

From: Ben Weber [<mailto:benw@serapdx.com>]  
Sent: Friday, March 25, 2016 7:16 AM  
To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
Subject: TSP Testimony

Dear Planning and Sustainability Commission,

Thank you for the opportunity to comment on the draft TSP and your diligent work on this plan and other elements of the Comprehensive Plan.

I believe the designation of NE 9th as a Major Bikeway and NE 7th as a Minor Bikeway should be switched. NE 9th provides neither the directness of connectivity through the city nor door-to-door access to businesses along NE 7th.

NE 7th is a local street that suffers from excessive spillover traffic from MLK, I-5, and NE 15th, much more so than NE 9th. 7th could benefit from traffic calming, diversion, and other efforts to divert traffic back to larger streets and make it suitable for bikeway designation. Likewise NE 7th is more likely to provide a direct connection north/south through the Lloyd District and across a potential new bridge across I-84.

NE 9th is sufficient as a Minor Bikeway providing access to Irving Park and is logical as a Major Bikeway north of Alberta Street where 7th terminates.

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Switching gears, I believe you are correct in the alignment of a major bikeway on NE Holman linking briefly on NE 9th to Rosa Park as a connection between NE and N Portland. I use this route almost daily and believe it would greatly benefit from related improvements.

Thank you very much,  
Ben Weber  
6214 NE 12th Ave  
Portland, OR 97211

Ben Weber, AICP  
Planner / Urban Designer  
d: 503.847.2167  
o: 503.445.7372

SERA  
sustainable design for the built environment [serapdx.com](http://serapdx.com)<<http://serapdx.com/>>

**From:** Dan Wagner [mailto:danwa61@gmail.com]  
**Sent:** Friday, March 25, 2016 8:57 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

I am writing to express my concern regarding the proposed designation of NE 7th Ave as Bikeway/Greenway, and to ask that the PSC prioritize NE 9th Ave as a better option for a Bikeway/Greenway in our neighborhood. While NE 7th Ave clearly could use additional safety improvements, I believe NE 9th Ave is a much better choice for a designated bikeway, and that designating NE 7th as a bikeway with traffic diverters will simply push more traffic onto our quieter Irvington neighborhood streets when MLK is already congested.

Please prioritize a Greenway on NE 9th Ave, which is more representative of other bikeways in the city and would not risk diverting thousands of cars a day onto single-lane neighborhood streets.

Thank you,  
Dan Wagner  
2832 NE 14th Ave  
Portland OR 97212

**From:** Susan Stringer [mailto:sstringer22@gmail.com]

**Sent:** Friday, March 25, 2016 3:23 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** reasons why NE 7th Ave should be the first installed greenway before NE 9th

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing greenway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a greenway, including a path around the border of Irving Park. It was also shared that it would only cost \$1 million to upgrade NE 7th to a greenway

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

-Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

-The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

-Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike Oregon.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

-Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Thank you for considering all the issues and make NE7th Ave a greenway as soon as possible,

Sue Stringer  
Resident at 2529 NE 7th Ave  
Executive Board Member, Eliot Neighborhood Association

**From:** Claudia Gana [<mailto:claudia.gana@hotmail.com>]  
**Sent:** Friday, March 25, 2016 10:13 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** 7th/9th bike lane

To Whom It May Concern,

My family lives in the King neighborhood, our children attend King school on 7th and a preschool on 9th. I am becoming aware of this plan a bit late (as I imagine many of my neighbors are, if they are aware of it at all) and have a few questions:

I am curious about the on-the-ground outreach efforts made to the affected King community, school, churches, businesses, those who are not all on internet, Facebook or aware of the PBOT process? How would these plans affect King school, St. Andrews church and school, Alberta street market on 9th and Alberta?

How would either option affect King school on 7th, its buses, pick-up and drop-off, traffic, safety?

Several intersections on 9th ave are dangerous crossings for current cyclists; 9th and Prescott has seen its share of collisions, as has 9th and Alberta where traffic conglomerates as folks enter and exit the local market. Cars fly down Prescott as well as 7th and 9th. Will any of these points be addressed in either scenario?

Would the improved bike lanes offer any improvement in neighborhood safety, infrastructure, lighting, economy, etc.? If the cyclists are not willing to risk their safety weaving through Humboldt and 6th, then the neighbors shouldn't feel unsafe either. I can not imagine happy cyclists riding by Alberta and 7th, oblivious to the fact that on Alberta and 6th there have been 4 shootings in the past 6 months, the last one resulting in homicide. How can these scenarios help to address these urgent neighborhood concerns?

Has PBOT contacted Parks and Rec to ask about the King Court proposal to resurface the tennis courts into multi use and futsal, add lighting and trees? How can you partner with that effort and create not just independent bike lanes but a cohesive, connected, prosocial initiative to curb violence?

Regardless of 7th or 9th, it seems like the bike lanes would be a fantastic and needed opportunity for true partnership between PBOT and not just privileged users/cyclists, but the local community who needs it most. I would like to suggest as part of the plan, that bike education and bicycles, helmets and locks be donated to King school, our 70% poverty, Title I beloved but struggling neighborhood school in this historically African American neighborhood, which cyclists currently ride by and around each day as they roll down Going Bike Blvd. It is rare to see our King children ride to school on bikes, and if they do, they belong to the handful of privileged families. I would love to see PBOT use their power, platform and funding to contact the school and businesses, get a Bike Train organized, etc. Has the school been contacted?

Many thanks for considering,  
Claudia Streng  
4524 NE 9th Ave 97211

**From:** Paul Steiner [mailto:paul@otisconstruction.com]  
**Sent:** Friday, March 25, 2016 2:28 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Transportation System Plan <TSP@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>  
**Subject:** TSP Testimony

### **Proposed Greenway with traffic diverters on NE 7th Ave**

My name is Paul Steiner. I live in a duplex I own at 2528 NE 8th Ave, and have been an Irvington resident for 22 years. My children attended Alameda, Beaumont, and Grant, and both represented the State of Oregon as members of Grant's Constitution Team in the Center for Civic Education's "We The People" national finals. I'm also the owner of Otis Construction, Inc., a residential general contracting company located at 430 NE Knott St. Otis is a 20-year-old company that currently employs 13 people.

As a taxpayer and longtime resident in a neighborhood that is undergoing a tremendous increase in density, I believe that I have a right to have my opinion heard regarding city planning issues that will impact my safety and quality of life. This is why I'm writing you regarding the possibility that NE 7th Ave could be turned into a greenway with traffic diverters.

Steven Cole of the ICA and Montse Shepherd and Susan Stringer of NE 7th Ave. have recently been vocal and persuasive proponents of using the proposed greenway and diverters on NE 7th as traffic calming measures. While I **WHOLEHEARTEDLY AGREE** that traffic calming on NE 7th is necessary, I **STRONGLY BELIEVE** that this approach would have the disastrous consequence of shunting almost all of the automobile traffic that currently travels on NE 7th **onto NE 8th.**

Montse and Steve's assertion that traffic will "disappear" if diverters are installed, and that there are studies to prove this, seems utterly disingenuous. If there's science behind that, I'd love to see it.

If we apply logic and what we know empirically about human behavior, it seems obvious that as population density increases, so does traffic density. Traffic flow will increase proportionately on the major streets (**NE 7th Ave is 36' wide**) AND the minor ones (**NE 8th Ave is 27+' wide**); lines of cars waiting to get through four-way stops at rush hour will lengthen, AND cut-through traffic will increase. If you eliminate the through-streets, that leaves **ONLY** cut-through traffic. People will zig-zag like crazy to avoid being dumped onto MLK, which is already a parking lot during rush hour. I know I would. I'm not planning to "disappear".

Steve Cole doesn't speak for all of Irvington, nor do Montse and Susan. 7th Ave, in spite of however it's designated now, is wide enough to allow for two continuous lanes of traffic and parking on both sides of the street. 8th Ave is wide enough for a single lane of traffic.

Disproportionately more traffic on 8th would mean more bottlenecks, more angry drivers, more frantic cut-through efforts, and potentially more accidents and injuries.

In my opinion, 7th should stay as-is, with the addition of speed bumps and more stop signs, if necessary.

Thank you for your consideration.

**Paul Steine**  
Otis Construction, Inc.  
430 NE Knott St.  
Portland Oregon 97212

**From:** Alan Silver [mailto:[hedda.lee@gmail.com](mailto:hedda.lee@gmail.com)]

**Sent:** Friday, March 25, 2016 2:07 PM

**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

**Subject:** 7th Avenue Greenway

Good afternoon.

I live near MLK and Fremont, and travel primarily throughout the neighborhood by foot, and in the past on bike. I've crossed 7th Avenue every day for most of my adult life, living within a few blocks of it for most of the last 20 years.

I want to be able to both cross it safely, and use it as an easy corridor to travel on foot or by bike from Broadway to Alberta. If a Greenway does the work, then let's put that in. 9th Avenue makes little sense to me - would people be forced to travel through the park? The slope entering Irving Park on Fremont is too steep for some bikers, and 7th Avenue is already set up to slow down traffic.

Anyway, I am glad someone stopped the short-term use of stupid-traffic-signals at 7th Avenue that occurred last year, wherein pedestrians were forced to wait when the walk signal went red but the traffic light stayed green. I never saw a single reason that should have been happening (and only encouraged people to jaywalk).

Thanks,  
Alan Silver  
212 NE Fremont St 97212

**From:** Chris Shaffer [mailto:chris.shaffer@gmail.com]  
**Sent:** Friday, March 25, 2016 11:30 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

I strongly support classifying NE 7th as a major city bikeway from NE Wiedler to NE Sumner. NE 7th is the most direct route to the Alberta Arts District, already sees heavy use by people on bikes, and badly needs traffic calming for the safety of pedestrians and people on bicycles. Moreover, multiple neighborhood associations and the majority of participants at PBOT open houses support NE 7th as a neighborhood greenway over NE 9th. I also oppose NE 9th as a major city bikeway. NE 9th does not connect well with the Lloyd District, is indirect, requires jogs, has more hills, requires installation of signals, and has a truly awful road surface.

Chris Shaffer  
1134 SE 33rd Ave  
Portland, OR 97214



**From:** Rebecca Roberts [mailto:robertsrebecca178@gmail.com]  
**Sent:** Friday, March 25, 2016 10:32 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** city bikeway on NE 7th

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike Oregon.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Rebecca Roberts  
630 NE Monroe Street # 5

March 25, 2016

Michael C. Robinson  
MRobinson@perkinscoie.com  
D. +1.503.727.2264  
F. +1.503.346.2264

**VIA EMAIL**

Ms. Katherine Schultz, Chair  
City of Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

**Re: Proposed Transportation System Plan; Submittal Prior to Close of Written Record on March 25, 2016**

Dear Chair Shultz and members of the Planning and Sustainability Commission:

This office represents Providence Health & Services—Oregon (“Providence”). This letter is Providence’s written submittal prior to the close of the open record on March 25, 2016.

This letter addresses two (2) issues that appear to be of interest to the Planning and Sustainability Commission: Whether Providence’s request that it be able to use its existing Transportation Demand Management (“TDM”) Plan subject to clear and objective standards is a repudiation of Providence’s support of the Climate Action Plan and whether the proposed Title 17 and 33 TDM regulations is really a “simplification” of the current Conditional Use Master Plan (“CUMP”) process for institutions.

**1. Providence continues to support the Climate Action Plan goals but as Providence said at the last public hearing, how those goals are achieved is very important to Providence.**

Providence reiterated its support for the City’s Climate Action Plan in its testimony to the Planning and Sustainability Commission on March 22, 2016. Providence remains a partner with the City on implementing the Climate Action Plan. Nevertheless, Providence continues to urge the Planning and Sustainability Commission to recommend to the City Council that the TDM approval process allow use of existing TDMs where they are proven to be effective and that they be adopted in a clear and objective process.

Providence has provided the Planning and Sustainability Commission with a copy of its Comprehensive Transportation Plan. Additionally, Providence provided four (4) other documents in its March 22, 2016 testimony to demonstrate the commitment Providence has to non-single occupancy vehicle trips and the effectiveness of Providence’s current TDM Plan:

- Two (2) memoranda by Julia Kuhn of Kittelson & Associates showing that Providence compares favorably to other institutions in mode share split and demonstrating how Providence has consistently reduced single occupancy vehicle trips.
- A memorandum from David Bodine explaining Providence's commitment to TDM solutions.
- A memorandum from Matt Meskill demonstrating Providence's commitment to bicycling commuters.

The Climate Action Plan will not be easily achieved; there can be no debate about that. Nevertheless, requiring an institution with a proven TDM such as Providence's to throw out its current TDM and adopt a new TDM through the discretionary Transportation Impact Review ("TIR") in PCC Chapter 33.852 is inefficient and unnecessary. Providence should be given the chance to prove that its existing TDM can satisfy the mode share split requirements contained in the proposed Transportation System Plan ("TSP"). If at some point Providence's existing TDM fails to meet those requirements, then Providence understands it will have to revise its TDM. However, to assume Providence's existing TDM, which has been prepared at great expense and has proven successful, should not be given the benefit of the doubt is unnecessarily costly and introduces Providence to a discretionary land use process that should not be required.

The issue of the discretionary land use process is the second issue that Providence urges the Planning and Sustainability Commission to carefully consider. PCC 33.852.100 requires a discretionary approval process for the TIR, including the TDM. The memorandum provided by staff to the Planning and Sustainability Commission at the March 22, 2016 hearing explains that the TIR and TDM will be approved through a Type II process leading to a Type III appeal period. This means that anyone that disagrees with the Director's decision approving the TIR can appeal the decision resulting in a Type III appeal hearing before the City of Portland land use hearings officer. PCC 33.720.020.B.

Providence sees little difference between this process and the current Type III CUMP process. While the proposed process will result in a Type III appeal hearing only in the event of an appeal, it seems likely that the opportunity for an appeal will be taken by any person that believes an institution has not fully committed through its TDM Plan to mode split objectives, or that the TIR requires additional transportation improvements. This is another important distinction between the current CUMP process and the proposed process: The current CUMP process does not wholly focus on transportation whereas the proposed process will place the burden on Providence and other institutions to fix pre-existing inefficiencies simply because the institutions are often on streets that have existing capacity problems that are not exacerbated by the institutions.

I have enclosed as **Exhibit 1** a portion of the 2012 Hearings Officer's decision approving Providence's CUMP in which the Hearings Officer concluded after reviewing substantial evidence provided by Providence that the issues of cut-through traffic and congestion were not primarily caused by Providence even with the building expansion approved in the CUMP.

These two (2) issues are very important to Providence and the other institutions. Providence believes that the Title 17 and 33 regulations must allow use of a current TDM and that a regulatory scheme requiring discretionary land use decision does not treat Providence like a permitted use but rather continues the same regulatory scheme now found in the CUMP process.

**2. Approval of the TDM should be through a clear and objective process.**

The City proposes an "off the shelf" non-discretionary process for TDMs in mixed-use zones. See "Mixed Use Project, Proposed Draft March, 2016", commentary at page 280. It is clear that a non-discretionary (Type I) approval process can be created for the institutions' TDM approvals. In fact, Providence is discussing this very concept with PBOT. Unfortunately, the PSC's record will close before Providence and the other institutions have concluded this discussion with PBOT.

Having a clear and objective process for the TDM and TIR approvals accomplishes two (2) important goals. First, it assures the City that Providence and other institutions will have a TDM that is capable of meeting the TSP mode share split objectives. Secondly, it will do so without the discretionary land use process. Nothing has gained by the institutions, the public or the City by using a discretionary land use process where it is unnecessary; it is clearly not necessary to approve a TDM or the TIR. The City can develop a "checklist" that would establish a Type I approval process for TDMs and TIRs and, in the event an institution fails to meet the checklist requirements in the future, then a new TDM would be required. This kind of regulatory process is not unheard of and places more emphasis on the substance of the TDM.

**3. Conclusion.**

Providence is committed to working with its neighbors and the City in achieving the Climate Action Plan goals. It wants to do so in the most efficient way possible. Providence's testimony provides a realistic way of achieving the City's goals without maintaining the current discretionary land use process found in CUMPs. For these reasons, Providence respectfully requests that the Planning and Sustainability Commission recommend to the Portland City Council that it adopt the TSP but do so with a recommendation that current and effective TDMs be allowed to be used, and that there be a clear and objective process for making the TDM and TIR decisions that does not result in a discretionary land use appeal.

Ms. Katherine Schultz, Chair  
March 25, 2016  
Page 4

Very truly yours,



Michael C. Robinson

MCR:rsr  
Enclosure

cc: Ms. Michelle Bernard (via email) (w/ encl.)  
Mr. Jeff West (via email) (w/ encl.)  
Ms. Karen Weylandt (via email) (w/ encl.)  
Ms. Dana White (via email) (w/ encl.)  
Ms. Julia Kuhn (via email) (w/ encl.)  
Ms. Marty Stiven (via email) (w/ encl.)  
Mr. Peter Hurley (via email) (w/ encl.)  
Mr. John Cole (via email) (w/ encl.)  
Mr. Tom Armstrong (via email) (w/ encl.)

Officer finds that the application proposal is in conformance with the Arterial Streets Classification Plan.

The Hearings Officer finds that this criterion is met.

2. The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, access requirements, neighborhood impacts, and pedestrian safety;

**Findings:** This approval criterion was the focus of much of the opposition testimony in this case. (See, for example, Exhibits H.3, H.5, H.7, H.10, H.14, H.15, H.18, H.20, H.24, H.25, H.27, H.29, H.32, H.33, H.37, H.38, H.39, H.43, H.47, H.48, H.50, H.53, H.57 and H.59.) This approval criterion also was a major focus of the Applicant's comments. The submissions by the Applicant's traffic consultant addressed this approval criterion, in this case, in a manner that should be the benchmark of all future traffic submissions in a conditional use master plan application. (Exhibit A.1, appendix H and Exhibits H.55b and H.55c) The Hearings Officer also takes note of the Applicant's Exhibit H.55 comments.

Opponents raised important issues related to this approval criterion. (See Exhibit references above.) Opponents challenged the Applicant's data as set forth in Exhibit A.1, Appendix H. (The Applicant's TIA.) Opponents questioned: (1) the timeliness and credibility of traffic counts, (2) the accuracy of vehicle wait times at intersections, (3) the accuracy of the amount of neighborhood cut-through traffic, (4) the accuracy of on-street parking estimates, and (5) the adequacy of the Applicant's proposed transportation demand management strategies. The Hearings Officer found that two opponents (Parker and Edelson) presented testimony at the hearing and open-record written submissions that were particularly well researched and conveyed. (Exhibits H.27, H.32, and H.59) Neighborhood representatives also directed critical comments to the Applicant's submitted materials related to this approval criterion. (Exhibits H.15, H.20, H.37 and H.57)

The Hearings Officer found helpful comments submitted by PBOT. (Exhibits E.2 and H.44) The Hearings Officer notes that PBOT addressed issues relating to cut-through traffic, traffic volume estimates, level of service and the pedestrian bridge. The Hearings Officer finds that PBOT's comments are supportive of the data and conclusions presented by the Applicant's traffic consultant.

The Hearings Officer considered the above referenced comments from the Applicant, PBOT staff, and opponents, as well as all relevant testimony offered at the public hearing. In the final analysis, the Hearings Officer found the evidence submitted by the Applicant's traffic consultant to be the most credible. The Hearings Officer incorporates the following, from Exhibit H.55, as additional findings for each of the evaluation factors of this approval criterion:

"A. Street Capacity, Level of Service and Other Performance Measures.

The application included a traffic impact analysis ('TIA') prepared by Kittelson & Associates dated June 2011 (the 'June 2011 TIA'). The June 2011 TIA, Figures 11 and 12 (Figure 11 shows weekday a.m. peak hour trips and Figure 12 shows weekday p.m. peak hour trips), shows that 12 studied intersections will all operate at Level of Service ('LOS') 'D' or better in the year 2021, including background traffic and traffic from Providence from the proposed CUMP. The same Figures show that all intersections will operate a volume to capacity ('V/C') ratio of no greater than V/C 0.85 in the a.m. peak hour, and no greater than V/C 0.87 in the p.m. peak hour. The intersection of NE Glisan Street and NE 47<sup>th</sup> Avenue operates with a V/C 0.85 in the morning and a V/C 0.81 in the afternoon, well within acceptable levels.

The June 2011 TIA shows that the City of Portland standard for a signalized intersection is LOS 'D' or better, and unsignalized intersections should operate at LOS 'E' or better (June 2011 TIA at page 20). Using this standard, the Hearings Officer can find that all of the studied signalized and unsignalized intersections operate at or better than the required level of service.

Street capacity means whether the street is capable of handling the volume of traffic. The volume to capacity ratio is an appropriate measure for street capacity. The Hearings Officer can rely on two sources of evidence to show that street capacity is adequate. First, the June 2011 TIA, Figures 11 and 12, show that street capacity at the studied intersections is adequate based upon the volume to capacity ratios.

Second, **Exhibit 1** shows that all of the local streets operate well below the threshold of 1500 vehicles per day. **Exhibit 1** at page 2 states that all of the local streets have less than 600 vehicles per day with the exception of NE Oregon Street, which has 1,138 vehicles per day.

Finally, there are no other relevant performance measures for determination of street capacity and level of service. Based upon the above evidence, the Hearings Officer can find that studied signalized and unsignalized intersections and the local streets operate at appropriate levels of service and have sufficient capacity to accommodate both the proposed use and the existing uses in the area.

