

TERRY PARKER
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Subject: Testimony to the Portland City Council on Transportation Equity, Responsibility and Funding Issues, January 4, 2017.

Public transit on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2 than driving an average modern car. One two-axle TriMet bus does as much damage to the streets as 1200 cars - damage that is paid for by motorists. Transit fares on average cover only 25% of the operating costs. At over 60 cents per passenger mile, transit subsidies are second only to rail passenger service and many times more than the per passenger mile subsidies for driving.

In Portland's 20-year Transportation System Plan, there is well over 800 million dollars of infrastructure costs to accommodate bicycling with no user fees assessed.

In addition to state and local gas taxes, federal funding for both transit and bicycle infrastructure is siphoned off from the Highway Trust Fund which is primarily supported by the federal user taxes on fuels that motorists and the trucking industry pay.

Over the next 20 years, car trips in the Portland-Metro area are expected to increase by 49% regardless of how much mass transit service is added.* Congestion is already a well known problem in Portland and growing. Yet PBOT continues to promote road diets to accommodate bike lanes, and add curb extensions that require buses to stop for passengers in travel lanes - both of which reduce motor vehicle capacity thereby adding even more traffic congestion, more emissions and more cut through traffic on residential streets that in turn create more safety issues. This promoted agenda has a choking effect on Portland's economy and livability.

A modification of direction is needed! To start with, as the primary financial stakeholders that pay for TSP projects, motorists who are overwhelmingly under represented on PBOT advisory committees need to have an equivalent number of proportionate seats at the table to be in balance with alternative mode representation. At BPS, homeowners need better representation to support the aspiration of reestablishing parking minimums with new multi-unit residential developments so an onslaught residential streets filled with parked cars 24/7 can be avoided.

Motorists must no longer be viewed as cash cow ATMs. Bicyclists need to accept responsibility and pay for the infrastructure they want and utilize. The City Council needs to lobby the state legislature to establish a bicycle user fee and/or the authority to establish one locally. Attached is a proposal I developed a couple of years ago that could be used as a discussion starting point. Moreover, mass transit needs to become more financially self-sustainable.

Mayor Wheeler, I have been trying to arrange a meeting with you since early last year to discuss tax equity and these transportation issues in more detail, but have continually been side-stepped by staff. I am still looking forward to having this prospective meeting take place.

Respectively submitted,

Terry Parker
Northeast Portland

* Figures gathered by the Portland Business Alliance

Proposal: The Oregon Bicycling Safety and Infrastructure Funding Action Plan

Purpose: To add new safety requirements and make bicycle infrastructure more financially self sustainable with a user provided revenue stream.

- 1)** Require that bike helmets be mandatory for all ages throughout Oregon when riding a bicycle on public property and infrastructure.
- 2)** Initiate new safety standards and regulations (more than just a helmet) for infants, toddlers and very young children riding in a trailer behind a bicycle. This should include requiring trailers to provide better crash protection, and when and where they can be used such as not on the busiest motor vehicle streets and thoroughfares. Signage needs to identify these streets.
- 3)** Establish a \$60.00 per year (\$5.00 per month paid annually or bi-annually) bicyclist paid user fee for bicyclists 16 years of age and over (or possibly 18 and over) to be administered through the DMV.
- 4)** The DMV will issue a numbered sticker that must be affixed to the left side of a bicyclist's helmet that will be similar to a mini license plate. The sticker allows the bicyclist to ride any bicycle within any of the urban areas where a sticker is required.
- 5)** After administration costs are covered, all additional revenue will be dedicated for bicycle infrastructure within the urban area or city in which the bicyclist paid for the sticker.
- 6)** The requirement to have a sticker would only apply within urban areas that spend a significant amount of taxpayer revenue on bicycle infrastructure. They include the Portland-Metro area, Salem, Eugene, Springfield, Corvallis, Albany, Medford, Ashland, Bend and any other city that wants to join the program and generate revenue for bicycle infrastructure.
- 7)** Stickers for bicyclists under 16 years of age (or possibly under 18) would be different color and be distributed through schools either free of charge or at the cost of administering the program.
- 8)** In the urban areas where the sticker is mandatory, bicyclists that meet the age requirement and are riding on public property or infrastructure without a sticker on their helmet would be subject to a mandatory fine - the amount equal to driving without a license. Under age bicyclists riding without displaying a sticker would receive a warning for the first offence and a fine of half the normal amount for additional offences, or be required to perform a community service.
- 9)** A non-residence sticker must also be made available at a discounted rate for bicyclists that live outside of Oregon, but regularly ride in Portland or other locations where the sticker will be mandatory. Non-residents would be subject to the same age related fines for not displaying a sticker.

Sample Bicycle Sticker Tags

(Actual size)



Logic for the proposal: Primarily, it is an equitable way to help balance transportation taxes and user fees. When people replace driving with riding a bicycle, they also replace being a user fee taxpayer that financially supports transportation infrastructure - becoming a non-taxpayer-freeloader that does not financially contribute to or support the costs of the specialized infrastructure being utilized. It is completely outdated and obsolete to expect that somebody else and/or user taxes and fees assessed on other transport modes pay the costs for all the specialized infrastructure bicyclists want. Affixing the sticker to a bicyclist's helmet allows the bicyclist to use multiple bikes rather than purchasing and paying for a sticker for each bike they may own or ride. Establishing standards statewide avoids a city by city piecemeal approach, and with a motor vehicle licensing process in place, having the DMV issue the bicycle tags saves administrative costs. Finally, requiring all bicyclists to wear helmets is a safety measure similar to motor vehicle seatbelt requirements; and plopping an infant or small child in an unprotected flimsy trailer with just a helmet and then proceed to bicycle down a busy street is simply ignoring any common sense of safety, but it takes place every day.

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.

**PORTLAND CITY COUNCIL
COMMUNICATION REQUEST
Wednesday Council Meeting 9:30 AM**

Council Meeting Date: JAN 4, 2017

AUDITOR 11/01/16 AM 8:59

Today's Date 11-1-16

Name TERRY PARKER

Address PO Box 13503 97213

Telephone 503 284-8742

Email parker.t2012@gmail.com

Reason for the request:

TRANSPORTATION FUNDING
AND EQUITY


(signed)

- Give your request in writing to the Council Clerk's office to schedule a date for your Communication. Use this form or email the information to the Council Clerk at the email address below.
- You will be placed on the Wednesday official Council Agenda as a "Communication." Communications are the first item on the Agenda and are taken at 9:30 a.m. A total of five Communications may be scheduled. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting. Communications allow the Council to hear issues that interest our citizens, but do not allow an opportunity for dialogue.

Thank you for being an active participant in your City government.

Contact Information:

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Request of Terry Parker to address Council regarding transportation
funding and equity (Communication)

JAN 04 2017

PLACED ON FILE

Filed DEC 27 2016

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Eudaly		
Wheeler		