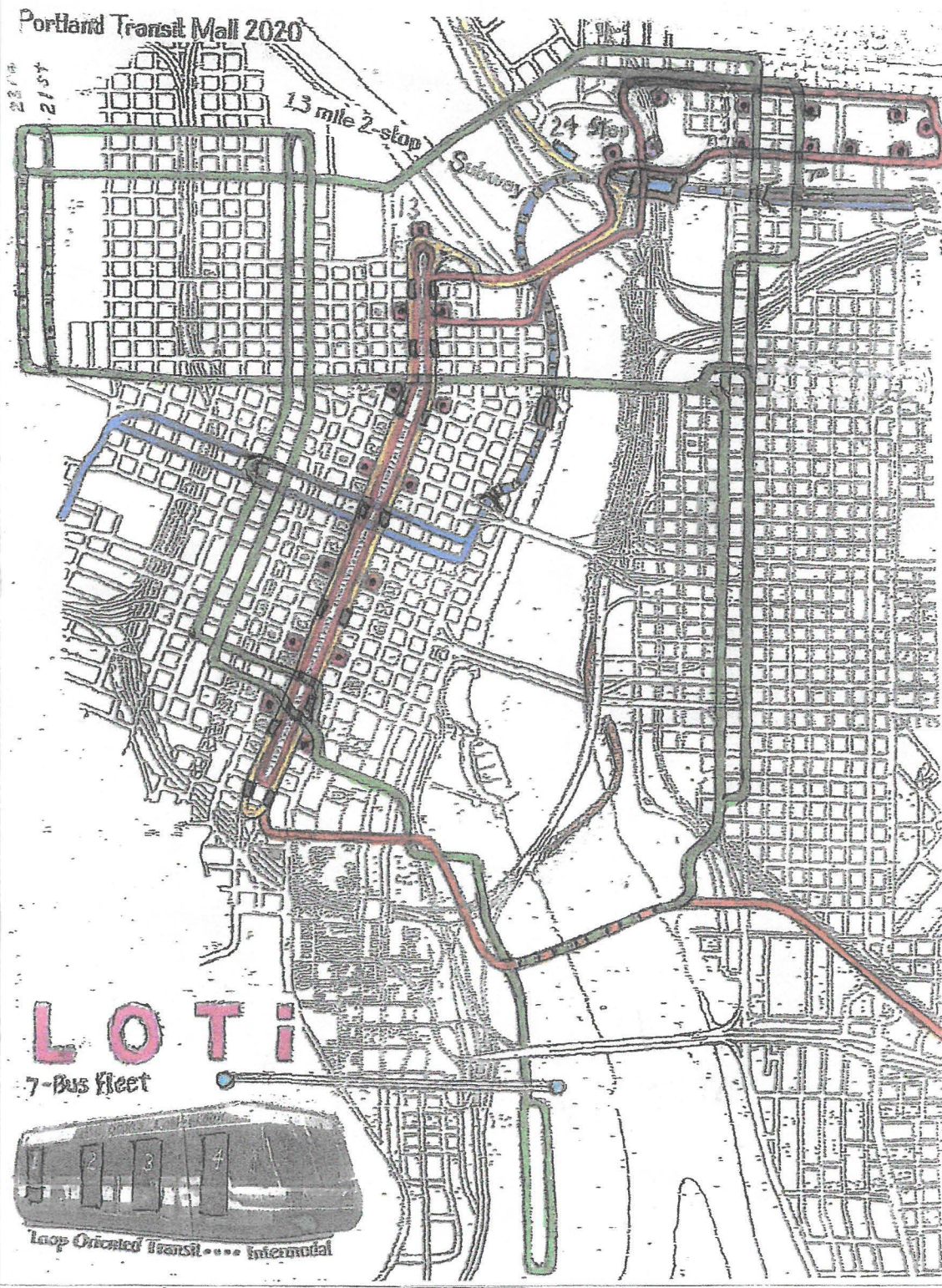
Subway

LOTI

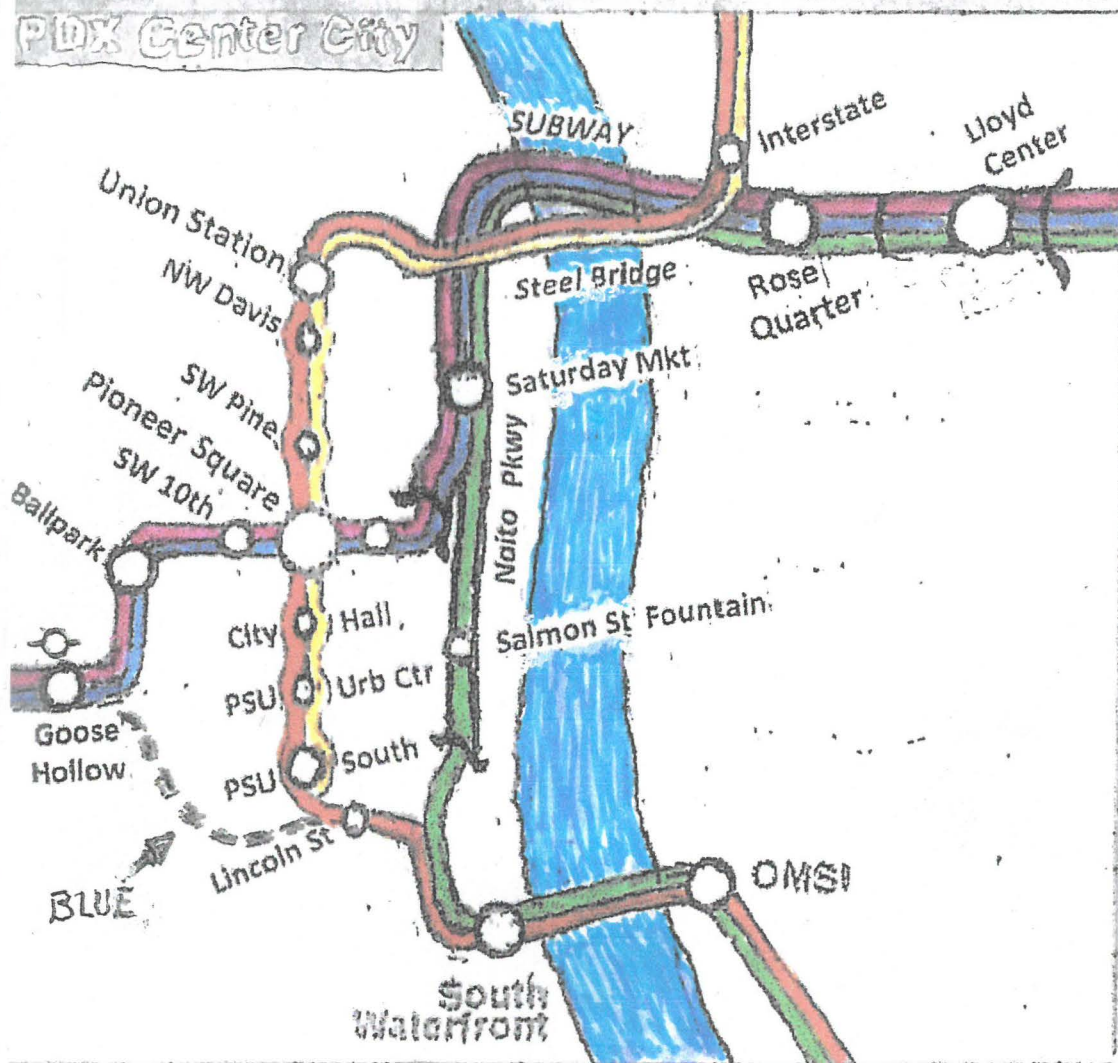
7-Bus Fleet



Loop Oriented Transit..... Intermodal



PDX Center City



MAX 2040

Vancouver, Wa.

Columbia River

Jantzen Bch

Hayden Isl

Expo Center
Duke Pk / Vanport
Kenton / N Denver
Lombard TC
Rosa Parks
N Killingsworth
N Prescott
Overlook Pk.
Albina / MS
Hollywood TC
NE 50th
NE 82nd

PDX+

W Hood Av.
Cascades
Parkrose/Sumner TC
Gateway TC
E 102nd
E 122nd
E 148th
E 162nd
E 172nd
E 181st

Rochwood E 188th
Rusby Junction E 190th
Civic Drive
Groshen
City Hall
MHCC

PDX Center City

Clinton / SE 12
SE 17 & Rhine
SE 17 & Holgate
SE Harold
SE Bybee Bl.
SE Tacoma / Johnson Creek
City Hall
Freeman
37th
82nd
Clackamas TC

Milwaukie
Park Av
Oak Grove
Concord
Vinyard
Jennings
Gladstone
Oregon City

Beaverton
Sunset TC
Washington Park

Hall / Nimbus
Tigard

Tualatin

WES
Washouville and Salem

Milshoro
Milshoro Central TC
Tuality Hmp / SE 8
Washington SE 12
Fair Complex / Airport
Hawthorn Farm
Graceland NW 231
Customs / NW 203
Willow Creek / SW 185 TC
Elmwood / SW 170
Marble Rd / SW 138
Beaverton Creek
Milliken Way
Beaverton Central