#### B. Access to Arterials.

The Hearings Officer can find that the transportation system has appropriate access to arterials. The June 2011 TIA notes that NE Glisan Street and NE 47<sup>th</sup> Avenue are both 'Neighborhood Collectors,' while the other streets are

'Local Service Streets.' Only Interstate 84 is an arterial level of street. The June 2011 TIA at Figure 3 shows that access to Interstate 84 is reached via an interchange at NE 47<sup>th</sup> Avenue and there is easy access and connectivity to Neighborhood Collectors from the adjacent Local Service Streets.

The Hearings officer can find that access to arterials is appropriate.

C. Connectivity.

Connectivity is not defined in PCC Chapter 33.815, but the Hearings Officer can find that it means connecting streets. Connectivity is appropriate in this area because of the street's grid pattern. To the extent connectivity might be negative, the evidence in **Exhibit 1** demonstrates that connectivity does not adversely affect the surrounding area and results in a transportation system capable of supporting the proposal in addition to the existing uses in the area.

D. Transit Availability.

**Exhibit 2** shows transit routes in the area. The area is well served by public fixed-route transit. Bus routes 75 and 66 service Cesar E. Chavez Avenue. Bus route 19 serves NE Glisan Street. A light rail transit stop is located in the Hollywood District at NE 42<sup>nd</sup> Avenue. Bus route 66 is a rush-hour service. Bus route 75 is a frequent service, and bus route 19 is standard service. Additionally, while not adjacent to the conditional use master plan campus, bus route 71 serves NE 60<sup>th</sup> Street. Bus route 71 is standard service. All of the bus stops on NE Cesar E. Chavez Street and NE Glisan Street are easily reached by public sidewalks.

E. On-Street Parking Impacts.

The June 2011 TIA examined on-street parking impacts. Figure 15 showed that Hoyt Street between NE 47<sup>th</sup> Avenue and NE 44<sup>th</sup> Avenue, NE 55<sup>th</sup> Avenue between Hoyt Street and Glisan Street, the east side of NE 47<sup>th</sup> Avenue between NE Glisan Street and NE Flanders Street, NE 52<sup>nd</sup> Avenue, NE 53<sup>rd</sup> Avenue and NE 55<sup>th</sup> Avenue between NE Glisan Street and NE Flanders Street, NE Glisan Street and the east side of NE 47<sup>th</sup> Avenue have between 75% and 100% of their on-street parking spaces utilized during the middle of the day. However, with the exception of the south half of the block on NE 52<sup>nd</sup> Avenue, NE 53<sup>rd</sup> Avenue and NE 55<sup>th</sup> Avenue, all of the areas with the highest utilization of parking are within the existing and proposed conditional use master plan campus.



**Exhibit 1** also examined the neighborhood in May 2012. **Exhibit 1** at page 3 concludes, 'Comparing Figure 15 of the June 2011 TIA and Figure 5 summarizing 2012 data shows nearly identical results. No additional on-street parking impacts are identified.' Further, **Exhibit 3** is a memorandum from Marty Stiven to Douglas Hardy dated April 10, 2012 in which she describes Providence Portland Medical Center's ('PPMC') policy of prohibiting employees from parking on neighborhood streets.

Additionally, the existing Good Neighbor Agreement ('GNA') provides a 'hotline' for neighbors to call and report violators. **Exhibit 4** is a log of hotline parking complaints over an 11-month period.

**Exhibit 4** shows that between May 18, 2011 and April 18, 2012, the hotline received 107 telephone calls. Upon receiving a telephone call, Providence reviewed its license plate data to determine whether the offending vehicle was registered as an employee. Of the 107 calls, only 19 of the calls involved registered Providence cars. Thus, over almost a one-year period, only 19 employees were reported on the hotline as having parked in the neighborhood.

The Hearings Officer can find that the June 2011 TIA, the May 2012 update and the evidence regarding hotline complaints all show that there is adequate on-street parking, that very few Providence employees utilize such parking and that Providence parking policy prohibits parking in the neighborhood.

F. Access Restrictions.

The Hearings Officer can find that there are no relevant access restrictions.

G. Neighborhood Impacts.

Neighborhood impacts as an evaluation factor of transportation system capability can be both positive and negative. On the positive side, the Hearings Officer can find that ease of access to the hospital and its services are a benefit to neighboring residents. Not only can they drive there but the presence of public sidewalks on all streets makes it easy to walk or bike. The low amount of traffic on all the neighborhood streets also facilitates bicycling or driving to the campus.

Further, the Hearings Officer can find that the evidence demonstrates that there are no adverse neighborhood impacts caused by the existing PPMC campus or that can be expected because of the proposed CUMP. First, all streets operate within expected street capacity. None of the

local streets exceed their capacity. Second, all the studied intersections operate within acceptable performance levels. Third, speeding is not a problem. Fourth, cut-through traffic is not a problem. Moreover, the majority of the cut-through traffic is unrelated to Providence. Providence's evidence is most credible because Providence was able to identify license plate numbers of the cut-through traffic.

The Hearings Officer can find that much of the cut-through traffic may be related to the Laurelhurst School. **Exhibit 5** shows the location of Laurelhurst School. **Exhibit 6** shows the Laurelhurst attendance area map. **Exhibit 7** shows that the current student enrollment of Laurelhurst School is 710 students.

Laurelhurst School offers childcare from 6 a.m. to 6 p.m., Monday through Friday. In addition to 710 students, the school employs 26 classroom teachers and additional staff. The school, offering grades K-8, begins operation at 8:25 a.m. for grades 6-8 and 8:35 a.m. for grades K-5. Morning kindergarten ends at 11:50 a.m., while all-day kindergarten and grades 1-8 are dismissed at 3 p.m. (**Exhibit 8**). The attendance area map shows that the Laurelhurst School, which is widely praised by its parents, draws students from an area to the west of Cesar E. Chavez Avenue, south of NE Glisan Street and east of NE 47<sup>th</sup> Street. It is not unreasonable to believe that many of the cut-through trips are, in fact, school related. However, this is the purpose for which these local streets are intended. Not only do they provide access to uses within the neighborhood, they provide appropriate access to and from the higher level streets.

The Hearings Officer can find that none of the effects of traffic on the neighborhood streets, to the extent it is even caused by Providence, creates adverse neighborhood impacts, and there is no reason to believe that cut-through traffic is either caused or not caused by Providence (the opponents' evidence is unreliable and not credible because they cannot determine, as Providence did, with any degree of specificity, how many of the cars are related to Providence). Moreover, the Hearings Officer can find that cut-through traffic in and of itself is neither prohibited nor undesirable. As long as neighborhood streets continue to operate safely, within accepted speed limits and within accepted capacity levels, cut-through traffic is both positive and warranted.

#### H. Impacts on Pedestrian, Bicycle and Transit Circulation.

The Hearings Officer can find on substantial evidence in the whole record that existing traffic and expected

traffic if the CUMP application is approved will not create adverse impacts on pedestrian, bicycle and transit circulation. First, all of the surrounding streets have public sidewalks, which enable safe pedestrian circulation. Second, the evidence does not show any pedestrian or bicycle accidents. Third, because the streets operate within acceptable capacity and performance levels, the Hearings Officer can conclude that there are no negative impacts on pedestrian, bicycle and transit circulation.

I. Safety for All Modes.

Substantial evidence in the whole record shows a lack of accidents in the area. Moreover, the evidence also shows that because the streets operate within their expected capacity and most vehicles move at or below posted speed limits, pedestrians and bicyclists are safe.

J. Adequate Transportation Demand Management Strategies.

The Hearings Officer can find that Providence achieves a high degree of success in transportation demand management. The opponents' suggestion that Providence charge for parking is both unworkable and unwarranted. It is unworkable because, as the Hearings Officer can surmise, charging for parking would undoubtedly force employees to park further away in the neighborhood and then walk to Providence. Moreover, charging for parking when no other institution does so would place Providence at a disadvantage in hiring employees. All parties will acknowledge that Providence Portland Medical Center is an important institution to the neighborhood, to the City and to the region. Requiring Providence to do something at this hospital that no other similarly situated hospital does is both unwise and unwarranted."

The Hearings Officer also considered the PBOT comments, relating to traffic volume, observed speed of vehicles, and level of service (Exhibit H.44). The Hearings Officer found the PBOT comments to be credible.

The Hearings Officer reviewed the June 2011 TIA (Exhibit A.1, Appendix H, Section 5, pages 47-49, Parking and Transportation Demand Management) and the traffic consultant's update (Exhibit H.55b, pages 3-4). The Hearings Officer finds the analytical model used by the traffic consultant, in the June 2011 TIA and the update, to reflect generally accepted traffic engineering protocol. The Hearings Officer finds that, with the condition that the Applicant continues the use of the "24-hour hotline," on-street parking impacts should not be expected to negatively impact the surrounding neighborhood. The Hearings Officer finds that the transportation system is capable of supporting the proposal, in this case, as well as existing uses in the area, based upon the on-street parking evaluation factor.

In the above-quoted material, the Applicant states that “the evidence does not show any pedestrian or bicycle accidents.” (Exhibit H.55, page 6) The Hearings Officer notes that the Applicant’s traffic consultant, in Exhibit H.55b, page 2, states that “there was one bicycle crash at NE 41<sup>st</sup> Avenue/NE Hoyt Street intersection” during the last five years. The Hearings Officer finds that the NE 41<sup>st</sup> Avenue/NE Hoyt Street intersection is generally outside the area considered, by the Hearings Officer, as directly and immediately impacted by this application. However, for the purposes of analysis of the pedestrian/bicycle circulation and safety evaluation factors, the Hearings Officer modifies the Exhibit H.55 statement that there were no pedestrian/bicycle accidents to accurately reflect that one bicycle accident did occur within the last five years. The Hearings Officer finds that even with this correction, the evidence in the record is that the application in this case will not negatively impact pedestrian, bicycle or transit circulation and will not create a significant safety risk to pedestrians or bicyclists.

One opponent (Parker) testified at the public hearing that the Applicant’s proposed Transportation Demand Management strategies did not include sufficiently aggressive tools to lower employee and visitor reliance upon use of private vehicles (cars). (See also Exhibits H.27 and H.48.) This opponent suggested that the Applicant should consider charging employees to park in the Applicant owned/operated parking facilities. In support of this suggestion, the opponent noted that a large medical/hospital in Portland (Oregon Health Sciences University – “OHSU”) charges for parking to create an incentive for employees to walk, bicycle or use public transportation to travel to/from OHSU. The Hearings Officer finds that this suggestion may have some merit. However, as pointed out by the Applicant in Exhibit H.55 (page 6), imposing a fee for employee parking may have negative unintended consequences such as creating an incentive for employees to park their cars in the surrounding neighborhood and/or place the Applicant, as an employer, at an economic disadvantage when attempting to hire quality employees (who don’t have to pay for parking at any other hospital other than OHSU). The Hearings Officer finds that including a provision calling for paid employee parking is, at this time, premature. The Hearings Officer finds the record to be woefully lacking in data and analysis necessary to arrive at the conclusion that paid employee parking is appropriate to be included in a Transportation Demand Management Plan.

Opponents (for example testimony at the public hearing by Parker, Edelsen, Sexton, Gustavson and open-record written submissions Exhibits H.15, H.27, H.38, H.48, H.49, H.56, H.57 and H.59) assert that the Applicant generated vehicle traffic uses the neighborhood streets to avoid travel on NE Glisan and NE 47<sup>th</sup>. Opponents refer to this activity as “cut-through” traffic. At the core of the cut-through assertion is that the intersection at NE 47<sup>th</sup> Avenue/NE Glisan Street is often congested and that utilizing neighborhood streets is an efficient and time saving way to avoid that intersection.

The Applicant’s traffic consultant, in Exhibit H.55b (pages 4-9) and Exhibit H.55c, addressed the cut-through issue. The Hearings Officer finds that the analysis and data set forth in Exhibit H.55b to be credible evidence that cut-through traffic created/initiated by the Applicant is not a significant problem. The potential of a conditional use master plan use to create neighborhood negative cut-through impacts is a frequent concern stated by opponents. The Hearings Officer, in at least one past case, found that anecdotal testimony by neighbors to be credible and trump

evidence provided by an applicant (LU 08-180498 CU MS (HO 4090017)). The Hearings Officer finds the evidence provided by the Applicant, in this case, negates the anecdotal evidence proffered by opponents. The Hearings Officer finds, in particular, that Exhibit H.55b directly addresses and negates opponent Parker's assertions (Exhibit H.48, pages 6-8).

Opponents suggested that traffic data generated for the 2011 TIA was outdated; therefore, no longer reflecting the traffic conditions in and around the Growth Boundary. (For example, testimony at the public hearing by Parker, Edelson, Sexton and open-record written submissions Exhibits H.15 and H.27.) The Hearings Officer finds that the Applicant's traffic consultant, in Exhibit H.55, updated data or included new data related to the following:

- street volumes and speed data; and
- crash data; and
- traffic counts; and
- on-street parking utilization; and
- travel times (re cut-through traffic); and
- origin/destination on neighborhood streets (re cut-through traffic).

The Hearings Officer finds that the updated evidence in Exhibit H.55 adequately addresses the concern that the Applicant, PBOT and BDS staff were relying upon outdated data.

A number of opponents indicated that the intersection at NE 47<sup>th</sup> Avenue/NE Glisan Street was currently operating at a poor and/or inadequate level. (For example, testimony of Naylor, Edelson, Cartmel and open-record written submissions Exhibits H.7, H.15 and H.49.) The Applicant's traffic consultant, using data from the 2011 TIA (Exhibit A.1, Appendix H) and from updated traffic counts/observations in May 2012 (Exhibit H.55b) determined that the NE 47<sup>th</sup> Avenue/NE Glisan Street intersection was operating at an acceptable level. The traffic consultant, in Exhibit 55b (see also Exhibit H.61f, page 3) states:

"Mr. Parker suggests that the June 2011 Traffic Impact Analysis for PPMC is based on outdated data. As discussed in our May 23<sup>rd</sup> letter, weekday am and pm peak hour traffic counts were conducted at the NE 47<sup>th</sup> Avenue/NE Glisan Street intersection in May 2012 when school was in-session to address the potential for fluctuations in the count data. A comparison of the 2010 and 2012 traffic data counts at this intersection indicated that:

- The total entering volume at the intersection has decreased by 2 percent during the am peak hour and 3 percent during the pm peak hour between 2010 and 2012.
- All intersection approaches during both peak hours have experienced a decrease in traffic volumes with the exception of the westbound approach in the am peak hour and the eastbound approach during the pm peak hour."

The Hearings Officer finds, based upon the data and conclusions provided by the Applicant's traffic consultant, that the NE 47<sup>th</sup> Avenue/NE Glisan Street intersection operates at an acceptable level. The Hearings Officer finds that the transportation system, including the

intersection of NE 47<sup>th</sup> Avenue/NE Glisan Street intersection, is capable of supporting the proposal in this case in addition to the existing uses in the area.

Opponents testified that the Applicant generates (employees, patients and visitors) excessive on-street parking demand in the area. (For example, testimony of Gustavson and Gore and open-record written submissions H.7, H.39 and H.42.) The Applicant's traffic consultant provided data/analysis of on-street parking demands created by the Applicant. (Exhibit A.1, Appendix H, pages 3, 47, 57, 62, 63, and Figure 15 and Exhibit H.55b, pages 3-4) The traffic consultant, in Exhibit H.55b, pages 3-4 states:

"In response to concerns raised regarding potential employee parking on neighborhood streets, additional parking data was collected in May 2012 to update Figure 15 of the June 2011 TIA.

Consistent with our previous analysis, the number of vehicles parked on each block face were recorded every hour between 6 am and 6 pm by the traffic data collection firm *Quality Counts*. The 6 am time period was used to identify parking that is likely associated with the neighborhood residents. Like 2010, the 2012 on-street parking demand was fairly consistent between 9 am and 2 pm.

The 2012 on-street parking utilization at 6:00 am and at 1:00 pm is show in Figure 5. Comparing Figure 15 of the June 2011 TIA and Figure 5 summarizing 2012 data shows nearly identical results. No additional on-street parking impacts are identified. As summarized in our June 2011, on-street parking demand increases within the PPMC growth boundary between 6:00 am and 1:00 pm occur within the growth boundary and are primarily centered near the NE 53<sup>rd</sup> Medical Office Building. As discussed previously, there is ample off-street parking available on-campus and at the surface parking lot associate with the medical office building so the on-street parking is likely a result of convenience, rather than need. Providence should continue to maintain the 24-hour hotline available to neighbors to address any parking in the neighborhoods and enforce any infractions."

The Hearings Officer finds that transportation system (on-street parking) is capable of supporting the proposal in addition to the existing uses in the area. The Hearings Officer finds the Applicant does not utilize on-street parking spaces, in the nearby neighborhood, to such a level that on-street parking is not available for other users (i.e. residents and their guests). That being said the Hearings Officer does find that Applicant's utilization of on-street parking spaces in the vicinity of the NE 53<sup>rd</sup> Medical Office building needs to be reduced. The Hearings Officer finds that the Applicant, through its TDM, needs to provide additional actions in reducing on-street parking impacts in the vicinity of the NE 53<sup>rd</sup> Medical Office Building.

The Hearings Officer addresses, with additional findings, opponent Parker's comments related to the Applicant's proposed TDM. Parker suggested that the Applicant consider additional measures to reduce its single occupancy vehicle rate ("SOV"). The Hearings Officer

acknowledges that the SOV rate at OHSU may be lower than that experienced by the Applicant (per Parker, the OHSU SOV rate is 41 percent and the SOV rate for Providence is 68 percent). The Hearings Officer finds that the City does not set a specific SOV goal; in particular the City does not establish the OHSU SOV rate as a City-mandated standard. The Hearings Officer finds that the Applicant's TDM strategies have reduced the SOV rate from 85 percent in 1996 to 67 percent in 2009. (Exhibit A.1, page 4) The Hearings Officer also takes note that the Applicant, over the past 15 years, has exceeded the goals set by DEQ for reducing single occupancy vehicle travel to the Growth Boundary uses. The Hearings Officer finds that the key consideration for any conditional use master plan applicant is to create a TDM strategy that results in consistent reduction in its SOV rate and in this case, the Hearings Officer finds the Applicant's strategy to do just that.

2010/2011 Mode Split Data from DEQ	Drove Alone Percentage
OHSU Marquam Hill	41
OHSU Center for Health and Healing	51
<b>Portland Providence Medical Center</b>	<b>68</b>
St. Vincent	72
Good Samaritan	73
Emanuel	78
Tuality Community Center	83
Providence Milwaukie	85
Adventist Medical Center	87
Providence Willamette Falls	88
Meridian Park	90

Examples of some of the TDM resources available to Providence staff, patients and visitors include:

- Provision of free bus passes to all Providence staff;
- Access to more than seven transit stops along NE Glisan Street within one block of the campus (TriMet Route 19 serves NE Glisan Street between 5:00 a.m. and 12:00 a.m. on 15–20 minutes headways);
- Access to a Zip Car on NE 60<sup>th</sup> Avenue near NE Everett Street;
- 24-hour guaranteed ride home in event of an emergency;
- Shuttle service between the campus and the Hollywood MAX station on 15–20 minute headways;
- PPMC campus bike and pedestrian coordinator who serves as a resource to staff;
- Provision of 165 bike storage racks on campus, including four secure employee-only bike cages, two of which have clothing storage lockers;
- Distribution of Portland neighborhood Bike/Walk maps, promoting active transportation, recreation options, safety tips, transit stops, and shopping;
- Campus and community events that showcase Providence's commitment to sustainability;

- Valet parking for patients;
- Preferential parking to carpools and vanpools; and
- Telecommuting options for administration staff.

The Hearings Officer finds that the Applicant's proposed TDM, while not perfect (no TDM reviewed by the Hearings Officer has ever been considered perfect), forms an adequate platform for transportation demand management strategies.

The issues of street vacations and the pedestrian bridge were discussed in the "Preliminary Comments" above. The Hearings Officer found that street vacations are specifically addressed in PCC 33.820.070 H. The Hearings Officer found that PCC 33.820.070 H indicates that street vacations are subject to City Council approval. However, the Hearings Officer also found that street vacations were subject to the PCC 33.815.105 D.2 approval criterion; demonstration that even with a street vacation proposal the transportation system would remain capable of supporting the existing uses in addition to the existing uses in the area. In this case, the Hearings Officer notes that the 2003 Master Plan approved street vacations, as part of that proposal, so long as the street vacations were approved by the City Engineer. (Exhibit A.1, Appendix D, pages 60-61). The Hearings Officer, in this case, need not review the street vacations against this approval criterion. The Hearings Officer treats the street vacation as a "carry-forward" proposal from the 2003 Master Plan.

The pedestrian bridge, however, was not approved as part of any prior master plan approval. The PCC 33.815.105 D.2 approval criterion must be applied to the pedestrian bridge. The Hearings Officer finds that the following PCC 33.815.105 D.2 evaluation facts are not impacted by the proposed pedestrian bridge: street capacity, level of service, other performance measures, access to arterials or on-street parking impacts. The Hearings Officer finds that a pedestrian bridge would create another "connectivity" alternative for pedestrians (in addition to sidewalks). The Hearings Officer finds that a pedestrian bridge, over NE 47<sup>th</sup> Avenue, would enhance pedestrian safety for persons who actually use the bridge.

One opponent (Cartmel) suggests that if the pedestrian bridge is constructed over NE 47<sup>th</sup> Avenue, vehicle "sight-lines" will be negatively impacted. This opponent did not explain, with any particularity, how the pedestrian bridge would interfere with safe sight-lines. Another opponent (Gavine) states, "Providence is planning to build a Skybridge to connect hospital buildings so that their employees no longer have to endure the outdated and vulnerable crosswalk on 47<sup>th</sup> and Glisan. While their need for efficiency is understood, where does that leave the rest of us who live and work in this community?" (Exhibit H.39, page 2) The Hearings Officer finds that this opponent concedes that those who use the pedestrian bridge will enjoy a safe route between the West Medical Office and the Main Campus. To that extent, the Hearings Officer finds a pedestrian bridge over NE 47<sup>th</sup> would enhance pedestrian safety. The Hearings Officer has already found that the general pedestrian system, in the area, is not compromised by the projects proposed in this application. The Hearings Officer finds, for the purposes of this approval criterion, that the proposed pedestrian bridge will not negatively impact the transportation system when considering the PCC 33.815.105 D.2 evaluation factors.



**From:** Jason Powers [mailto:[jason@typefoundrystudio.com](mailto:jason@typefoundrystudio.com)]  
**Sent:** Friday, March 25, 2016 8:30 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** I support a 7th avenue bikeway over a 9th avenue bikeway.

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

- The City is asking taxpayers to increase the gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to pay for bikeway improvements on NE 9th (est. at \$2 million) when NE 7th (est. at \$1 million) is an already established bikeway.

- Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bikeportland.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

-Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

Thank you,

Jason Powers

cell: [+1 503.473.1962](tel:+15034731962)

<http://www.jpowersaudio.com>

<http://www.typefoundrystudio.com>

**From:** Cheryl Norris [<mailto:Cheryl.Norris@pgn.com>]  
**Sent:** Friday, March 25, 2016 8:14 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony - Cheryl Norris, 1106 NE Siskiyou Street, Portland, OR 97212

Hello

My name is Cheryl Norris and I live on NE 11th and Siskiyou Street. I am writing about the **NE Greenway on 9th**. I lived in this neighborhood for over 20 years and believe it is a better option to place the greenway on NE 9th Avenue instead of NE 7th Avenue. Based on my own personal experience, drivers will not divert to NE MLK (especially during rush hour), but will instead go east onto NE 8th and 9th in order to travel south to north. That includes me. I regularly travel on NE 7th in the morning and evening, purposely avoiding NE MLK. If 7th is blocked due to the apartment building construction on 7th and Russell I use NE 8th Avenue.

Thank you for your consideration. I hope that you will truly listen and hear the arguments for placing the greenway on NE 9th Avenue.

Best Regards  
Cheryl Norris  
503-915-7219  
1106 NE Siskiyou Street, Portland, OR 97212

**From:** Luke Norman [mailto:norman.luke@gmail.com]  
**Sent:** Friday, March 25, 2016 9:32 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Transportation System Plan <TSP@portlandoregon.gov>  
**Subject:** TSP Testimony - Support for Designation of NE 7th as Major City Bikeway

Planning and Sustainability Commission,

As a resident of NE Portland, I strongly support classifying NE 7th as a major city bikeway from NE Weidler to NE Sumner. NE 7th is the most direct route from the Lloyd District to the Alberta Arts District and already sees heavy use by people on bikes.

As someone who has also started biking in the last year, using 7th provides me a comfortable ride to Williams, Mississippi, and on the weekend up to St. Johns, if car traffic is light. However, cars speeding leads to a harrowing experience for me as people driving cars race to pass me and other people biking before the roundabouts. Neighbors have reported many similar instances of speeding, aggressive driving, and crashes onto sidewalks and trees. Traffic calming would improve safety and decrease air pollution and cut-through traffic on NE 7th.

By contrast NE 9th does not connect well with the Lloyd District, is indirect, requires jogs, has greater elevation gain, and has a truly awful road surface - all deterrents for people beginning to bike to feel encouraged to use it. Additionally, at a recent open house PBOT projected it would require twice as much money to turn NE 9th into a greenway instead of NE 7th. So focusing and extending NE 7th as a major city bikeway, will both help Portland save money and encourage more people to take trips by bike.

NE 7th should be a safe neighborhood street - providing people on bikes a needed north-south connection - not a speeding cut-through for people in cars who want to avoid traffic on Martin Luther King Jr. Blvd. Please support the NE 7th Greenway through the updated Transportation System Plan.

Warm regards,

Luke Norman  
1650 NE 32nd Ave  
Portland, OR 97232

**From:** Rowena Norman [mailto:rowenanorman@gmail.com]  
**Sent:** Friday, March 25, 2016 1:01 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Transportation System Plan <TSP@portlandoregon.gov>  
**Subject:** Support for NE 7th Green Way

Planning and Sustainability Commission,

My name is Rowena Norman and I live in the NE Sullivan's Gulch neighborhood. I am a bike commuter and don't have a car. I've enjoyed biking and living in Portland, particularly in NE.

I strongly support classifying NE 7th as a major city bikeway from NE Weidler to NE Sumner. NE 7th is the most direct route from the Lloyd District to the Alberta Arts District and already sees heavy use by people on bikes.

As someone who has also started biking in the last year, using 7th provides me a comfortable ride to Williams, Mississippi, and on the weekend up to St. Johns, if car traffic is light. However, cars speeding leads to a harrowing experience for me as people driving cars race to pass me and other people biking before the roundabouts. Neighbors have reported many similar instances of speeding, aggressive driving, and crashes onto sidewalks and trees. Traffic calming would improve safety and decrease air pollution and cut-through traffic on NE 7th.

By contrast NE 9th does not connect well with the Lloyd District, is indirect, requires jogs, has greater elevation gain, and has a truly awful road surface - all deterrents for people beginning to bike to feel encouraged to use it. Additionally, at a recent open house PBOT projected it would require twice as much money to turn NE 9th into a greenway instead of NE 7th. So focusing and extending NE 7th as a major city bikeway, will both help Portland save money and encourage more people to take trips by bike.

NE 7th should be a safe neighborhood street - providing people on bikes a needed north-south connection - not a speeding cut-through for people in cars who want to avoid traffic on Martin Luther King Jr. Blvd. Please support the NE 7th Greenway through the updated Transportation System Plan.

Warm regards,

Rowena Norman

1650 NE 32nd Ave  
Portland, OR 97232

**From:** Beacon Sound [mailto:beaconsound@gmail.com]  
**Sent:** Friday, March 25, 2016 4:03 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** 7th Ave Greenway testimony

Dear Commissioners,

I am writing in support of designating NE 7th Ave as a Major City Bikeway all the way to Sumner St. This is a street that is already heavily used by bicyclists and will likely get even heavier use once the bike/ped bridge over I-84 is built. It is also a street that is accommodating too many automobiles thanks in part to spillover from MLK Blvd. By eliminating the option of using 7th as a throughway from Broadway to Alberta, the excess traffic can be diverted west while maintaining auto access for local users.

While I'm sympathetic to the concerns of some neighbors who live along streets such as 8th and 9th that traffic will be diverted onto their streets, it is important to note that their concerns are based on the same mistaken notions expressed by residents living near SE Clinton St before diverters were installed on that greenway. I'm confident that their anxieties can be alleviated during both the planning and implementation phases.

Following is a list of reasons why you should designate 7th as the Major City Bikeway from Broadway to Sumner:

- 1) It is already heavily used by bicyclists and pedestrians; through auto traffic should be using MLK Blvd.
- 2) There is strong residential and business support; official support from King, Irvington, and Eliot NA's as well as the BTA, Bike Loud PDX, and GoLloyd.
- 3) 7th connects directly to existing bike infrastructure in the Lloyd District and across Broadway/Weidler.
- 4) 7th has the most mellow grade and is a straight shot north/south, which is why it is already the preferred route for bicyclists.
- 5) There are existing traffic signals at Fremont, Prescott, and Alberta.
- 6) 7th would keep bike traffic out of Irving Park; there are also safety issues in the park at night, especially for women traveling alone.
- 7) 7th is only a few blocks away from the bike/ped-unfriendly MLK commercial corridor (easier access than 9th).
- 8) There are existing traffic calming measures in place on stretches of 7th (improvement is necessary but better than starting from a blank slate).
- 9) The future bike/ped bridge over I-84 is likely to touch down at 7th on the N side of the

freeway, which will likely result in much heavier bike traffic on 7th north of the Lloyd District.

10) 7th runs adjacent to King School, King Farmer's Market, Two Plum Park, the businesses at the Knott intersection, the dialysis center, etc.

11) Lloyd Center Mall is opposed to bike infrastructure on 9th through Lloyd District due to the mall's parking garages.

12) Anecdotal evidence suggests that bicyclists will continue using 7th Ave if the greenway is put on 9th. Many have said they will not use 9th at all because it is less convenient and will snake through the park.

13) The area on 9th around Broadway is particularly challenging with the high turnover parking at the credit union and post office.

14) A greenway on 7th is estimated by PBOT to cost half as much as a greenway on 9th.

15) This is a chance for the city to do something world class *that won't break the bank* and also aligns with the goals and aspirations set out in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bikes), the Climate Action Plan, Vision Zero, our 'Platinum' designation, BIKETOWN bike share, etc.

Thanks for your time.

Andrew Neerman

--

Andrew Neerman

Beacon Sound \ record store and label  
3636 B North Mississippi Ave Portland 97227 USA

[wearebeaconsound.com](http://wearebeaconsound.com)

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[facebook.com/beaconsoundpdx](https://facebook.com/beaconsoundpdx)

[beaconsound.bandcamp.com](http://beaconsound.bandcamp.com)

**From:** Courtney Miller [<mailto:courtam@gmail.com>]  
**Sent:** Friday, March 25, 2016 9:41 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** NE 7th Avenue Concerns

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike [Oregon.org](http://Oregon.org), the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Courtney & Chris Miller  
2438 ne 7th Ave. 97212



**From:** TERESA MCGRATH [mailto:bone1953@msn.com]  
**Sent:** Friday, March 25, 2016 3:18 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** "TSP Testimony"

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

- The City is asking taxpayers to increase the gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to pay for bikeway improvements on NE 9th (est. at \$2 million) when NE 7th (est. at \$1 million) is an already established bikeway.

-Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

-The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

-Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, [Bikeportland.org](http://Bikeportland.org), the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

-Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

Thank you,

teresa mcgrath 3344 ne 15th

nat kim....442 ne sumner

**From:** Katherine Jones [mailto:[katherined78@gmail.com](mailto:katherined78@gmail.com)]  
**Sent:** Friday, March 25, 2016 7:53 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** 7th Ave Greenway

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

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- Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bikeportland.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

-Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

To clarify, I will be happy as long as there is a greenway on either 7th or 9th. 7th just seems to make sense.

Thanks!

Katherine Jones

5036 NE Mallory Ave.

**From:** Janna Green [mailto:jagegreen@yahoo.com]  
**Sent:** Friday, March 25, 2016 11:07 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** King bike lane/street

Hello and to whom it may concern,

As a frequent bicyclist through King who has worked on 7th Ave and lived on 9th Ave-and who still owns my first home on 9th Ave, I am psyched about having a dedicated option in the neighborhood! AWESOME. I much prefer biking on 9th--even now that I live on 6th Ave in Woodlawn. There are less cars and less driveways to contend with, and it feels more peaceful and less hectic than 7th.

I am excited about this either way, but will be far more likely to use and enjoy the improvement if it is made on 9th Ave vs. on 7th Ave.

Thank you!  
JJ

*JJ Green*

**John L. Scott Real Estate**

**p:** [541-921-3153](tel:541-921-3153) **W:** [www.JJGreen.johnlscott.com](http://www.JJGreen.johnlscott.com)

**a:** 1205 NE M L King Blvd Portland OR 97232

**From:** Lisa Goldberg [mailto:lisa@largetech.com]  
**Sent:** Friday, March 25, 2016 5:08 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP testimony

My name is Lisa Goldberg and my address is 2121 NE 9th Ave. 503-279-1482. I have lived at this address for 15 years. I am writing to address the NE 7th / NE 9th Greenway issue. I support a different approach to traffic calming than diverters. Particularly on 7th Ave while I find the current traffic circles make it difficult for bikes and cars to share the road on 7th I do not think diverters is the right solution. I have traveled frequently on 7th over the past 15 years in all modes of transportation and I don't think the speed or safety problem is as severe as some may suggest. The addition of new multi-unit housing on 7th supports maintaining it as a through street. I also am concerned about increased traffic as a result on the neighborhood streets to the east. I think this particular process has moved rather quickly to this point without broad input from and no official notification of the affected residents. I hadn't heard of a Greenway project on 7th or 9th until very recently. I would like to know more about the process and rationale behind the decision making around this issue. Unfortunately I was out of the country for the past 3 weeks when community input was more broadly being heard. Thank you for your further consideration of the issue.

Lisa Goldberg

Providence Portland Medical Center  
4805 NE Glisan St.  
Portland, OR 97213-2967  
t 503.215.1111  
www.providence.org



March 25, 2016

**VIA EMAIL**

Ms. Katherine Schultz, Chair  
City of Portland  
Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

**Re: Proposed Transportation System Plan**

Dear Chair Shultz and members of the Planning and Sustainability Commission:

I am the Chief Executive for Providence Portland Medical Center. In my role for Providence, I am also involved in Providence's efforts to encourage our employees to use methods other than single occupancy vehicle to reach our medical campus. Providence has previously committed to supporting the City's Climate Action Plan and continues to do so. I understand from our representatives that have been attending your hearings on the proposed Transportation System Plan that there may be some concern about whether this commitment will continue in light of Providence's testimony.

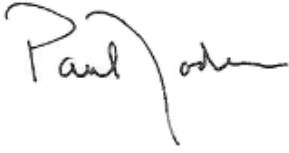
I am writing to reassure you that the focus of Providence testimony is on how we meet that goal, not if we will meet the goal. There is another 20 years or so to reach the goal of the Climate Action Plan. Providence intends to be aggressive as it has been in the past in shifting employee trips as much as is reasonable to other modes of transportation. Providence's request to the Planning and Sustainability Commission is that Providence be allowed to use its current Transportation Demand Management Plan, which has proven to be successful, until such time as it is clear that the current TDM plan is unsuccessful. Given the significant amount of time until 2035, there is every reason to believe that Providence can be successful in meeting its goals without difficulty in efficiency and expense of adopting a new Transportation Demand Management Plan.

I hope this letter answers your questions about Providence's commitment. Providence looks forward to being a partner with the City in meeting these goals and believes that the process for meeting the goals should be as efficient and clear and objective as possible.

March 25, 2016

Page 2

Very truly yours,

A handwritten signature in black ink that reads "Paul Gaden". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Paul Gaden

Chief Executive

Providence Portland Medical Center & Oregon Eastern Region

503-215-8603

cc: Ms. Michelle Bernard (via email)  
Mr. Jeff West (via email)  
Ms. Karen Weylandt (via email)  
Ms. Dana White (via email)  
Ms. Julia Kuhn (via email)  
Ms. Marty Stiven (via email)  
Mr. Michael Robinson (via email)

**From:** Julia DeNoto [mailto:[juliadenoto@gmail.com](mailto:juliadenoto@gmail.com)]  
**Sent:** Friday, March 25, 2016 1:02 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Subject:** NE 7th's future

To whom it may concern,

Please do not reclassify NE 7th. Please classify NE 7th as a major city bike way from NE Lloyd to NE Summer. Please put diversions on NE 7th for cars to be redirected away from the neighborhood greenway where folks are walking and biking. NE 9th is bumpy and hilly and indirect. Biking eases traffic congestion and if we want more portlanders to stop driving for short trips, it really makes sense to make it easy for them rather than difficult. I don't support NE 9th as a major city bike way.

Thank you,

Julia DeNoto

2247 SE Division St  
Portland, OR 97202



**From:** Chris Miller [mailto:[chrismiller78@gmail.com](mailto:chrismiller78@gmail.com)]  
**Sent:** Friday, March 25, 2016 9:42 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** NE 7th Avenue concerns

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike Oregon.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Chris Miller  
2438 ne 7th ave, 97212

From: Sarah Cline [mailto:scline@ecotrust.org]  
Sent: Friday, March 25, 2016 1:32 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>; Transportation System Plan <TSP@portlandoregon.gov>  
Cc: Beacon <beaconsound@gmail.com>  
Subject: TSP testimony

Dear City Council:

Thank you in advance for your advocacy on the 7th Avenue greenway project. I have lived at 4407 NE 7th Avenue for over ten years. Our home is right before the stoplight at 7th and Prescott. Over the years I have watched the traffic grow exponentially on our street as drivers try to avoid the gridlock on MLK. At rush hour it can be difficult to cross from our car on the east side of 7th to our home on the west side. The traffic races to beat the light - often well above the speed limit.

Several years ago our beloved cat Mr. Ruff was hit and left to die a painful death on the parking strip. We came home and found him and rushed him to Dove Lewis but it was too late. The back of his body was crushed by a car that didn't know or bother to stop.

The bike traffic on our street grows every year too and we watch the close calls all the time. This is a neighborhood street and a crucial de facto bikeway that is shouldering way too much automobile traffic.

We now have a one-year-old baby boy who we adore and are already worried about having him play in our unfenced backyard as he gets older - not to mention crossing the street from our car to the house once he is walking. What happened to our cat is a chilling reminder of the dangerous traffic patterns on our street.

Just north of our home on 7th are the Going street greenway, King elementary and park, and the King Portland farmers market on Sundays. We need a major intervention on 7th now - not after a tragedy happens.

Thank you again for your time and consideration.

Best,  
Sarah Cline

Sarah Cline | Design Director | Ecotrust  
721 NW 9th Avenue, Suite 200 | Portland, OR 97209<x-apple-data-detectors://11/1>  
M (971) 344.7595<tel:(971)%20344.7595> | www.ecotrust.org<http://www.ecotrust.org/>

**From:** Damaris Webb [mailto:damaris.webb@gmail.com]  
**Sent:** Thursday, March 24, 2016 9:36 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony NE Greenway on 9th

Hello,

I live at 1009 NE Stanton Street, and feel that designating NE 7th Ave as a Bikeway/Greenway is truly a bad idea. I feel it would likely push the traffic onto other neighborhood streets, which are even narrower and less able to handle the increased traffic.

Increased cut-through traffic could pose a serious safety concern for kids who attend Irvington school as well as the many families and residents in the neighborhood.

I request that the City prioritize a Greenway on NE 9th Ave, which is more representative of other bikeways in the city – low traffic, residential – and would not risk diverting thousands of cars a day onto single-lane neighborhood streets.

Thank you for your consideration,

--

Damaris Webb  
[www.damariswebb.com](http://www.damariswebb.com)

-----Original Message-----

From: Ann Thomas [mailto:anntomas@fastmail.fm]

Sent: Thursday, March 24, 2016 8:44 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: TSP testimony

I would like to express my support for a NE 9th Avenue Greenway instead of the proposed 7th Avenue Greenway. Motorists use 7th Ave as an alternative to MLK and would be unlikely to shift to MLK. It's more likely that they would utilize other routes through residential Irvington, making biking less safe in the Irvington neighborhood. NE 9th has many advantages for cyclists, in that it is not heavily utilized now by motor vehicle traffic and would be a preferable route for cyclists if it were well paved. I cycle to work daily and would love to ride all the way south to Broadway from Irving Park on a well-paved road.

Sincerely,

Ann Thomas, MD  
3132 NE 9th Ave  
Portland, OR 97212

**From:** Robyn Steyger [mailto:omgarnet@gmail.com]  
**Sent:** Thursday, March 24, 2016 8:18 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** A testimony in support of the 7th Ave Greenway

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike Oregon.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Respectfully,  
Robyn Steyger  
2426 NE 7th AVE, Portland OR 97212

**From:** Margaret Smeekens [mailto:bamazng@yahoo.com]  
**Sent:** Thursday, March 24, 2016 5:27 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** In Support of NE 7th Avenue as a designated Greenway

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

My husband and I own the home on the Northeast corner of NE 7th and Brazee, and the increased auto traffic on NE 7th poses a huge safety problem for our community. We see families, children, and "other abled" adults struggle to cross 7th Ave at our intersection many times daily and we witness very scary scenarios wherein folks have nearly been seriously injured. As regular bike riders, we also experience the impatience and danger of having auto traffic speed around us, cut us off at intersections, and/or pull in front of our bikes and then suddenly brake.

Please hear our concerns and act in a manner that will increase the safety and live ability of our community and, specifically, for those of us who live right on NE 7th Avenue. Making NE 7th avenue a designated greenway and establishing it as a major city bikeway is the best way to accomplish these goals.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

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-Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Thank you for your thoughtful consideration of this matter. I genuinely hope that NE 7th can be designated a greenway, before it becomes as busy and dangerous as NE 33rd!

Margaret Smeekens  
2520 NE 7th Avenue

**From:** Robert Sinnott [mailto:rsinnott@gmail.com]  
**Sent:** Thursday, March 24, 2016 9:12 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

RE: NE 7th/NE 9th proposed bikeway

As a cyclist and Irvington resident, I support making NE 7th a bikeway/greenway, but I do share other neighbors' concerns about the strong and obvious likelihood of increased traffic on NE 9th street (and other streets). If the City does make NE 7th a bikeway/greenway, then I would ask that the City construct diverters or implement other car reduction tools on NE 9th.

Thank You,  
Robert Sinnott  
910 NE Knott St.  
Portland, Oregon 97212  
(503) 459-2598



**From:** Andrew Shepherd [mailto:[andrewjshepherd100@gmail.com](mailto:andrewjshepherd100@gmail.com)]  
**Sent:** Thursday, March 24, 2016 4:53 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** In favor of a greenway on NE 7th ave!

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

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- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Andrew Shepherd  
632 NE Russell St  
Portland, OR 97212

**From:** Robin Schneider [mailto:robin.tichy@gmail.com]

**Sent:** Thursday, March 24, 2016 5:22 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** TSP Testimony

To Whom it May Concern,

Our neighborhood is concerned about the plan to provide bike lanes on 7<sup>th</sup> and divert traffic away. We feel that the effect will be to push traffic into the neighborhood rather than to MLK. (this has been the effect when the street is closed due to construction. Commuters through our neighborhood would travel dangerously close to our school grounds.

Please consider an alternate bike route/greenway on 9<sup>th</sup> avenue, which would be similar to other successful bike routes such as the one on Going.

Sincerely,

Robin Schneider  
2539 NE 10<sup>th</sup> Ave,  
Portland, OR 97212  
971-221-3326

**From:** Susan Sater [<mailto:labohn1985@gmail.com>]  
**Sent:** Thursday, March 24, 2016 9:06 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Greenway

Please consider shifting designation of a greenway on NE 9th Ave instead of NE 7th as is currently proposed. NE 9th is a much more logical choice and the timing is perfect to stop the increasing traffic on this narrow, neighborhood street. Traffic already shifts from MLK and 7th onto 9th, especially during busy times. It is getting worse every year and a greenway right now would help reverse this trend.

Susan Sater  
POB 12626  
Portland 97212

**From:** Allan Rudwick [mailto:arudwick@gmail.com]  
**Sent:** Thursday, March 24, 2016 11:41 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** So Many Eliot Bikeways - Make Eliot a Bicycle District

Planning staff-

Consider making the entire Eliot Neighborhood (possibly excluding Lower Albina) a bicycle district. 80-90% of the routes are already designated as bike routes. This designation would really acknowledge the current status quo and aspirations for this part of town

Consider: All north-south routes are designated as bike routes (Flint, Vancouver, Williams, Rodney, MLK, and 7th

More than half of the east-west routes are also on the map

It is a no-brainer

Thanks  
Allan Rudwick  
Resident  
228 NE Morris (Morris/Siskiyou/Klickitat Bikeway)

--

Allan Rudwick  
(503) 703-3910

**From:** David Ross [mailto:dave@ross.name]  
**Sent:** Thursday, March 24, 2016 3:34 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Transportation System Plan <TSP@portlandoregon.gov>  
**Subject:** Make NE 7th a neighborhood greenway

There are few options for good N-S bike routes in inner NE, I frequently take NE 7th on my cargo bike with two kids and have been looking forward to plans for traffic calming and diversion on this route.

Best,  
Dave Ross  
4425 NE Cleveland Ave

**From:** Alex Reed [mailto:[malexreed@gmail.com](mailto:malexreed@gmail.com)]

**Sent:** Thursday, March 24, 2016 2:10 PM

**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

**Subject:** 7th/9th bikeway classification

Hi all! I support keeping the NE 7th greenway on 7th. It's much flatter, has much better pavement quality, and will be half the price, enabling the city to spend scarce money on other important projects. Frequent diversion will be essential to the success of a 7th Ave greenway. Complaints of fearful neighbor's should not be given equal weight to the real transportation needs our city has.

Alex Reed

10242 SE Ramona St, Portland, 97266

**From:** Meryl Logue [mailto:meryllogue@comcast.net]  
**Sent:** Thursday, March 24, 2016 9:10 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Dear Portland Planning and Sustainability Commission:

My name is Meryl Logue. I am buying a home at 1927 NE 22<sup>nd</sup> Ave in Irvington.

I agree that 7<sup>th</sup> needs calming.

I DIS-agree that 7<sup>th</sup> needs diverters that do not actually divert TO MLK.

Any diverters that let traffic flow onto 8<sup>th</sup> and 9<sup>th</sup> and further east will not be good for that part of our neighborhood, our children, and our livability.

While 7<sup>th</sup> Ave as a bikeway looks “really cool” to those who like to burn their way along, for most of us, 9<sup>th</sup> is a much nicer pedaling alternative. That is EVER WITH its jog around the Park.

Oh. I gave up my car for pedals over 4 years ago. I only pedal. I am very familiar with what it means to “have to jog over here and there” because I make it a point to ride SAFELY, not quickly.

Sincerely,

Meryl Logue  
1927 NE 22<sup>nd</sup> Ave  
Portland 97212  
503-502-0540

**From:** xobruno [mailto:xo.bruno@gmail.com]

**Sent:** Thursday, March 24, 2016 10:07 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** I vote for keeping 7th ave as a major bikeway and making it a Greenway!

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

- The City is asking taxpayers to increase the gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to pay for bikeway improvements on NE 9th (est. at \$2 million) when NE 7th (est. at \$1 million) is an already established bikeway.

- Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bikeportland.org, the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

- Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

Thank you,

Michelle Kline

xobruno / [xobruno.com](http://xobruno.com) / 503.504.4081

STUDIO/SHOP: [811 E Burnside #119 Portland OR 97211](http://811EBurnside.com)



**From:** Keenan Keeley [mailto:keenankeeley@gmail.com]  
**Sent:** Thursday, March 24, 2016 5:55 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** NE 7th Greenway

To Whom it May Concern:

My name is Keenan Keeley and I live at 2738 NE 7th Ave.

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike [Oregon.org](http://Oregon.org), the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

> -----Original Message-----

> From: Carole Johnson-Smith [<mailto:carolegoldberry@comcast.net>]

> Sent: Thursday, March 24, 2016 7:07 PM

> To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

> Subject: 7th Ave Greenway

>

> Good Evening,

>

> I am a longtime resident of Irvington and currently reside on NE 7th Ave. between Stanton and Siskiyou. I've lived here with my husband and three children since 2005. Over the past 11 years, traffic on 7th has gotten increasingly bad. It is extremely difficult to back out of our driveway and I have had many near misses, especially in recent years. Cars often drive 40 miles an hour or faster through our residential street. There are many children on this street and crossing the street can be very dangerous, particularly at busier times of the day. In addition, rush hour traffic is starting earlier and earlier and going on much later into the evening than it used to. That means that we have several hours of bumper to bumper traffic on our street. I have had my parked car run into multiple times (hit and run) when parked in front of my house.

>

> 7th Avenue is a residential street. The street is about as wide as several other streets in the neighborhood that don't get nearly as much traffic as we do. Turning NE 7th into a bikeway and greenway, would not only increase the safety of our street, but it would also increase the desirability of living here. I notice that there is a lot of garbage on NE 7th and I am constantly picking up trash in my yard that people have obviously thrown out their car window while whizzing down our street. Lots of fast food restaurant containers, coffee cups, and cans and bottles. I do not see nearly as much trash when walking on other neighborhood streets.

>

> NE 7th has become an increasingly dangerous street. As residents of Irvington, my family and I would like to live on a quieter street that is cleaner, safer and less crowded with traffic, just like our neighbors on other Irvington streets. We are just as deserving as our neighbors to have a street that safe and pleasant.

>

> Sincerely,

> Carole Johnson Smith

> and family, Theo (husband) and kids Robin, Skylar, and Annalise

012 NE 7th Ave. Portland, OR 97212

> -----Original Message-----  
> From: Paul Jeffery [<mailto:prjeffery@gmail.com>]  
> Sent: Thursday, March 24, 2016 3:19 PM  
> To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
> Cc: Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
> Subject: 7th is the preferred alignment

Dear Planning and Sustainability Commission:

NE 7th Avenue is the most direct and flattest route for a major North/South greenway, and is much preferred over NE 9th. Please do the right thing here and stop compromising bike infrastructure to the point of unusability. The cars have an easy alternative on MLK, Interstate, and all the other streets. Of course there will be opposition, since all change is uncomfortable. Now is the time to finally get serious about making real alternatives to getting around everywhere by car, without seriously impacting anybody's ability to drive if they choose to.

Paul Jeffery  
4002 SE Salmon St, Portland 97214

**From:** Soren Impey [mailto:[sorenimpey@gmail.com](mailto:sorenimpey@gmail.com)]  
**Sent:** Thursday, March 24, 2016 2:01 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Subject:** NE 7th should be reclassified as a major city bikeway to NE Sumner

I strongly support NE 7th as a major city bikeway from NE Lloyd to NE Sumner. NE 7th is the most direct route to the Alberta arts district, already sees heavy use by people on bikes, and badly needs traffic calming. Moreover, multiple neighborhood associations and the majority of participants at PBOT open houses support NE 7th as a neighborhood greenway over NE 9th. I strongly oppose NE 9th as a major city bikeway. NE 9th does not connect well with the Lloyd district, is indirect, requires jogs, has greater elevation gain, and has a truly awful road surface.

Best,

Soren Impey  
2440 SE Main  
Portland, OR 97214

Phone: [503-381-9854](tel:503-381-9854)

**From:** Kim Hart-Baldrige [mailto:flyguys3@msn.com]  
**Sent:** Thursday, March 24, 2016 6:13 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

To whom it may concern,

My name is Kimberly Hart-Baldrige, and I live at 2126 NE 8th Ave., Portland, OR, 97212.  
I am writing this note in recommendation and support of having a bike diversion route from NE 7th Avenue to NE 9th Avenue, NOT to MLK as is being proposed.  
If the diversion route is on MLK, traffic will increase on surrounding narrow residential streets. This will endanger pedestrians and children walking to/from school who live on these streets.  
Please accept my support of a NE Greenway on 9th Avenue.

Thank you.

Sincerely,  
Kimberly Hart-Baldrige  
503-894-4717

**From:** Josh Guttmacher [mailto:[guttmj@gmail.com](mailto:guttmj@gmail.com)]  
**Sent:** Thursday, March 24, 2016 3:11 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Subject:** classify NE 7th as major city bikeway from NE LLoyd to NE Sumner.

I support NE 7th to be classified as a major city bikeway/greenway from NE LLoyd to NE Sumner. It will need diversion  
9th is unworkable.  
I also encourage looking forward to the plans for a future bridge across I-84.

Josh Guttmacher

5036 NE 35 Ave  
Portland OR 97211

**From:** Amy Greenstadt [mailto:greens@pdx.edu]

**Sent:** Thursday, March 24, 2016 9:55 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>

**Subject:** TSP Testimony

Dear TSP Planners, PBOT, Councilors;

I am writing regarding the proposed plan to turn NE 7th Avenue into a greenway. While I applaud the city's efforts to make our city more bike-friendly, as a resident of adjacent 8th Avenue I am concerned that the plan has not taken into account the larger effects of the greenway on our neighborhood. As the city has grown in density, we have already noticed increased cut-through traffic on our block. In fact, in November my cat was killed by a speeding car right in front of my house. In the past few months construction has caused 7th avenue to be blocked to traffic at the entrance on Knott, and as a result traffic on 8th has vastly increased, especially during rush hour. These cars routinely speed, even despite a partial roadblock put up by the construction company at the corner of 8th and Knott that forbids cut-through traffic.

It is reasonable to predict that if 7th Avenue were to become a greenway, traffic deflected from that street would divert over to 8th, and we would continue to see cars dangerously speeding down my block. Likely, our current traffic problems would worsen. We therefore need a **comprehensive plan** for the entire neighborhood to calm traffic and contain it within the main thoroughfares of Martin Luther King Boulevard and I-5. I am among many of the residents of 8th avenue who strongly favor putting up barriers at the entrance to our block at Knott which, coordinated with similar measures on nearby streets, would prevent cut-through traffic. Such measures are reasonable and have been implemented successfully in other cities, such as Berkeley, California. (See, e.g., <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=6748>).

I welcome Portland's increasing urban density; however, if we are to remain successful as one of the world's "most livable cities," we need to grow wisely. Shunting traffic onto quiet, residential streets is not the way to do so. I look forward to seeing a final plan for revising the traffic in Northeast Portland that makes *all* streets safer for bikes and pedestrians, including 8th Avenue.

Thank you for your attention to this.

Sincerely,

Amy Eliza Greenstadt, PhD  
2618 NE 8th Avenue  
Portland 97212

Associate Professor  
Theater + Film  
Portland State University  
P. O. Box 751  
Portland, OR 97207  
(503) 725-9409  
[greens@pdx.edu](mailto:greens@pdx.edu)

**From:** M Sean Green [mailto:seangreen@mac.com]  
**Sent:** Thursday, March 24, 2016 2:05 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>  
**Subject:** TSP Testimony

Dear TSP Planners, PBOT, Councilors;

I am writing to draw your attention to the current plans for the Irvington / NE 7th Ave area in the TSP. Residents of my street have noticed a fairly dramatic increase in non-local or “cut-through” traffic on our North-South streets, especially at rush hour. I am suspicious that this is driven by severe congestion on I-5 and MLK, spilling over onto NE 7th Ave - which was a quiet residential neighborhood street, even though it is adjacent to MLK.

As I have mentioned in previous correspondence, we desperately need the city’s help in solving this traffic architecture problem. My neighbors and I have no serious issue with increased density, but our safety and quality of life should not suffer because others want to live in Washington suburbs, want to commute by auto, yet don’t want to pay the actual costs of that infrastructure. Our neighborhood streets were never meant to be alternatives to a bumper-to-bumper I-5 N.

As part of the TSP, Commissioner Novick has suggested changing a currently planned greenway from NE 9th Ave to 7th Ave. While I wholeheartedly support the need for traffic calming on NE 7th Ave, the current plan calls for diversion - closing 7th Ave to through traffic at two or more locations. PBOT planners have told us they expect increased traffic on adjacent streets, and that this increase is “acceptable.” The outlined greenway plan for 7th Ave would be problematic in several respects.

The first and for me most serious problem, is that diverted traffic would be sent into Irvington, along much smaller and less capable neighborhood streets. My street, 8th Ave, is the **only** adjacent N-S route other than MLK. The traffic lane between parked cars on my street (measured last week just in front of my house) is about 14 feet. We have already seen serious problems when 7th has been closed to through traffic because of construction. If there is any further increase in traffic, it will be quite dangerous and dramatically change our street - which is already used as a “de-facto” greenway by pedestrians, children, and bicyclists avoiding 7th.

A second problem is that 7th Ave currently has multiple median rounds that are quite dangerous for bicyclists. In order to have a safe greenway for both autos and bicyclists, these median rounds would need to be removed. I believe these costs are not included in the current plan.

A third problem is the amount of traffic currently carried by 7th Ave - City counts are out of date; even so, they are incompatible with the stated nature of greenways on the City website. Last week, around five PM, I had some trouble crossing 7th @ Knott as a pedestrian because



there was an ~ 2 block long line of autos desperate to get through that intersection. The number of autos coming through at certain times is far, far above the limits suggested for greenways.

Diversion potentially reduces traffic loads; but this leads directly back to the first problem - while closure of 7th may reduce traffic and allow effective use as a greenway, that would cause severe trouble for adjacent streets - trouble that would overall reduce safety greatly, and which I think would exacerbate rather than ameliorate the problems that prompted consideration of 7th as a greenway in the first place.

I strongly encourage the council to either (a) retain the current plan for a NE 9th Ave greenway or to (b) include plans to close not only 7th - but also all adjacent N-S residential streets to through traffic.

The latter may be preferable in the long run, as 7th has some advantages in connection to the lloyd district, and really does need effective traffic calming. I want to emphasize that the current “half-measure” specified in the plan would generally worsen traffic problems, not improve them.

Additionally, I would ask council members to consider what city policy should be when conflicts such as this arise - involving city residents vs. largely non-local commuters. Regardless of which avenue is designated a greenway, our historic neighborhood needs protection - or parts of it may become de-facto highways that are not livable.

Many thanks for considering this view.

M. Sean Green

2618 NE 8th Ave  
Portland, OR 97212

**From:** Jackie Farlinger-King [mailto:jackiefk28@gmail.com]  
**Sent:** Thursday, March 24, 2016 9:30 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

I support the bikeway on NE 9th rather than NE 7th Avenue. I, like many of my neighbors, do not want 7th diverted so that excess traffic spills over into our one-car narrow streets between 7th and 15th north of Thompson.

Jackie Farlinger-King  
803 NE Brazee Street  
Portland, OR 97212-4150

**From:** Stone Doggett [mailto:[stonedoggett@gmail.com](mailto:stonedoggett@gmail.com)]  
**Sent:** Thursday, March 24, 2016 6:13 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** [tsp@portlandoregon.gov](mailto:tsp@portlandoregon.gov)

I strongly support making NE 7th a major city bikeway and greenway, with traffic diversion. I live on NE Beech several blocks from 7th. My wife, my 2 sons and I use 7th to cycle to many destinations in the Lloyd district and to SE Portland. We also use 7th to walk to businesses at Knott and 7th.

It is essential to have a North-South route at 7th. There is nothing else between N Vancouver and NE 21st. NE 9th is not a valid option. It is indirect and would only be used by cyclists for short neighborhood trips instead of creating a useful route through the area.

Moreover, since I have moved to this area, the car traffic on 7th appears to have increased in speed and volume. 7th has changed from a residential street to a rushed thoroughfare. This is dangerous for the children in this area that walk and bike to Irving park. Cars should be discouraged from using 7th as an alternate to MLK. Personally, I am happy spend extra time in my car on MLK knowing that 7th is preserved as low traffic for pedestrians and the families and individuals who live around 7th.

I am writing this email on behalf of my family and 4 other families that are our close neighbors that want NE 7th to be a major bikeway with measures to decrease through traffic from cars.

Thank you,

Stone Doggett

1110 NE Beech St  
Portland OR, 97212

**From:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**To:** Steven Cornils <[scornils@yahoo.com](mailto:scornils@yahoo.com)>  
**Sent:** Thursday, March 24, 2016 10:40 AM  
**Subject:** RE: TSP Testimony

Hi Steven,

Thank you for your comments to the Planning and Sustainability Commission. So that I may include your testimony and forward it to the PSC members, can you please email me your mailing address? That is required for notification about the project.

Thanks,  
julie

Julie Ocken  
City of Portland  
Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Ave, Suite 7100  
Portland, OR 97201  
503-823-6041  
[www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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To help ensure equal access to City programs, services and activities, the City of Portland will provide transportation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.  
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**From:** Steven Cornils [<mailto:scornils@yahoo.com>]  
**Sent:** Thursday, March 24, 2016 10:31 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

Greetings,

I would like to state my support for the NE 9th greenway proposal. There are many benefits to NE 9th on its own as well as reasons why NE 7th would be a failed alternative.

NE 9th already fits the low-traffic volume and would fit the goals the City has stated for a greenway, to provide safe pedestrian and bike traffic for ALL ages, as well as supporting the City's plan to support a diverse set of transit options. A NE 9th greenway provides safety within a neighborhood where many children are walking to and from Irvington Elementary on a daily, on-going basis. A NE 9th greenway will help alleviate some of the congestion that occurs on NE 15, NE Knott, NE Fremont and NE MLK. NE 15th and NE MLK have bus lines, so the desire to keep congestion off of these 2 streets supports the City's desire for diverse and efficient use of public transportation.

Logistically, NE 9th would provide beneficial improvements to the street itself, as well as a much needed pedestrian and bike crossing across NE Fremont above Irving Park. As to the bike path that would possibly need to be created through Irving Park, it seems logical to look at diverting bike traffic east on NE Siskiyou (already a green way) and then up NE 11th. This would reduce costs. However, it seems like a wonderful addition to Irving Park to have a brand new and SAFE bike path on the east side of the park. I see no logistic issues with NE 9th as a green way that couldn't be overcome and turned into very real positives.

Regarding the diverters that are part of the NE 7th plan, this is an absolutely **terrible** idea. I am staunchly **opposed** to diverters on NE 7th. Traffic calming measures such as replacing the roundabouts with speed bumps, a lowered speed limit and a cross walk at NE Brazee would be a nice political solution, creating a win-win for the neighborhoods involved.

Diverters on NE 7th would have the reverse effect of greenway goals. It would benefit few but negatively impact thousands of people. It would pose a VERY SERIOUS safety issue for all the neighborhood streets in all directions. It would also increase congestion, not alleviate it. It would bring congestion to the NE MLK and NE 15th bus lines, thus making the plans in direct opposition with the desire to use Public Transport as an efficient option.

Diverters would create daily, on-going, persistent cut-through traffic in both east/west and north/south directions on all the streets that surround Irvington Elementary. To me, this is my absolute bottom line that cannot be crossed. Decreasing safety for children walking to and from Irvington Elementary is negligent and will not be tolerated. Cut-through traffic would happen uncontrollably any time a driver encountered any traffic backup. Traffic backups would happen constantly on NE 15th, NE MLK (north/south) and NE Fremont and NE Knott (east/west). Aggravated drivers would simply bail out onto a neighborhood street and in an effort to beat traffic, speed through the neighborhood, blowing stop signs along the way. We all already experience this, why increase it? Cut-through traffic would be a serious issue for all the streets between NE 7th and NE 15th, namely NE 8th, NE 9th, NE 10th, NE 11th, NE 12th and NE 14th.

Last, I do not feel that the Irvington neighborhood association (ICA) accurately reflects the voice of Irvington. It is irresponsible how they've handled their support of the NE 7th proposal and I will expect, hopefully, that they change their position and instead support NE 9th.

For the record, I am a resident of "west" Irvington. I have a son who attends Irvington Elementary and another son who has to attend school across town in SE. I ride my bike to Whole Foods, and to appointments downtown. When I can commute by bike, I find it very easy to get around and I often will take neighborhood streets such as NE 9th as opposed to busier streets like NE 7th. I do need to commute by car, as I work in Hillsboro and have my eldest son in SE quite often for school. I have taken Max to Hillsboro, but it is not always an option due to life circumstances. I am sensitive to the concerns the folks have on NE 7th, but feel like the diverters plan puts far too many people at risk.

Thank you.

Steven Cornils  
503.347.1554  
2544 NE 8th Ave, Portland, OR, 97212

-----Original Message-----

From: Tara Carmichael [mailto:taracrofty@gmail.com]

Sent: Thursday, March 24, 2016 8:54 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: Tsp testimony

Hello,

I live on NE 11th Ave, I am hearing ideas for NE 7th to be a bike route. As a daily bike commuter, NE 11th or NE 9th would be a better greenway. In my opinion. Since 9th runs into the park you could do 11th and calm some of the traffic on Fremont Ave. as crossing it can be like death valley sometimes!

Thanks for all you do!

Tara Carmichael  
2144 NE 11th Ave  
Portland OR

Hooray for Today!

[www.tarastinyartgarage.com](http://www.tarastinyartgarage.com)

**From:** Spencer Bushnell [mailto:[spencer.bushnell@gmail.com](mailto:spencer.bushnell@gmail.com)]  
**Sent:** Thursday, March 24, 2016 8:35 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Subject:** NE 7th Ave. Greenway

\To whom it may concern,

I am writing to express my support for the upcoming 7th Ave. greenway in NE Portland. It is the ideal addition to our city's greenway network. The alternative is insufficient and not appropriate for non motorized transport. I have a colleague that moved away from 7th because it was such an inhospitable place to live. The change to a greenway will make it better and safer for the residents, and create an ideal connection from NE to the central Eastside. NE 7th should be the ideal route from NE Lloyd to NE Sumner.

Thank you,

Spencer

**Spencer Bushnell DPT**

3062 SW Fairmount Blvd, Portland Oregon , 97239

**From:** Steve B [<mailto:coffeeisnice@gmail.com>]

**Sent:** Thursday, March 24, 2016 5:48 PM

**To:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>

**Cc:** Wagner, Zef <[Zef.Wagner@portlandoregon.gov](mailto:Zef.Wagner@portlandoregon.gov)>

**Subject:** Please designate NE 7th avenue in its entirety as a major city bikeway (NOT 9th)

Dear BPS:

I strongly encourage the adoption of the following in the upcoming TSP:

- Designate NE 7th avenue from Skidmore to Sumner as a Major City Bikeway
- Designate NE 7th avenue from Broadway to Sumner as a Major City Bikeway (NOT 9th ave)

The neighborhood is in strong agreement of this at a recent neighborhood meeting. I have not heard much support for 9th. From BikePortland coverage:

Steve Cole, president of the Irvington Community Association, said he didn't understand why the city is considering 9th Avenue at all.

“Pretty much every organization that’s weighed in has stated that 7th is the preferred greenway,” Cole said. “If you were to turn 9th into a greenway, you’d still have a problem with traffic and pedestrians on 7th.”

More here: <http://bikeportland.org/2016/03/16/northeast-portlanders-call-enthusiastically-for-traffic-diverters-greenway-on-7th-avenue-177819>

7th avenue: a major city bikeways. Let's make it happen. Thank you!

Sincerely,  
Steve Bozzone  
4128 NE Cleveland ave  
Portland, OR 97211



**From:** Rebecca Biederman [mailto:rebecca.biederman@yahoo.com]  
**Sent:** Thursday, March 24, 2016 5:20 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Transportation System Plan <TSP@portlandoregon.gov>  
**Subject:** TSP Testimony

Greetings,

I would like to state my strong preference to keep NE 9th Ave as the future Lloyd District N-S Bikeway/Greenway over the recently proposed amendment by Commissioner Novick to move it to NE 7th.

I am a resident on NE 8th Ave in between NE Knott and NE Brazee. I have a son in second grade at Irvington Elementary. I am excited about the prospect of a greenway on NE 9th. I also fully support increased traffic calming measures on NE 7th while still allowing for 7th to act as a street that allows cars to funnel through the neighborhood. NE 9th already has the low traffic volume that is needed for a city greenway. It is a street that many Irvington students cross on their way to and from school. Diverting traffic off of 7th increases the likelihood that people will use alternate routes throughout the residential streets in Irvington, streets that don't have the size or capacity to support a major increase in traffic. These residential streets that children have to cross to go to and from school, sports, and activities at Irvington Elementary everyday and streets that don't have four way stop signs.

I have also read that the Irvington Neighborhood Association supports the Bikeway/Greenway on 7th. I am a resident in Irvington and do not agree at all with the ICA's support of the Greenway/Bikeway on 7th. The association is not representing the neighborhood as a whole as far as I can tell and is evidenced by the signatures that my neighbors have collected against the NE 7th Greenway/Bikeway in favor of one on NE 9th.

I am also excited about the prospect of improving the road on NE 9th between Broadway and NE Thompson, as well as the possibility of creating a bike path on the East side of Irving Park. I believe NE 7th Ave, while classified a local street, is actually a collector street in practice. It is wider than any other local street. It can accommodate two lanes of traffic, parking, and roundabouts. It is a vital road for cars to funnel through the neighborhood. I whole heartedly support safety measures on NE 7th like pedestrian crosswalks, speed bumps, even a redesign that could include bike lanes next to cars similar to NE Broadway or N Williams/Vancouver or NE 21st. NE 9th avenue is a perfect quiet low traffic volume street that would be lovely for bikes and could improve the neighborhood both N and S of NE Fremont through repaving and traffic lights/crossings and improve Irving Park overall by having a path specifically for bike use.

It would be a fatal mistake to allow NE 7th to be the site of the Lloyd District N-S/Greenway where an increase in traffic throughout Irvington between 8th and 14th would directly impact the safety of children and families that walk, bike, use strollers and skateboard multiple times a day.

Rebecca Biederman  
2544 NE 8th Ave  
Portland, OR 97212  
971-285-6046

**From:** Anna Austin [mailto:aedoregon@aol.com]  
**Sent:** Thursday, March 24, 2016 7:39 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** 7th Avenue

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

- The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.

- Bicycle commuters already use NE 7th, they appreciate the grade, the pavement quality and directness of the street.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, Bike [Oregon.org](http://Oregon.org), the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.

- It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- Conditions for cyclists and pedestrians have to be improved on NE 7th, even if 9th were converted to a greenway the City would still need to do something about 7th, thus adding additional cost.

Anna Austin  
2552 NE 7th Ave  
Portland, OR 97212

**From:** Tracy Andrews [mailto:tracy.a.andrews@gmail.com]  
**Sent:** Thursday, March 24, 2016 6:20 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** 7th avenue

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps. We currently have a de facto bikeway on NE 7th Ave given the number of people using 7th as a bike route on a daily basis. The proposed TSP update, however, calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also estimated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am in favor of the Greenway being implemented on 7th --all the way from the Broadway-Weidler couplet to Sumner-- for several reasons:

- The City is asking taxpayers to increase the gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to pay for bikeway improvements on NE 9th (est. at \$2 million) when NE 7th (est. at \$1 million) is an already established bikeway.

- Bicycle commuters already use NE 7th. They appreciate the mellow grade, the pavement quality, the directness of the street, as well as its proximity to services on MLK just a few blocks to the west.

- The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists, pedestrians, and ball players will have to watch out for each other. Furthermore, many people, women especially, have expressed reservations about traveling alone through Irving Park after dark.

- Numerous organizations such as the Bicycle Transportation Alliance, Bike Loud PDX, [Bikeportland.org](http://Bikeportland.org), the Irvington Community Association, the Eliot Neighborhood Association, GoLloyd and the King Neighborhood Association would like the available funds to be spent upgrading NE 7th to a major bikeway, not NE 9th.

- The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

- 7th directly connects to King School, the King Farmer's market, Albina Head Start, and the mini business district at Knott.

-Conditions for cyclists and pedestrians have to be improved on NE 7th (primarily by sending through traffic over to MLK where it belongs), even if 9th was designated as the greenway. The City will need to do something about 7th regardless, thus adding additional cost.

- This is a golden opportunity for the City to "walk the talk" and act in a way that reflects its own aspirations, as outlined in plans such as the Bicycle Plan for 2030 (aiming for a 25% mode split for bicycles) and the Climate Action Plan. The 7th Ave Greenway would tie in nicely with the future "Green Loop" around the city. It would accommodate existing demand for 7th as a bicycle route as well as encourage more elderly folks, kids, and the "interested but concerned" demographic to get on their bikes.

Thank you,

Tracy Andrews, LAc  
[tracyandrewsacupuncture.com](http://tracyandrewsacupuncture.com)  
971.251.0320  
3133 NE Prescott St

-----Original Message-----

From: Mikebarb@att.net [mailto:mikebarb@att.net]

Sent: Thursday, March 24, 2016 9:19 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: TSP Testimony 9th ave Greenway

I live in the neighborhood and commute to work by way of bike and car. 7th is not a good street to ride one's bike on, and my opinion is that it should be left as a street used primarily by vehicular traffic.

I think that quiet streets, such as 9th are best suited for bike traffic. If seventh is devoted to bike traffic, it leaves north south traffic no choice but to detour itself to sidestreets. They are building condominiums near 7th and Knott, and numerous cars turn to go up the side streets. Traffic will not use MLK, which is already clogged. I am in favor of using 9th as the Greenway, rather than 7th.

Mike Mitchell  
1909 N. E. Stanton  
Portland, OR 97212  
503-367-7325

**From:** montserrat arribillaga [mailto:montsearribillag@yahoo.com]  
**Sent:** Wednesday, March 23, 2016 4:53 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** [Approved Sender] TSP Testimony

To who it might concern:

I am advocating for NE 7th Ave to be designated as the greenway over 9th Ave. 9th Ave currently doesn't have a traffic problem. On the other hand, 7th has over 5000 cars per day driving between Knott and Broadway. Ninth is not currently preferred by cyclists as a greenway, 7th is preferred. Even if 9th were turned into a greenway, cyclists would continue to use 7th since 9th runs into Irving Park and has poor pavement, and has too many steep inclines. Converting 9th to a greenway would cost more than twice what it would cost to convert 7th. Please use the tax payers money responsibly. The traffic conditions on 7th are currently very dangerous for everyone involved. The amount of cars on 7th has to be reduced. Conditions for cyclists and pedestrians have to be improved. Even if 9th were converted to a greenway, the City would still need to do something about 7th, adding additional cost. The current plan calls for a pedestrian bridge over I-84 at 7th. It makes more sense for a north-south greenway to be on 7th vs. 9th, which again, is why every other organization voicing an opinion prefers 7th vs. 9th. The 7th ave. residents are almost unanimously in favor of turning 7th into a greenway. Turning 7th into a greenway should have a minimal effect on the residents of 9th as most cut-through traffic will end up using MLK or taking entirely different routes which don't dead-end at Irving Park. I think the above rationale shows that, objectively, 7th is the superior choice.

Montserrat Shepherd  
632 NE Russell St  
Portland,OR  
97212

**From:** Estee Segal [mailto:esteeseegal@yahoo.com]

**Sent:** Wednesday, March 23, 2016 9:21 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Cc:** Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Estee Segal <esteeseegal@yahoo.com>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>

**Subject:** TSP Testimony - support for North/South Bikeway on NE 9th Ave. (not on NE 7th)

I would like to state my strong preference to **make NE 9th Ave the future Lloyd District N-S Bikeway/Greenway** over NE 7th.

As an avid and daily bicyclist and a resident of this neighborhood, I would much prefer and advocate for 9th Ave being transformed into the N-S bicycle route, and leaving NE 7th to funnel cars through the neighborhood. While 7th Ave does need crosswalks and some traffic calming measures, it is the street most appropriate for cars, not bikes. Bikers prefer to be on side, residential streets with low traffic. Other city bikeways are implemented on streets like 9th, not 7th. Case in point are Going St, Rodney St. which residential side streets, and not striped with traffic lines for cars and intersections with stoplights and commercial uses, like NE 7th at Broadway and at Knott.

The idea of placing diverters on NE 7th to bring traffic levels down is a **terrible idea**. Create a bikeway on a street that already has lower levels of traffic and is appropriate for bikes - NE 9th. Thinking that you will be able to divert all NE 7th traffic to NE MLK Blvd. is ridiculous. Cars coming from the east, trying to get to 7th Ave (if blocked off) will cut through the neighborhood, from NE 15th to go east on Thompson, Tillamook and Brazee. Irvington School is smack in the middle of this neighborhood, with kids crossing to and from school 2 or more times a day. There are very few 4 way stop signs. This would most definitely increase accidents and near misses. It would be very irresponsible to place diverters on NE 7th Ave, forcing cars to cut through the neighborhood and **place kids and adults who walk through these streets in serious danger**.

I hear that the Irvington Neighborhood Association supports the Bikeway/Greenway on 7th. I am a resident of Irvington Neighborhood and attend meetings once in awhile and **do not agree with the ICA, and neither do many of my neighbors**. This association is not representative of all of the neighborhood, especially the western edges, like 8th and 9th Ave. Their focus is mostly on historic preservation matters. I was not aware of any vote taken on this project, and would represent that many neighbors on 8th and 9th do not support plans that consider putting diverters on 7th Ave. - and definitely prefer the Bikeway/Greenway on 9th.

If PBOT supports the Bikeway/Greenway on NE 7th because the city can "kill two birds with one stone" - and implement traffic calming measures on 7th b/c there is a funding mechanism for Greenways - I would sincerely ask those in a decision making role to stop and reconsider. There has got to be some way to fund modest street improvements that slow traffic and increase safe crossings on 7th, while implementing the Bikeway/Greenway on 9th, where it is most appropriate. Do not place diverters on

NE 7th and force traffic into the residential side streets adjacent to an established school where kids and families cross on foot, bike, strollers and skateboards multiple times a day. It would be a fatal mistake.

Thank you,  
Estee Segal  
2533 NE 8th Ave.  
503/753-9231



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

**Subject: TSP Testimony to the Portland Planning and Sustainability Commission related to NE Sandy Boulevard and the Tillamook Bikeway March 23, 2016.**

NE Sandy Boulevard is already a heavily congested street. Between 12th Avenue and I-205 the street backs up in both directions during the morning and especially in the evening rush hour.

It is a fantasy to think that cars, car ownership and the nearly 10% of the jobs in the US that are tied to the auto industry are going away. Car trips are expected to increase by 49 percent over the next 20 years regardless of how much mass transit service is added. The majority of auto related jobs are in the family wage category and wouldn't be easily replaced.

Wedging in a bike lane on Sandy is absurd, short sighted and unintelligent. It would require removing a travel lane or on-street parking or both. Removing a travel lane virtually creating a road diet would make congestion worse, add to emissions, divert some traffic to other streets and increase cut through traffic in residential neighborhoods. Removing on street parking will hurt small businesses, the majority of those located on Sandy not have off-street parking.

The Comprehensive Plan designates much of the land use along Sandy as CM1 2 or 3 with no off-street parking required even though it should be. This makes maintaining on-street parking on Sandy even more important. Design and Development policies 4.32 and 4.33 specifically address the mitigation of off-site impacts on adjacent residential areas. Additionally, Urban Form corridor policies 3.45 through 3.47 address accommodating growth and mobility needs for people of all ages and abilities, accommodating multi-modal uses and balancing all modes of transportation.

Existing residences and business must not bear the burden - cost or otherwise - of limiting parking supply which would create the negative impact of the over night and long term storage of vehicles from new development on streets in single family neighborhoods. The design, development and urban form policies must supersede the mindset of Parking Management policies 9.54 through 9.57 that seek to encourage lower car ownership and limit adequate parking for car storage in new multi-unit residential development; and supersede the discriminatory hierarchy strategy for people movement in policy 9.6.

My neighborhood association - Rose City Park - has come out in favor of requiring adequate off-street parking with new development on Sandy including three parking places for every four new residential units. My neighborhood association is also opposed to adding bike lanes on Sandy and supports developing alternative routes. Both decisions need to be incorporated into the TSP and comprehensive plan.

To reduce backups and make traffic flow better on Sandy, the relocation of bus stops to locations where bus zone pullouts can be provided is needed. That would eliminate TriMet buses stopping for passengers at curb extensions and in travel lanes that disrupt, impede and obstruct traffic flow backing up vehicles in groups that eventually combine to fill the entire street also slowing overall bus travel times.

Additionally, any thoughts of adding a streetcar to Sandy needs to be taken off the table. Not only would be costly and not financially self-sustainable, but it would also create substantial negative impacts to traffic congestion. Any changes to traffic lane configurations, on-street parking and the cross section of Sandy Boulevard must require an environmental impact study along with an economic impact study.

Finally, a comment related to the NE Tillamook Bike Route. There are no markings or bike lanes between NE 62nd and NE 65th on Tillamook Street. Adding bike lanes would likely require removing parking on at least one side of the street - in front of people's houses or adjacent to Rose City Park where the parking is utilized for activities in the park. Neither are acceptable outcomes. No problems exist other than arrogant bicyclists violating the law and not stopping at the four-way stop at the offset intersection at 62nd and Tillamook. Enforcement could go a long way to correcting these violations. It would be a waste of transportation dollars to add bike lanes for this three block section of Tillamook that currently accommodates both light neighborhood traffic and bicyclists.

You as members of the Planning and Sustainability Commission were appointed to represent all the people of Portland including the primary financial stakeholder motorists who make up 80% of the trips by driving, the car owners and members of neighborhood associations - not just the car haters, the bicyclists and their lobby groups, the transit users and the other alternative transport mode users. Your recommendations to the City Council must therefore represent equity - both financially and otherwise - for all users of our transport infrastructure.

Respectively submitted,

Terry Parker  
Northeast Portland

**From:** Michael Kennedy [mailto:mkenedy009@yahoo.com]  
**Sent:** Wednesday, March 23, 2016 2:39 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Dear PSC,

I am a resident who works from home and lives on NE 7th and NE Siskiyou and sees first hand the amount of cars and bicycle on NE 7th. I believe NE 7th should be classified as a Major City Bikeway and NE 9th as a City Bikeway. The reason NE 9th should be down graded is because it is not an efficient street, it is full of hills causing erratic bicycle speeds and dangerous intersections at the bottom of hills. Secondly the path around Irving Park will dangerous if not keep clean from leaves and dirt from the park. I have already witnessed a bicyclist crash because they decided to right through the park and hit a mossy muddy section of the path and crashed. Fortunately he was wearing a helmet and the trip to the hospital was just a precaution. Thirdly, dog owners and pedestrians enter the park from NE Klickitat and the NE 9th route will be across this path making it a dangerous blind intersection. Lastly, it will be twice the cost as compared to NE 7th.

NE 7th should be upgraded to a Major City Bikeway because it is currently used by hundreds of bikes daily. These bicyclist ride from King, Alberta, Alameda, Sabin and Woodlawn. A natural end to the NE 7th bikeway in the north would be a NE Sumner Street and then cut over to NE 9th Ave, this cut over avoids NE 8th creating one less street to cross. There is a traffic light at NE Alberta and NE 7th creating a safe crossing for bicyclist. From there it is a gentle slope to the traffic light at NE Prescott and NE 7th, another established safe crossing. The next major intersection is NE Fremont and NE 7th, also an established safe crossing zone at the traffic light. A slight climb past Irving Park and then a continual slope all the way down to the planned NE 7th Ave Bike/Pedestrian bridge over I-84 and the train tracks. As you can see NE 7th is the most direct, efficient and safest route for bicyclist.

To keep cars from using NE 7th as an alternative byway to MLK/99E as it is used today, the lights will need to be re-timed on MLK and NE 7th will need some traffic calming.

Sincerely,

Michael & Erin Kennedy  
3022 NE 7th Ave  
Portland, OR. 97212

**From:** Angel York [mailto:[aniola@gmail.com](mailto:aniola@gmail.com)]  
**Sent:** Tuesday, March 22, 2016 3:13 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** [portland-shoupistas@googlegroups.com](mailto:portland-shoupistas@googlegroups.com)  
**Subject:** TSP Testimony (parking related sections)

Dear Commissioners,

Rather than reinvent the wheel, I'm writing to let you know that I think the comments Tony Jordan submitted on the Transportation System Plan are worth a second look:  
<http://pdxshoupistas.com/comments-on-portlands-transportation-system-plan/>

The one key point I would add is semantic. Where Jordan says "parking," I would specify "parking for motor vehicles" per PBOT's inverted traffic pyramid that puts people who walk and bike as the top traffic priorities. By specifying where appropriate that the TSP is referring to motor vehicle parking, you acknowledge that there is also bike parking and ped parking (more commonly known as benches).

Thanks,

Angel York

7707 N Fiske, Portland, OR 97203

**From:** Patricia West [mailto:goforth91@msn.com]  
**Sent:** Tuesday, March 22, 2016 10:09 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** bikeway

This would result in the loss of homes and cause great financial loss to many residents of this area!

Gary and Patricia West  
801 W. 45th  
Casper, WY. 82601      owners of Unit 86

**From:** John Vecchio [mailto:[johnj.vecchio@gmail.com](mailto:johnj.vecchio@gmail.com)]

**Sent:** Tuesday, March 22, 2016 8:50 AM

**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

**Subject:** TSP Testimony - Comments on Section 5: Bicycle Classification Maps, Page 7, Hayden Island

Portland Planning and Sustainability Commission Members and Staffers,

While reviewing the Transportation System Plan Update - Stage 2, I have noted that the map on page 7 of Section 5: Bicycle Classification Maps shows "City Bikeway" on the northeast side of Hayden Island, running northwesterly from I-5 along the Columbia, and on the southwest side of the island, running northwesterly from I-5 along North Portland Harbor. Beyond the acquisition, engineering, and construction expense and challenges, limited existing land space, I am concerned that there may be an unintentional impact of the price of affordable housing.

Directly impacted by this plan is the manufactured home community on Hayden Island. This section provides affordable housing to many residents of the city of Portland. Knowing that there is interest in the city, county, and state to provide affordable housing, the proposal to construct a bike/pedestrian path should include discussion about the impact of removing homes in order to do so. Increasing bicycle and pedestrian access on Hayden Island is desirable, but should be made without decreasing the city's stock of affordable housing.

Thank you for your consideration.

John Vecchio  
468 N Hayden Bay DR, Portland, OR 97217

To Whom it May Concern,

>

> I live on NE 8th Ave. I don't see how creating green ways on 7th and 9th would not funnel traffic onto 8th which is one way in most directions. Unless there are plans in place to divert traffic from NE 8th as well I strongly feel the plan is incomplete at this point. You would essentially be moving a traffic problem on 7th to 8th.

>

> Sincerely,

> Ruth Trejo

> Home owner

> 2237 NE 8th ave 97212

> 858-357-7527

Ruth Trejo <ruthltrejo@yahoo.com>

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

**Subject: Testimony to the Portland Planning and Sustainability Commission on  
the Portland Transportation System Plan, March 22, 2016**

Welcome to Fantasyland. No, it's not Disneyland, it's the Portland Transportation System Plan. The plan exemplifies the standpoint of Bernie Sanders and the posture of Donald Trump all rolled up into one. It guides a complicated, convoluted and elaborate taxpayer funded Ponzi scheme to fund alternative mode transport - echoing from a car hater mindset. This includes extorting and siphoning off motorist paid tax revenues to provide free transit passes to employers, and spending gone wild with over 800 million dollars to accommodate freeloading bicyclists all while reducing automobile capacity.

Car trips are expected to increase by 49 percent over the next 20 years regardless of how much mass transit service is added\*. Road diets create more congestion and add to emissions. As an example, the road diet planned for Foster Road - which will likely allow TriMet buses to act like big bullies to other traffic by stopping for passengers in travel lanes - is projected to add three minutes to the average travel time. Given the number of motor vehicles that use Foster Road, that is 1180 hours more a day that engines will be running longer and idling in traffic.

The plan creates a hierarchy which is a snake bite recoil of an obsolete monarch system of government whereby the surfs were excessively taxed to pay for the lifestyles of royalty. There is no royalty status as it applies to transport mode. Hierarchies which can also be described as modern day social engineering have no place in a democratic society that constitutionally protects equality. If hierarchies had any legitimacy, groups at the top would be taxed at higher rates for the privilege as opposed to those groups at the bottom. Additionally, there is protective language in the Oregon Constitution that forbids special privileges and immunities. When it was written, the likely intent was to be applied in a broad sense of purpose.

Not only do TriMet's two-axle buses do the heaviest damage to Portland streets\*\*, but 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 a modern fuel efficient car\*\*\*. Without a financially self-sustainable transit fare structure, and without adult bicyclists paying their just share own way with user and license fees, the TSP is no different than the bullying of a big fat kid taking school lunch money from the smaller kids. With little to no proportionate motorist specific representation in both developing the TSP and on PBOT advisory committees, primary financial stakeholder motorists have become the recipients of discrimination. With the absence of equity, where is the TSP Fantasyland reality check? Extorting motorist paid funds to pay for alternative modes along with the bullying and discrimination of motorists are all good reasons for voters to reject any gas tax increase. With sizeable motorist specific representation, the TSP needs to be reworked to avoid total gridlock on our streets!

Respectfully submitted,

Terry Parker  
Northeast Portland



Portland Planning and Sustainability Commission Public Hearing

9

Date: 3/20/16  
 Name: Matt Meskill (Please print legibly)  
 Authorized Spokesperson representing: M. Meskill (if applicable)  
 Address: 4805 NE Green  
 City: Portland Zip: 97213 Phone: 503.251.1174  
 Email Address and/or Fax No.: matt.meskill@providence.org  
 What agenda item do you wish to comment on? TSP  
 Site Address, if different from above: \_\_\_\_\_

(check if written comments are included on back)

Portland Planning and Sustainability Commission Public Hearing

10

Date: 3/22/2016  
 Name: Michael W DURROW (Please print legibly)  
 Authorized Spokesperson representing: \_\_\_\_\_ (if applicable)  
 Address: 4935 NE 134th AVENUE  
 City: PORTLAND Zip: 97211 Phone: 503.807.9023  
 Email Address and/or Fax No.: wedeldurrow@gmail.com  
 What agenda item do you wish to comment on? Concerned about 80% housing  
 Site Address, if different from above: \_\_\_\_\_

(check if written comments are included on back)

~~get~~ the city should use any

Funds or variances for <60% housing



## Southwest Hills Residential League

P.O. Box 1033

Portland, OR 97207

[www.swni.org/swhrl](http://www.swni.org/swhrl)  
[swhrl@swni.org](mailto:swhrl@swni.org)

Transportation plan comments:

March 22, 2016

Hi, SWHRL is submitting the following comments on the Transportation Plan (TSP).

We appreciate the opportunity to comment on the plan and thanks for listening. We realize you hear many different voices so thanks for reading our comments. We applaud the overall effort to cost effectively build the region's infrastructure and undertake a prioritization effort; it is not easy.

We wanted to specifically comment on a theme we saw in the TSP that many valuable projects in SW & NW were not prioritized (not funded or within the revenue constrained project lists). It seems that SW & NW are highly underserved in this plan. This is even more striking given that lack of multi-modal infrastructure here compared to the rest of the city. To that point directly, Southwest hills walk score ranks 76<sup>th</sup> worst out of 89 Portland neighborhoods and bike score ranks 79<sup>th</sup> (Jan 2016 from walkscore.com).

We would also ask the city to relook at the major project evaluation criteria. We feel the metrics unfairly disadvantage projects in low density residential only neighborhoods that lack basic sidewalk and bike infrastructure today. There seems to be little to no tie to the current infrastructure conditions or the impact the project has on walk/bike-ability. The effect seems to be that projects in walk and bike rich East Portland are prioritized over walk and bike poor West Portland.

Simply put we have some of the worst bike and walk scores in the city and this plan doesn't seem to address the deficiencies. We don't know how we attain the city goals of 20 min neighborhoods, reduce SOV trips or complete gaps in the bike and pedestrian network for the residents of SW with the current plan. It is simply unsafe to walk or bike in many parts of SW Portland and mobility is limited.

We request the city to relook at the scoring of the major project evaluation criteria, adjust projects based on completing current gaps in infrastructure and improvements to bike & walk scores, update SW project costs and provide additional funding to projects in SW thru SWIM.

**From:** BETTY STRAWDER [mailto:bettystrawder@yahoo.com]  
**Sent:** Tuesday, March 22, 2016 5:09 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

I live along the Columbia River in the Hayden Island Manufactured Home Community, I love it here, I retired here.

Please remove Hayden Island Bikeway from The Comprehensive Plan Transportation System Plan (tsp)

If not removed from the plan, bikeway will destroy 122 homes.

When these homes are gone, our whole community folds because of lost revenue to landowners

This is a bad plan and the bikeway needs to be a street bike path, and not a path along the river

BETTY AND SAM STRAWDER  
1503 N HAYDEN ISLAND DR  
LOT 18

**From:** Bill Stites [mailto:bill@stitesdesign.com]  
**Sent:** Tuesday, March 22, 2016 1:13 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP testimony please

Katherine Schultz, Chair  
Planning and Sustainability Commission  
1900 SW Fourth Ave.  
Portland, OR 97201

Re: Comment on Transportation System Plan, Stage 2

Chair Schultz and Commissioners:

Please accept the following testimony for Task 5 of the Transportation System Plan (TSP). This testimony concerns parking related sections of the TSP.

## **Section 14: Transportation and Parking Demand Management**

The city should incentivize car-share participation as part of Transportation Demand Management (TDM) programs. Such benefits might, somewhat counterintuitively, be provided to car owners and parking permit holders in an effort to increase the supply of peer-to-peer carshare participation (with services such as GetAround and Turo).

One way to do this would be to partner with peer-to-peer systems and provide priority access to permits, or discounted permit prices, for car owners who make their vehicles available for neighbors for at least a certain percentage (say 50%) of the day.

Private housing developments should, similarly, offer discounted or free on-site parking (when available) to tenants who, likewise, regularly offer their vehicles for rental.

Integrating TDM and parking requirements is an important mitigation of the harms caused by our minimum on-site parking requirements. Developers should be allowed to reduce their parking requirement by providing progressively more intensive TDM benefits.

### **Centers & Corridors Parking and Transportation Demand Management**

The Centers + Corridors Stakeholder Advisory Committee wanted the price of permits to be above cost recovery to make the permit programs more effective. TDM was one acceptable use of additional revenue, however there was also a strong desire for such revenue to be spent as locally as possible. Spending revenue generated on permits sold in a residential permit zone on TDM for residents outside of the zone could be politically contentious and appear as more of a tax than a management tool. TDM paid for with revenue from parking permits should be focused on residents in the permit zones, for example by discounting transit passes for households with no registered vehicles or purchased permits. TDM in commercially zoned apartments should be paid for by the property manager or owner.

## **Section 15: Parking Code Amendment—Commercial Parking in Mixed Use Zones**

### **Mixed Use Zones Project**

**Parking requirements for residential developments proximate to frequent transit should be removed** in anticipation of the Centers + Corridors recommended permit program availability. These requirements have had a detrimental effect on the production of new housing stock, decrease the affordability of the housing that is created, and contribute to a fractured streetscape with cars driving across our sidewalks. Furthermore, trends in technology (TNCs and self-parking cars) and vehicle ownership and usage point to a future where we are likely to have an oversupply of parking.

**Maximum parking entitlements for residential developments along corridors** are encouraged and should be lower than 1.35 stalls per unit, a suggested amount would be the .7 stalls per unit regularly requested by neighbors.

**Parking buy-down opportunities for developers should be expanded (assuming minimum requirements stay in place)** . Developers should be able to buy down their entire requirement, rather than a maximum of 50%. The recently passed inclusionary zoning bill in Salem allows for a buy down of all affordable units in a development, there is no reason mandatory parking should be given a higher priority than mandatory affordable housing for people. Indeed, one would think that a buy-down maximum of 50% would apply to affordable units for people.

**More flexibility in siting any required parking should be allowed.** Shared parking among developments and off-site parking should be encouraged. Ideally, parking requirements should be eliminated in favor of on-street parking management, in which case there is no need to regulate shared and off-site parking other than enacting a maximum entitlement.

Thank you.

Bill Stites D.C.  
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Mar. 22nd, 2016 (Transmitted this day to the e-mails cited)

City of Portland  
Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
1900 SW 5th  
Portland, OR 97204

CC: Susan Anderson, BPS Director, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
Leah Treat, PBOT Director, [Leah.Treat@portlandoregon.gov](mailto:Leah.Treat@portlandoregon.gov)  
Joe Zehnder, Long Range Planning Manager, [Joe.Zehnder@portlandoregon.gov](mailto:Joe.Zehnder@portlandoregon.gov)  
Eric Engstrom, Comprehensive Plan Manager, [Eric.Engstrom@portlandoregon.gov](mailto:Eric.Engstrom@portlandoregon.gov)  
Nan Stark, BPS NE District Liaison, [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)  
Alison Stoll, Executive Director Central NE Neighbors, [alisons@cncoalition.org](mailto:alisons@cncoalition.org)

Subject: Recommended Blue Ribbon Committee to vet the TSP Implementation Assumptions to reduce SOV to 25% by 2045.

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to testify on the Transportation Systems Plan Update. The TSP is integral to the success of the Recommended Comprehensive Plan for Portland. The contents of the TSP are well intended as it paints the picture of residents willfully transitioning to mass transit and bicycles over the use of their single occupancy vehicles. Together with the restriction of new off street parking much of this transformation is to come about through Transportation Demand Management(TDM).

Unfortunately, TDM is untested at the scale that is proposed by this TSP. Because of this, recommending the adoption of the TSP as it currently is written is placing Portland in the precarious position of unchartered waters. TDM has been found to be successful in urban centers such as downtown Seattle where the infrastructure provides multiple choices for mass transit use and a periodic Taxi or Uber ride. Such an urban form with multiple transit options is not characteristic outside of Portland's downtown core. This was discussed at length at the March 17, 2016 RCPNA Land Use & Transportation Committee. Based on this and the following documentation, RCPNA recommends:

The development of a Blue Ribbon Committee to vet the TSP implementation assumptions that all Portland trips are to reduce to 25% SOV by 2045.

Much depends on the success of this TSP and it is vital that such a document is built on a foundation of a variety of successfully tested implementation methodologies. This TSP document fails demonstrate that this foundation exists.

We are not alone in this concern. This became apparent at a Campus Institutional Zone meeting I attended in February where the implementation of the Transportation Demand Management program was being rolled out by PBOT's Peter Hurley. The majority of those in attendance were the attorneys for the various hospitals and universities impacted by this new zone. I was there as a former member of the CIZ committee. Peter stressed that each institution would have a set transit goal, likely 75% of all trips, and the employer would be charged with showing annually how well they are meeting this goal. He was challenged repeatedly with concerns about emergency personnel being required to commute by bus. There was also an open concern for the lack of metrics by which they could be assured their goal was being met. One attorney recommended that Peter consider using a system like applied in Santa Monica. There, apparently, nurses who work three 10-hour days/week earn the hospital credits in two forms. First, by reducing the number of days commuting and second by commuting at off-peak hours. Peter encouraged them to submit their ideas and they would take a look at them.

RCPNA currently is impacted by over 10x the safe level of diesel and benzene emissions generated from the traffic on I-84. The TSP updates are required by ORS 197 to consider impact on air quality. How will this TSP level off and reduce the toxic air that impacts our neighborhood?

Please join us in calling for a Blue Ribbon Committee to vet the TSP to assure us that the implementation of the TSP and the Comprehensive Plan Update have a chance to succeed.

Thank you for your time and consideration.

My best,



Tamara DeRidder, AICP  
Chair, RCPNA  
Co-Chair, LU & TC  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213  
503-706-5804

Note: The LU & TC is supported by the RCPNA By-Laws to make recommendations on behalf of RCPNA to meet restricted deadlines, such as in this case. This recommendation has been forwarded to the RCPNA Board for their review on April 5, 2016.

Date: March 22, 2016

To: Kathryn Schultz, Chair, Portland Planning and Sustainability Commission.

From: Matt Meskill, Volunteer Cycling Coordinator  
Providence Portland Medical Center

Subject: Providence Portland Medical Center TDM Strategies

Providence Portland Medical Center (PPMC) is a Silver level Bicycle Friendly Business (BFB) with The League of American Bicyclists. PPMC currently has a bike parking capacity of 180 bikes with 77 of those spaces in secure cages. Our Providence Office Park (POP) campus has a capacity for 95 bikes with 51 of those in secure cages. Both campuses have showers and lockers available as well. PPMC has recently expanded secure bike parking capacity and both campuses have added bike repair stations available for use by Providence caregivers and the general public.

Part of our commitment to creating healthier communities is to encourage cycling to work. To that end I actively engage in the following activities:

- Distribution of a cycling newsletter
- Maintenance of a transportation-themed website with a page dedicated to cycling
- Maintaining a “bike buddy” network to encourage and educate new riders
- Lead periodic “Rides with Leaders” which are group bike commutes to work with executives
- Lead statewide Providence participation in the Bicycle Transportation Alliance’s Bike Commute Challenge
- Collect bike count data
- Work with local bike shops to arrange free on-site bike checkups



Date: March 22, 2016

To: Kathryn Schultz, Chair, Portland Planning and Sustainability Commission

From: Dave Bodine, Security Manager  
Providence Portland Medical Center

Subject: Providence Portland Medical Center TDM Strategies

Our Mission Statement, "As people of Providence, we reveal God's love for all, especially the poor and vulnerable, through our compassionate service," calls us to respond to suffering, taking care of the whole person in body, mind and spirit. It calls us to work in partnership to create healthier communities together. Through our core value of Stewardship we believe that everything entrusted to us is for the common good. We strive to care wisely for our people, our resources and our earth. In this effort we have been, and remain, committed to our Transportation Demand Management (TDM) strategies.

Our TDM strategies over the years have proven effective as we have reduced our drive alone rate to our Providence Office Park (POP) and Providence Portland Medical Center (PPMC) campuses from a high of 85 percent in 1996 to our most recent rate of 66 percent in 2014. The transit rate has increased from 3 percent to 29 percent during this same timeframe. We have been able to accomplish this reduction through many effective strategies and remain committed to continue to improve.

Some strategies implemented to highlight include:

- Free TriMet passes for employees
- Partnering with TriMet on routes/ frequency
- A bike/ pedestrian coordinator
- Preferential carpool and dedicated carshare parking
- Telecommuting options
- Transit center shuttle
- Electric vehicle charging stations
- Cycling facilities
- Partnership with the neighborhood under a formal neighborhood association agreement
- Requiring annual parking permits

It should also be noted that many of our employees work 12 hour shifts, usually from 7am to 7pm and 7pm to 7am. These shifts are well outside the normal heavy traffic hours, so many of our caregivers are already at work or are leaving after rush hour.

In addition, we have recently completed a Comprehensive Transportation Management Plan (CTMP). This plan exemplifies our commitment to create healthier communities by identifying ways in which we can continue to reduce single occupancy vehicle trips in the future. This plan includes hiring a full time transportation demand manager who will be dedicated to continuing this important work.

Providence looks forward to its partnership with the City, TriMet and the neighborhoods in the years to come.

March 22, 2016

Michael C. Robinson  
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Ms. Katherine Schultz, Chair  
City of Portland  
Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

**Re: Proposed Transportation System Plan**

Dear Chair Shultz and members of the Planning and Sustainability Commission:

This office represents Providence Health & Services—Oregon (“Providence”). I am writing on behalf of Providence to comment on the review draft of the Transportation System Plan (“TSP”) dated December, 2015. This letter supplements my testimony on behalf of Providence at the March 8, 2016 PSC public hearing.

**1. Response to PSC Questions at the March 8, 2016 Public Hearing.**

**A. Commissioner Bachrach asked about proposed Section 17.106.030, “Approval Required”, which provides that “The TDM Plan approved in writing by the Portland Bureau of Transportation is required prior to development approval.”**

Commissioner Bachrach asked whether the Portland Bureau of Transportation’s (“PBOT”) approval could supersede the Hearings Officer’s approval. Providence requests that the PSC recommend the deletion of Section 17.106.030 because the Hearings Officer is the final decision maker in a Type III appeal of a Type II decision. PCC 33.720.020.B; 33.730.020.I.8 (See Section 3 below regarding PBOT modifications to Title 17).

**B. Commissioner Baugh asked how institutions would advise PBOT on a process for adoption of a Transportation Demand Management (“TDM”) plan while also considering the ability of citizens to comment.**

If administrative rules are used, the process for adoption of administrative rules by PBOT should require notice to all interested persons, an opportunity to comment and a clear and objective approval and appeal process. The administrative rules must be available for review before the Title 17 and Title 33 amendments related to TDMs are adopted.

The Portland City Code gives PBOT the authority to issue administrative rules and regulations in order for PBOT to carry out its responsibilities. The Director of PBOT is required to establish

procedures in a "Rules and Procedures Manual". PCC 16.10.300. As of today, Providence has not been able to obtain a copy of the Rules and Procedures Manual.

Because the Portland City Code authorizes the Director of PBOT to adopt administrative rules and adopt procedures for adopting and implementing the rules, the PSC's recommendation to the Portland City Council should be that if administrative rules are used to identify the TDM requirements, the rules need to be provided prior to adoption of Title 17 and 33 requirements for TDMs and adoption and amendment of the rules needs to be pursuant to a process that provides adequate notice and opportunity to comment in the event of a future amendment.

## **2. Response to Other Public Testimony.**

### **A. Testimony by Jim Parker**

The Transportation Chair of the Laurelhurst Neighborhood Association, Mr. Jim Parker, testified that performance standards for non-single occupancy vehicle trips should be set and are achievable. Providence concurs with the City's goal of reducing single occupancy vehicle trips. Additionally, Providence has a history of reducing single occupancy vehicle trips (**Exhibit 1**; March 18, 2016 memo and table from Julia Kuhn of Kittelson and Associates). If a percentage of single occupancy vehicle trips is imposed on institutions and they fail to meet that target, Section 17.106.050 provides for enforcement and penalties against the institution. While PBOT has proposed an amendment to this section so that failure to meet performance targets alone is not an enforcement violation, the PSC should recommend to the City Council that targets not be a basis for enforcement against the institutions.

Medical institutions are critical to the health and safety of the City's residents. If failure to meet a target results in enforcement against a hospital, enforcement could jeopardize the health and safety of the public.

### **B. Testimony by Ian Stude.**

Mr. Ian Stude, Chair of the Portland Bicycle Advisory Committee, testified that Providence has taken some measures that are effective in reducing single occupancy vehicle trips but that Providence needs to embrace TDM measures to be more effective. Mr. Stude said that PPMC's efforts would "impact the health of our neighborhood".

Providence's mission is to provide health care to all. In implementing its Comprehensive Transportation Plan, Providence has committed to TDM methods which will further reduce single-occupancy vehicle trips.

Mr. Dave Bodine and Mr. Matt Meskill of PPMC will testify to the PSC on Providence's TDM efforts and their relationship to healthy communities and PPMC efforts to encourage employees to use bicycles as part of their regular commuting habits.

Additionally, Providence's performance compared to other medical institutions shows that Providence has been very effective over the last four (4) years in reducing single occupancy vehicle trips (**Exhibit 2**; March 18, 2016 memo and table from Julia Kuhn of Kittelson and Associates).

### **3. Modified Title 17 Provisions.**

Since the March 8, 2016 PSC meeting, the institutions have met with PBOT and have reviewed modified Title 17 language (**Exhibit 3**).

The modified Title 17 language, among other changes, proposes to remove Section 17.106.030. However, new Section 17.106.030, entitled "Modify and Performance Targets", is problematic. The performance targets include new Transportation System Plan ("TSP") Objectives 11.13.G-I which Providence has not had a chance to fully review. While Objectives G and H may be applicable to Providence, it is unclear how these objectives were set and whether Providence will be able to meet them in the required timeframe. Further, Objective I should be excluded from the institutions' obligation since it has to do with mixed-use zone households automobile ownership.

Additionally, Providence requests that the PSC recommend the deletion of Section 17.106.040, "Ongoing Participation". This Section provides: "The development should be required to commit to ongoing participation in the TDM plan in its deeds, Codes, Covenants, and Restrictions."

This Section imposes a requirement on the title to land and it is unclear how this recorded requirement will assist the City or institutions in meeting the TDM requirements. In fact, cluttering a title with TDM plans would not be helpful and, because properties can be sold but the TDM plans are specific to businesses, could confuse property owners and the public. Further, recording TDM plans in public records only provides notice; it does not add to the ability of an institution to meet a TDM requirement.

### **4. Conclusion.**

Providence appreciates the attention of the PSC to these issues and PBOT's efforts to work with it and other institutions to develop appropriate Title 17 and 33 regulations.

Providence believes it would be productive to leave the record open for an additional period of time to allow further discussions between the institutions and PBOT.

Ms. Katherine Schultz, Chair  
March 22, 2016  
Page 4

Providence's primary concerns with the proposed Title 17 and 33 regulations remain as follows:

- The mechanism used to establish the TDM requirements;
- The elimination of the possibility of contested land use proceedings to approve a TDM plan; and
- The ability to use an existing proven and effective TDM plan instead of creating a new TDM plan.

Very truly yours,



Michael C. Robinson

MCR:rsr  
Enclosure

cc: Ms. Michelle Bernard (via email) (w/ encl.)  
Mr. Jeff West (via email) (w/ encl.)  
Ms. Krista Farnham (via email) (w/ encl.)  
Mr. Dave Bodine (via email) (w/ encl.)  
Mr. Matt Maskill (via email) (w/ encl.)  
Ms. Julia Kuhn (via email) (w/ encl.)  
Mr. John Cole (via email) (w/ encl.)  
Mr. Tom Armstrong (via email) (w/ encl.)  
Ms. Judith Gray (via email) (w/ encl.)  
Mr. Peter Hurley (via email) (w/ encl.)  
Mr. Kurt Krueger (via email) (w/ encl.)



# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.6230 F 503.273.8169

## MEMORANDUM

Date: March 18, 2016

Project #: 9906

To: Chair Katherine Schultz, Portland Planning and Sustainability Commission  
Krista Farnham, PPMC  
Michelle Bernard, Dana White, Jeff West & Karen Weylandt, Providence Health & Services  
Dave Bodine, PPMC  
Mike Robinson, Perkins Cole

From: Julia Kuhn, PE

Project: Portland Providence Medical Center

Subject: Comparison of Mode Split Rates

The City of Portland is embarking on exciting changes to its Comprehensive Plan and its Transportation System Plan (TSP). These changes reflect a strong commitment and vision for how the transportation system can support future land use, economic development, public health, and the City's goals for sustainability. As part of these changes, the City is proposing significant modifications to its Transportation Demand Management (TDM) strategies to provide transportation choices for users of all ages, abilities, incomes, and phases of life. The City is also seeking commitments from institutions and private developers to partner in our efforts to achieve these strategies.

Portland Providence Medical Center (PPMC) is excited to continue to collaborate with the City and TriMet to achieve our collective TDM goals. Providence Health & Services has a long history of its commitment to TDM and has recently completed a comprehensive Transportation Management Plan (TMP) for its PPMC and Providence Office Park (POP) Campuses. This TMP exemplifies a vision to create healthier communities by identifying ways to continue to reduce single-occupancy vehicle trips to both campuses and provide transportation choices for caregivers, patients, and visitors.

Since 1996, both PPMC and POP have made significant progress toward reducing the percentage of people that drive alone to campus. These trends are shown in Table 1.

Table 1. Mode Split Comparisons

Year	Drive Alone	Carpool	Transit	Bike	Walk	Telecommute	Compressed Work Week
1996	85	6	3	2	2	0	2
1998	81	8	6	1	1	3	0
1999	82	5	9	1	1	0	2
2001	79	8	7	2	3	0	1
2003	76	5	11	1	3	3	1
2005	68	8	16	1	4	1	2
2007	68	6	14	3	4	2	2
2009	67	9	11	4	4	3	2
2011	68	9	10	5	4	2	2
2013	65	5	19	3	3	2	2
2014	66	4	19	3	3	3	2

As shown in Table 1, the drive alone rate to the campuses has decreased from 85 to 66 percent and the transit rate has increased from 3 to 19 percent. Despite this progress, Providence has committed through its TMP to enhance and expand its current TDM strategies.

Providence Health & Services looks forward to its partnership with the City, TriMet and the neighborhoods in years to come in helping our community to achieve our land use and transportation vision.

Please let me know if you need any additional information that can assist the City in shaping a vision and framework for our future.



**KITTELSON & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING / PLANNING  
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.6230 F 503.273.8169

## MEMORANDUM

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Date: March 18, 2016 Project #: 9906

To: Krista Farnham, PPMC  
Michelle Bernard, Dana White, Jeff West & Karen Weylandt, Providence Health & Services  
Dave Bodine, PPMC  
Mike Robinson, Perkins Coie

From: Julia Kuhn

Project: Portland Providence Medical Center

Subject: Comparison of Mode Split Rates

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As a follow-up to our meeting on March 16, 2016, we prepared the following table comparing the mode splits at the two Legacy hospitals in Portland, the two OHSU campuses and Portland Providence Medical Center. The table identifies the mode splits for 2014/2015 as well as those from 2012/2013 and the percent change by mode. As shown, each hospital has very different characteristics and has seen fluctuations in year-to-year results. In addition, PPMC showed the lowest increase in drive-alone trips between the two survey years as compared to the other hospitals shown.

Please let me know if you would like to discuss further.



Table 1. Comparison of Mode Split Rates (as provided by DEQ)<sup>1</sup>

2014/2015 ECO Results								
Location	Drove Alone	Carpool	Bus/MAX	Bike	Walk	Telework	Compressed Week	Total
OHSU Marquam Hill	49%	6%	25%	13%	4%	2%	2%	101%
Center for Health and Healing (OHSU SWF)	51%	8%	25%	8%	7%	1%	0%	100%
Portland Providence Medical Center	66%	4%	19%	3%	4%	3%	2%	101%
Good Samaritan	81%	5%	6%	2%	3%	0%	4%	101%
Emanuel	82%	4%	4%	4%	1%	0%	6%	101%
2012/2013 ECO Results								
Location	Drove Alone	Carpool	Bus/MAX	Bike	Walk	Telework	Compressed Week	Total
Marquam Hill	39%	10%	31%	11%	5%	2%	1%	99%
Center for Health and Healing (OHSU SWF)	48%	10%	21%	11%	8%	1%	1%	100%
Portland Providence Medical Center	65%	5%	19%	3%	3%	2%	2%	99%
Good Samaritan	73%	5%	10%	5%	4%	1%	3%	101%
Emanuel	80%	5%	6%	3%	1%	1%	4%	100%
Change from 2012/2013 - 2014/2015								
Location	Drove Alone	Carpool	Bus/MAX	Bike	Walk	Telework	Compressed Week	Total
Marquam Hill	10%	-4%	-6%	2%	-1%	0%	1%	2%
Center for Health and Healing (OHSU SWF)	3%	-2%	4%	-3%	-1%	0%	-1%	0%
Portland Providence Medical Center	1%	-1%	0%	0%	1%	1%	0%	2%
Good Samaritan	8%	0%	-4%	-3%	-1%	-1%	1%	0%
Emanuel	2%	-1%	-2%	1%	0%	-1%	2%	1%

<sup>1</sup> In reviewing this table, it is important to note that not all rows add up to 100% due to rounding in the DEQ reports between modes.

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner Leah Treat Director

## Proposed Approach for TDM Policy For Campuses & Institutions 3/18 stakeholders meeting

March 16, 2016

This proposal is intended to address concerns and questions raised regarding a need for more clarity and certainty about standardizing Transportation Demand Management (TDM) requirements for the Campus Institutions Zones (CIZ). While these proposals have been developed with the CIZ uses in mind, in several instances they overlap to a considerable degree with TDM applications in the mixed use zones and Central City proposals.

The overall approach is two pronged:

- 1) Provide greater TDM plan certainty by incorporating specific changes into Title 17 and Title 33. These code changes provide the greatest certainty to stakeholders, but the lowest flexibility for ongoing implementation and administration;
- 2) More fully integrate TDM into development application review and mitigation. Provide more certainty in application requirements, approval criteria, and mitigation measures, including expanding multimodal LOS mitigation options in Title 33.

### Proposed changes to Title 17.106 Transportation and Parking Demand Management (Attachments A and B)

In response to campus institution zone stakeholder requests, PBOT staff is recommending four additions to the proposed Title 17.106 language under consideration by the Portland Planning and Sustainability Commission.

- **Performance Targets:** specify that the performance targets in a TDM plan are those adopted by the City Council in the Transportation System Plan (Attachments A and B);
- **Interim Performance Targets:** specify that interim performance targets will be calculated using a straight-line method from the base year to the horizon year (Attachment A);
- **Modified Performance Targets:** specify that there is a provision for an applicant to propose, and the City to review, a modified performance target (Attachment A);
- **Enforcement.** Clarify that failure to achieve a mode split target is not subject to enforcement (Attachment A).



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

**Proposed changes to Title 33.852 (Attachment C)**

We've heard concerns and questions about how Transportation Demand Management plan requirements relate to traffic impact analysis, approval, and mitigation in Title 33. We propose to more closely integrate TDM plan requirements with the development review process, instead of a separate TDM plan review:

- **Application Requirements.** Provide greater certainty by stating that the elements required to be in a TDM plan are found in Title 17.106.020;
- **Approval Criteria Evaluation Factors.** Add language that evaluation factors should be balanced, and that a finding of failure in one or more factors may be acceptable if the additional impacts from the proposed development are mitigated, including by TDM and/or other system improvements;
- **Approval Criteria TDM Plan TSP Reference.** Clarifies that the TDM plan should meet performance targets in the Transportation System Plan, which is approved by City Council not a PBOT Director administrative rule decision;
- **Approval Criteria Mitigation Measures.** Provides more options for mitigation. Elevates TDM and multimodal system improvements to the same level as intersection improvements, providing a clearer path to mitigate system deficiencies with multimodal improvements;
- **Transportation Impact Review Duration.** Adds flexibility by providing for Transportation Impact Reviews shorter than ten years. Note that the ten year duration will not trigger a new TDM plan.

DRAFT

**17.106 Transportation and Parking Demand Management**

**17.106.010 Purpose.**

Providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, carpool, and otherwise reduce the need to own and use automobiles can be a relatively quick, inexpensive, and effective strategy to achieve city goals and prevent traffic and parking impacts. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs.

**17.106.020 Required Elements of a Transportation and Parking Demand Management Plan.** A TDM Plan shall include, at a minimum, the following elements:

- A. Site and proposed development descriptions, baseline information and analysis, including proposed auto and bicycle parking;
- B. Performance Targets:
  - 1. Performance targets from the Transportation System Plan, including pattern area targets;
  - 2. Interim performance targets may be determined as a straight line projection from the base year to 2035;
- C. TDM Strategies likely to achieve the performance targets:
  - 1. If a site meets 2035 performance targets prior to application for approval of a TDM plan, the strategies in the site's previously approved plan may form the basis of the updated plan.
- D. Automobile parking demand reduction strategies;
- E. Performance Monitoring plan;
- F. Ongoing participation and Adaptive Management plan;

**17.106.030 Approval Required.**

The TDM Plan, approved in writing by the Portland Bureau of Transportation, is required prior to development approval.

**Modifying Performance Targets.**

Applicants may propose modified targets. Approval factors for target modification include:

- a. The relative availability of bicycle, transit, bike share, and car share infrastructure and services;
- b. Whether the site has implemented documented high-effectiveness TDM strategies;
- c. Travel characteristics including schedules of employees, residents, and visitors;
- d. Best practices and performance of comparable sites in Portland and comparable cities.

**17.106.040 Ongoing Participation.**

The development shall be required to commit to ongoing participation in the TDM Plan in its deeds, Codes, Covenants, and Restrictions.

**17.106.050 Enforcement and Penalties.**

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this Chapter section or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant,

property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to \$1,000 for every 7 day period during which the violation continues. If an entity or person is fully implementing all other elements of this Chapter, failing to meet performance targets alone shall not be an enforcement violation.

**17.106.060 Administrative Rule Authority.**

City Council authorizes the Director of the Bureau of Transportation to adopt administrative rules for Transportation and Parking Demand Management consistent with City codes Title 33 and Title 17.

**17.106.070 Fees.**

The City may charge fees for Transportation and Parking Demand Management goods and services provided, including but not limited to application review, incentives and education, performance monitoring, adaptive management, and compliance and enforcement.

DRAFT

OBJECTIVES 11.13.G-I (*new*)

G. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day on average and 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

- Transit            25%
- Bicycle           25%
- Walk                7.5%
- Carpool            10%

H. By 2035, increase the mode share of daily non-drive alone trips to 70% citywide and to the following in the five pattern areas:

Central City	87%
Inner Neighborhoods	71%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	58%

I. By 2025, increase the percentage of new mixed-use zone building households not owning an automobile from approximately 13% (2014) to 25% and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

J. By 2035, reduce Portland's transportation-related carbon emissions to 50% below 1990 levels, at approximately 984,000 metric tons.

**33.852.105 Supplemental Application Requirements**

In addition to the application requirements of Section 33.730.060, a transportation impact analysis is required to determine compliance with the approval criteria. The transportation impact analysis must include:

- A. Description of proposed development;
- B. Delineation of the study area, and rationale for the delineation;
- C. Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required :
  - 1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;
  - 2. Any approved TIA must be reflected in the BDS tracking report;
- D. Traffic forecasts and distribution;
- E. Primary traffic access routes to and from the study area;
- G. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;
- H. Recommended mitigation measures including transportation system management and needed transportation improvements; and
- I. Transportation and parking demand management plan that has all the elements required by 17.066.020;
- J. Evaluation of:
  - 1. Impacts on street function, capacity and level of service;
  - 2. Impacts on on-street parking;
  - 3. Access requirements;
  - 4. Impacts on transit operations and movements;
  - 5. Impacts on pedestrian and bicycle routes and safety; and
  - 6. Impacts on the immediate area and adjacent neighborhoods.

**33.852.110 Approval Criteria for Cascade Station/Portland International Center Transportation Impact Analysis Reviews**

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. If the applicant has chosen Transportation Impact review over meeting the objective standards of 17.XXX as allowed by 33.266.410 and 33.510.260, only approval criterion B applies:

- A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors should be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;
- B. A proposed transportation and parking demand management actions are sufficient to achieve the relevant mode share and auto ownership targets established by the Transportation System Plan for the uses and development on the site. It is recommended that the plan includes measures to reduce the number of trips made by single-occupant vehicles during the peak pm. commuting hours;
- C. Adequate measures to mitigate on- and off-site transportation impacts are proposed/recommended. Measures may include, but are not limited to, the following: transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and
- D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

**33.852.115 Duration of a Transportation Impact Review**

The Transportation Impact review must include proposed development and possible future development that might be proposed for at least 3 years and up to 10 years. An approved Transportation Impact Review remains in effect until development allowed by the review has been completed or the review is amended or superseded.



**From:** John Poling [mailto:jpoling@ipns.com]  
**Sent:** Tuesday, March 22, 2016 11:58 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY Re: bike path plan for Hayden Island

Dear People,

- I live on the bank of the Columbia River in the Hayden Island Manufactured Home Community, I love it here, I have lived here for many years and plan on living here for many more years!

- Please move the proposed Hayden Island Bikeway to the street in front of us or entirely from the The Comprehensive Plan Transportation System Plan (TSP)

- If not removed from the plan, the Bikeway will impact, remove, destroy or possibly eradicate 122 homes within our community - the homes fronting the Columbia River as well as the North Portland Harbor.

- When these homes are removed, our whole community will become economically destroyed because of the loss of revenue to our landowners!

- This is a poorly thought out plan and the bikeway needs to be a street bike path and not a path along the river destroying, impacting and possibly ending the economic viability of this community.

- What ever happened to the idea of having a floating path in front of my place *in the Columbia River, from the old Thunderbird to Grandma's Cove?*

Hayden Island Resident,

John Poling

1503 N. Hayden Island Dr.  
Space # 131  
97217

**From:** Clayton Pledger [mailto:claytonpledger@yahoo.com]  
**Sent:** Tuesday, March 22, 2016 8:40 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

To the Portland Planning and Sustainability Commission,

I am a homeowner at both 4619 NE 7th Ave, where I live with my wife and daughter, and 4407 NE 7th Ave. I am writing to strongly advocate for a green/bikeway on 7th Ave, rather than NE 9th Ave, thus amending the TSP Stage 2 Proposed Draft, Section 5: Bicycle Classification Maps, Map B3. I can attest from my experience of living here on NE 7th and Going Ave. that:

1. Bicycles commonly use NE 7th Ave. as a north/south thoroughfare east of MLK. I personally use NE 7th when I ride my bike, but find it increasingly more precarious due to the amount of traffic and the speed in which this traffic drives.
2. Children commonly walk through the area (there is an elementary school nearby) and live in the neighborhood. We are, in fact, surrounded by young children just on our block between NE Going and Wygant. There are eight children alone out of 8 houses - mostly between 3 and 8 years old.
3. Cars use this street as a shortcut to get over to MLK. This used to happen only during rush hour, which is a very busy time for traffic on the road, but now it happens all the time. I have noticed that large delivery trucks and semi trucks now have taken to using NE 7th between Alberta and Prescott after making deliveries on Alberta. One Alpenrose truck comes by our house, with pace) like clockwork every morning while kids are walking to the King Elementary School.
4. The cars and trucks that use 7th Ave as an alternative to MLK speed aggressively. I commonly observe cars crossing Going Ave., an existing bicycle thoroughfare with no stop sign, at speeds in excess of 40-50 mph. I daily hear or see cars slamming on their brakes at this intersection because they are moving at such high speeds while approaching cyclists. Many cyclists cannot actually see the cars before they are right on top of them. At the very least, a four-way stop sign is warranted.

For these reasons: because there is an elementary school here on 7th, which also serves as a farmer's market, because bikes already use 7th Ave. as a conduit, and because cars use this shortcut in a very dangerous fashion, I think 7th Ave. would be an excellent candidate for a bicycle/greenway.

Thank you greatly for spending the time reading my testimony. Please feel free to contact me with any questions.

Regards,  
Clayton Pledger  
4619 NE 7th Ave  
Portland, OR 97211

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Clayton Pledger  
4619 NE 7th Ave  
Portland Or 97211  
503.804.2856  
ccb #174038  
[pledgerguitars.com](http://pledgerguitars.com)

From: Ted Picciotto [mailto:[ted.picciotto@pcc.edu](mailto:ted.picciotto@pcc.edu)]  
Sent: Tuesday, March 22, 2016 6:14 PM  
To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
Subject: Tsp testimony

Hello,

I live on NE 8th Ave. I don't see how creating green ways on 7th and 9th would not funnel traffic onto 8th which is one way in most directions. Unless there are plans in place to divert traffic from NE 8th as well I strongly feel the plan is incomplete at this point. You would essentially be moving a traffic problem on 7th to 8th.

Sincerely,  
Edward Picciotto  
Home owner  
2237 NE 8th ave 97212  
503-896-8141

To Whom It May Concern:

I would like to state my strong preference to **keep NE 9<sup>th</sup> Ave as the future Lloyd District N-S Bikeway/Greenway** over the recently proposed amendment by Commissioner Novick to move it to NE 7th. While 7th Ave certainly needs crosswalks and traffic calming measures, it is unrealistic and dangerous to close this street off to car traffic. Indeed, other city bikeways are implemented on streets like 9th, not 7th. Case in point are Going St and Rodney St. which are residential side streets, and not striped with traffic lines for cars and intersections with stoplights and commercial uses, like NE 7th at Broadway and at Knott.

Unfortunately, I don't believe the city can have its cake, and eat it too. With new developments going up at the corner of NE 7<sup>th</sup> and NE Russell (around 60 new apartment units) and new condos/townhomes going in at NE 7<sup>th</sup> and NE Thompson (as part of it's dense development plans), it's unrealistic to close off traffic on such a high density street. While we agree with slowing down traffic on NE 7<sup>th</sup>, closing it off in the face of new development means that most of those cars will need to travel on side streets. I believe it's irresponsible to take such a drastic action, when considering all of the kids navigating their way to Irvington Elementary and increasing traffic on slower neighborhood streets.

Indeed, the idea of placing diverters on NE 7th to bring traffic levels down to create the Bikeway/Greenway would cause serious issues for pedestrians and bicyclists within the larger neighborhood. Create a bikeway on a street that already has lower levels of traffic and is appropriate for bikes - NE 9th.

Thinking that the city will be able to divert all NE 7th traffic to NE MLK Blvd. is not realistic (it's just too busy during many times of the day — and will cause many folks to look for alternatives). Cars coming from the east, trying to get to 7th Ave (if blocked off) will cut through the neighborhood, from NE 15th to go east on Thompson, Tillamook and Brazee. As noted above, Irvington School is smack in the middle of

this neighborhood, with kids crossing to and from school 2 or more times a day. There are very few 4-way stop signs. This would most definitely increase accidents and near misses. It would be irresponsible to place diverters on NE 7th Ave, forcing cars to cut through the neighborhood and **place kids and adults who walk through these streets in serious danger.**

I hear that the Irvington Neighborhood Association (and other nearby associations) support the Bikeway/Greenway on 7th. I am a resident of Irvington Neighborhood and attend meetings once in awhile and **do not agree with the ICA, and neither do many of my neighbors.** This association is not representative of all the neighborhood, especially the western edges, like 8th and 9th Ave. Their focus is mostly on historic preservation matters. I was not aware of any vote taken on this project, and would represent that many neighbors on 8th and 9th do not support plans that consider putting diverters on 7th Ave. - and definitely prefer the Bikeway/Greenway on 9th.

If PBOT supports the Bikeway/Greenway on NE 7th because the city can "kill two birds with one stone" - and implement traffic calming measures on 7<sup>th</sup> because there is a funding mechanism for Greenways - I would sincerely ask those in a decision making role to stop and reconsider. There has got to be some way to fund modest street improvements that slow traffic and increase safe crossings on 7th, while implementing the Bikeway/Greenway on 9th, where it is most appropriate. Please do not place diverters on NE 7th and force traffic into the residential side streets adjacent to an established school where kids and families cross on foot, bike, strollers and skateboards multiple times a day. It would be a fatal mistake.

Thank you, Ron Pernick, 2244 NE 8th Ave., [503/493-8681](tel:5034938681)

*Ron Pernick*

Managing Director, Clean Edge, Inc.

Co-Author, Clean Tech Nation and The Clean Tech Revolution

Email: [pernick@cleanedge.com](mailto:pernick@cleanedge.com) | Tel: 503.493.8681 | [www.cleannedge.com](http://www.cleannedge.com)



**PROTECTING YOUR  
RIGHT TO ROAM**

Portland Planning and Sustainability Commission

SUBJECT: TSP Testimony

To the Portland Planning and Sustainability Commission,

Thank you for the opportunity to provide comments on Stage 2 of Portland's Transportation System Plan. Oregon Walks is the state's pedestrian advocacy organization and we work to ensure that walking is convenient, safe and accessible for everyone. Since pedestrian safety is one of Oregon Walks' priorities, we look forward to additional policies, objectives, and performance measures to be incorporated into stage 3 of the TSP after the City's Vision Zero Plan is completed.

We wholeheartedly support Commissioner Fish and Commissioner Novick's proposed amendment to Comp Plan Policy chapter 9 to include a new policy aimed at designing an accessible and age-friendly transportation system and to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

We also have specific feedback on TSP language:

- Section 2, TSP Objectives: we understand and appreciate that some of the old TSP Objectives regarding Pedestrian Transportation (TSP Objective 6.22) have been elevated to Comp Plan Policy (CP Policy 9.16 and 9.17), and we appreciate the addition of the words "spacing and quality" of crossing opportunities in TSP Objective 6.22A. However, the revised TSP Objective 6.22B, which now references giving priority to the completion of the pedestrian network that serves Centers, Corridors, and transit, should be amended to add access to schools as an additional priority. Comp Plan Policy 9.16 should be clarified to define "major destinations" in a way that includes destinations that are important to people of all ages.
- Section 6, Street Design Classifications: Oregon Walks supports the amended language in Objective 6.11 about context-sensitive design and a complete streets and complete networks approach to street design. We support the specific language about design for access, safety and comfort of pedestrians in the Function, Curb Zone, Separation, and Design Elements sections of the various street design classifications. We also strongly support the new language about designing to safely accommodate and maintaining connections for all modes across Urban Throughway (freeway) interchanges!
- Section 10, Performance Measures: Oregon Walks supports the proposed new performance measures, but we prefer a non-SOV performance target for all trips rather than commute trips only, since many members of more vulnerable populations are not commuting, and since many non-work trips are short trips that should be possible to do on foot. It is possible that the City already has an all-trip non-SOV performance target that is not being amended as part of this stage of the TSP update. We eagerly await the



**PROTECTING YOUR  
RIGHT TO ROAM**

additional performance measures work that is being done by the PBOT Development Permitting and Transportation Planning groups, and ask that stakeholders be provided an opportunity to be involved in those efforts.

- Section 14: Transportation and Parking Demand Management: Oregon Walks supports expanding TDM and parking management requirements, and is interested in participating in the development of new Administrative Rules to implement the draft Title 17 provisions.
- Oregon Walks agrees with the comment made by Marianne Fitzgerald that "TSP Objectives need to elaborate on expectations for new development (permitted uses as well as conditional uses and those requiring a zone change) to avoid creating the same infrastructure gaps (especially sidewalk gaps), that we are dealing with in many parts of Portland today." The street design classifications, TSP performance measures, and TSP project list provide direction for City actions, but do not provide clear direction to private developers that they must build sidewalks or contribute towards completion of the pedestrian network. In addition, there should be clear direction that private development shall not interrupt the existing pedestrian network during construction. These issues should be addressed in stage 3 of the TSP.
- Finally, Oregon Walks requests that the City update its Pedestrian Master Plan sooner rather than later. Development of the Pedestrian Plan and incorporation of any new policies, classifications, and projects into the TSP should not wait for the next full TSP update.

Thank you again for the opportunity to provide testimony on stage 2 of Portland's Transportation System Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Mickelberry".

Noel Mickelberry  
Executive Director

Portland - ODOT Highway Segments with Safety and Mobility Concerns to be Addressed in Refinement Plan

Hwy	Beginning	End	2012 Top 5% SPIS	Additional Comments
<b>Identify Need in TSP: Conduct Further Analysis to Identify Improvements and/or to Seek Alternative Mobility Targets in Refinement Plan</b>				
NW Yeon (US30)	Nicholai Street	NW 26th Drive	X	Evaluate Queuing for safety
US30	St. John's Bridge	Cornelius Pass Rd		Analyze US30 Bypass Connections to St John's Bridge Including Queuing
US 30	at St. John's Bridge	NA		Analyze US30 Bypass Connection to St John's Bridge Including Queuing
N Lombard	N Richmond	N Jersey		project underway; re-evaluate capacity and safety with changes in place
N Lombard	N Wall	N Portsmouth		project underway; re-evaluate capacity and safety with changes in place.
NE Killingsworth	NE 72th	NE 82nd		project underway; re-evaluate capacity and safety with changes in place.
<b>Defer to Other Plan - Study Remaining Issues Upon Completion of Other Plan</b>				
SW Naito	Ross Island Bridge	SW Barbur	X	SWCP
SW Barbur (OR 99W)	SW Hamilton Street	Capitol Hwy (North)		SWCP
SE 82nd (OR 213)	at Division	NA	X	Powell-Division HCT or 82nd Ave of the Roses Plan
SE Powell (US 26)	Ross Island Bridge	39th Avenue	X	Powell-Division HCT
SE Powell (US 26)	39th Avenue	Foster	X	Powell-Division HCT



**From:** Martha Miller [mailto:[martha@marthapoundmiller.com](mailto:martha@marthapoundmiller.com)]  
**Sent:** Tuesday, March 22, 2016 8:06 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

For heaven's sake! This is the first I've heard of this dreadful idea of rooting all us elders out of our nice (paid-for) homes on the Columbia River in the Hayden Island Manufactured Home Community! What are you thinking? I bought my house and paid for it with my savings. If I'm forced to move for such a ridiculous, hair-brained idea as a bike path along here, you'd be putting a terrible hardship on me -- and many others that live here. These are our HOMES. Please, please PLEASE don't do this.

If I may vent again just a little, please pass along my most ardent wish that this idea die a horrible death. If I lose my home, I'll be on welfare or worse yet, homeless. I'm 85 years old, my home here represents my 'nest egg'. All because the City of Portland wants to put in a path for an occasional bike rider? Would the City really do that to 122 of their citizens? Please tell the powers-that-be to get real. I'm scared to death, as are my neighbors, and feeling like I'm in Nazi Germany.

Martha Miller

*1503 North Hayden Island Drive, Unit 129, Portland, OR 97217*

March 22, 2016

Ms. Katherine Schultz, Chair  
City of Portland Planning and Sustainability Commission  
1900 SW Fourth, Suite 7100  
Portland, OR 972101

Re: Proposed Transportation System Plan

Dear Ms. Shultz and members of the Planning and Sustainability Commission:

Like many Portlanders, we are astonished to realize one of the consequences of adding 120,000 jobs and welcoming 260,000 new neighbors to our city during the next twenty years: an increase of some 538,000 daily commutes in our city. Anecdotal evidence tells us that we have already reached a tipping point in traffic congestion; it is hard to imagine half-a-million more vehicle commutes. Those commutes could create gridlock and increase health risks, especially for children. By adding to the momentum of climate change, they would jeopardize objectives and action items of the Commission's Climate Action Plan.

We wish to congratulate and thank the staff of the Portland Bureaus of Transportation and Sustainable Development for drafting realistic and equitable proposals for dealing with this problem through City Code changes implementing the Campus Institutional Zone TDM plans. In addition to that, we would like to make these points:

**First**, we support the proposals' goal of facilitating the growth of medical institutions on which we're dependent and of which we are proud.

**Second**, we agree that the extra load on our streets cannot be handled by infrastructure improvements alone. Like several other neighborhoods, Laurelhurst and North Tabor have problematic intersections and signals that still, to our knowledge, aren't on the TSP project list for funding. We simply can't build our way out of traffic gridlock.

**Third**, it is only common sense to attempt to keep the traffic load as close as possible to its present level by setting performance targets. Contrary to the claims of some, SOV performance targets don't conflict with the over-all goal of facilitating the growth of institutions; in fact, they make that goal attainable. If the citywide non-SOV target of 70 percent is not reached, all of us will be affected adversely. Medical institutions, in particular, will find their operations compromised.

At times we hear the argument that medical personnel can't be expected to shift a significant number of their commutes to public transit and other non-SOV modes. By not encouraging such a shift, however, medical institutions put their own personnel at the disadvantage of being stuck

in the very traffic they are partially responsible for generating. Even though many medical personnel commute trips are taken in off-hours that do not count in the SOV tally, congestion in peak hours caused by high SOV rates is pushing vehicular commute times toward those of buses.

**Fourth**, it has been demonstrated that setting performance targets is among the most cost-effective methods for dealing with increases in daily commutes.

**Fifth**, the city-wide performance target proposed by PBOT—a 70 percent non-SOV rate—is reasonable and achievable, given all the strategies available in aggressive TDM plans. Similar performance targets and aggressive TDM plans that have been set in place at medical institutions in other U.S. cities as well as here in Portland have been effective in reducing SOV rates without, at the same time, compromising in any way hospital missions or operations.

Not only that, but the target has been adjusted to different transportation infrastructure and commuting options currently existent in different regions of the city and for different types of workforces.

**Sixth**, setting performance targets is a detailed and data-driven process that is well-suited to PBOT's administrative rule-making. It wouldn't be appropriate to attempt establishing such a process, with all of its technical data and criteria, through legislative deliberations.

**Seventh**, the PBOT plan provides for a clearly defined and consistent process for modifying institutional performance targets. The proposed path for approving a TDM plan is a Type II hearings process. The same path is available to institutions for modifying their TDM performance targets. After the prescribed comment period, PBOT staff will review plans as well as proposals for modification of performance targets. Appeals to staff decisions will be allowed during a fourteen-day period.


This recourse, which assists institutions and PBOT in the on-going work of matching new and emerging TDM strategies to special and changing requirements of various institutions, allows for the critical input of neighbors. Neighbors can help assess the success of a TDM plan in meeting its performance target. They are in position to alert institutions and PBOT to such undesirable consequences, for example, as spillovers onto neighborhood streets in response to traffic slowdowns on main thoroughfares.

## **Conclusion**

PBOT's proposals for TDM plans are equitable inasmuch as they are based on the idea of making all modes true options for commuters. They are equitable because they can be applied citywide—from institutional zones to mixed-use zones and beyond. They are equitable inasmuch as they don't venture the impossible task of accommodating one group of commuters over another. They are equitable, finally, because they incorporate the awareness that we are all in this

together—all of us potentially hurt by unhealthy growth patterns and all of us partners in finding solutions that make growth truly healthy.

Duly representing the Laurelhurst Board of Directors

  
James Parker

Jim Edelson

Tony Nickles

**From:** David Kennedy [mailto:d\_kennedy@zoho.com]  
**Sent:** Tuesday, March 22, 2016 4:13 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** [User Approved] TSP Testimony

To whom it may concern:

My name is David Kennedy. I am a homeowner on NE Sumner St between 7th and MLK, and I fully support the proposal to make NE 7th a Greenway. As it stands, NE 7th is not a great road for biking, yet I use it frequently because of a lack of convenient North-South alternatives. There are no North-South Greenways between Rodney and the 30s, and if I want to access a location east of MLK, taking Rodney would mean crossing MLK twice, which would be unpleasant, to say the least. I'd rather take my chances on 7th in its current state, which is saying something.

I think that the proposal to make 7th a Greenway would do great things for the neighborhoods that this Greenway would run through (including mine). It would make a great route to school for kiddos attending King School, and surely would encourage more of them to bike by providing an inviting route.

Sticking this Greenway on NE 9th instead of NE 7th would be a move that would clearly prioritize cars over bikes, which would fundamentally disagree with Portland's green transportation hierarchy. 7th would provide a much clearer route, and would avoid the necessity of going through or around Irving Park that would arise from having the Greenway on 9th.

Thank you for your time, and I hope you will make a positive decision for the neighborhoods.

Sincerely,  
David Kennedy

**From:** Herman Kachold [mailto:hkachold@msn.com]  
**Sent:** Tuesday, March 22, 2016 2:19 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Bike Path on Hayden Island in the Comprehensive Plan

Hello Commissioners;

I live along the Columbia River in the Hayden Island Manufactured Home Community, I love it here, I plan on living here for many many years ...

- Please remove the proposed Hayden Island Bike Way from the The Comprehensive Plan Transportation System Plan (TSP)

- If not removed from the plan, the Bike way will impact, remove, destroy, eradicate 122 homes within our community - the homes fronting the river and north harbor.

- When these homes are removed, our whole community will be folded because of the lost of revenue to our landowners.

- This is a bad plan and the bike way needs to be a street bike path and not a path along the river destroying, impacting, ending this community.

Thank You,

Herman Kachold  
1501 N Hayden Island Drive  
Unit 42b  
Portland, OR 97217  
503-286-1150  
co-chair of Hayden Island Livability Project (HILP)  
Representative for the Hayden Island Manufactured Home Community HOA on the HINOON Board.

Tony Jordan  
4540 SE Yamhill St.  
Portland, OR 97215  
March 22, 2016

Katherine Schultz, Chair  
Planning and Sustainability Commission  
1900 SW Fourth Ave.  
Portland, OR 97201

Re: Comment on Transportation System Plan, Stage 2

Chair Schultz and Commissioners:

Please accept the following testimony for Task 5 of the Transportation System Plan (TSP). This testimony concerns parking related sections of the TSP.

## **Section 14: Transportation and Parking Demand Management**

The city should incentivize car-share participation as part of Transportation Demand Management (TDM) programs. Such benefits might, somewhat counterintuitively, be provided to car owners and parking permit holders in an effort to increase the supply of peer-to-peer carshare participation (with services such as GetAround and Turo).

One way to do this would be to partner with peer-to-peer systems and provide priority access to permits, or discounted permit prices, for car owners who make their vehicles available for neighbors for at least a certain percentage (say 50%) of the day.

Private housing developments should, similarly, offer discounted or free on-site parking (when available) to tenants who, likewise, regularly offer their vehicles for rental.

Integrating TDM and parking requirements is an important mitigation of the harms caused by our minimum on-site parking requirements. Developers should be allowed to reduce their parking requirement by providing progressively more intensive TDM benefits.

### **Centers & Corridors Parking and Transportation Demand Management**

The Centers + Corridors Stakeholder Advisory Committee wanted the price of permits to be above cost recovery to make the permit programs more effective. TDM was one acceptable use of additional revenue, however there was also a strong desire for such revenue to be spent as locally as possible. Spending revenue generated on permits sold in a residential permit zone on TDM for residents outside of the zone could be politically contentious and appear as more of a tax than a management tool. TDM paid for with revenue from parking permits should be focused on residents in the permit zones, for example by discounting transit passes for households with no registered vehicles or purchased permits. TDM in commercially zoned apartments should be paid for by the property manager or owner.

## **Section 15: Parking Code Amendment—Commercial Parking in Mixed Use Zones**

**Parking requirements for residential developments proximate to frequent transit should be removed** in anticipation of the Centers + Corridors recommended permit program availability. These requirements have had a detrimental effect on the production of new housing stock, decrease the affordability of the housing that is created, and contribute to a fractured streetscape with cars driving across our sidewalks.. Furthermore, trends in technology (TNCs and self-parking cars) and vehicle ownership and usage point to a future where we are likely to have an oversupply of parking.

**Maximum parking entitlements for residential developments along corridors** are encouraged and should be lower than 1.35 stalls per unit, a suggested amount would be the .7 stalls per unit regularly requested by neighbors.

**Parking buy-down opportunities for developers should be expanded (assuming minimum requirements stay in place)** . Developers should be able to buy down their entire requirement, rather than a maximum of 50%. The recently passed inclusionary zoning bill in Salem allows for a buy down of all affordable units in a development, there is no reason mandatory parking should be given a higher priority than mandatory affordable housing for people.

**More flexibility in siting any required parking should be allowed.** Shared parking among developments and off-site parking should be encouraged. Ideally, parking requirements should be eliminated in favor of on-street parking management, in which case there is no need to regulate shared and off-site parking other than enacting a maximum entitlement.

Sincerely,  
Tony Jordan

*Tony Jordan is the founder of Portland Shoupistas, an advocacy group promoting progressive parking policy in Portland. He served on the Central City Parking Policy Update SAC and the Centers + Corridors SAC. He is the chair of the Sunnyside Neighborhood Association.*



Commissioner Steve Novick

Director Leah Treat

Mayor Charlie Hales

Planning and Sustainability Commission

Planning and Sustainability Commissioners,

I am writing on behalf of the Irvington Community Association (ICA) to inform you that it is our strong preference to make NE 7<sup>th</sup> Ave. a bike greenway rather than 9<sup>th</sup> Ave. When one takes into consideration the city's plan to build a pedestrian bridge over I-84 and the following factors, logic dictates that 7<sup>th</sup> be considered the preferred route.

First, 7<sup>th</sup> Ave. is already used by cyclists as a de facto bike greenway. It is unlikely that converting 9<sup>th</sup> to a greenway will entice most of those cyclists to use 9<sup>th</sup> rather than 7<sup>th</sup>. If cyclists were going to be persuaded by the calmer cycling environment on 9<sup>th</sup>, they would currently be using that route since 9<sup>th</sup> is currently less stressful in regard to traffic than is 7<sup>th</sup>. However, they are not. That indicates there are other factors which encourage cyclists to endure the dangerous traffic environment on 7<sup>th</sup>.

Some of those factors likely include the fact that 7<sup>th</sup> is a more even grade than 9<sup>th</sup>, which makes it easier to bike. Ninth includes a number of steeper inclines. As opposed to 9<sup>th</sup>, which runs into Irving Park, 7<sup>th</sup> is a through route. A new path around the perimeter of Irving Park is unlikely to entice commuter cyclists as it would be adjacent to a recreational area where baseball and soccer games occur as well as park users, with their dogs.

When interviewing cyclists about their preferences, most cyclists who use 7<sup>th</sup> currently indicated that they would not shift to 9<sup>th</sup> even if it were converted to a greenway.

Another reason we oppose converting 9<sup>th</sup> to a greenway versus 7<sup>th</sup>, is that 7<sup>th</sup> would be significantly cheaper to convert to a greenway. Pavement would have to be replaced on at least two blocks and a multi-use path would need to be built in Irving Park.

Finally, in regard to 7<sup>th</sup> Ave., the street has become more dangerous for pedestrians and cyclists due to an increase in traffic, particularly between Hancock and Knott. If 9<sup>th</sup> were converted to a greenway, the city would still need to spend substantial money to improve 7<sup>th</sup> since cyclists and pedestrians would continue to use 7<sup>th</sup>. There are currently 5000 cars per day using 7<sup>th</sup>. The most efficient method to solve that problem, and address the needed north-south bikeway, is to convert 7<sup>th</sup> to a greenway.

We are aware that some residents along Ne 8<sup>th</sup> and 9<sup>th</sup> Avenues have been told by some of their neighbors that implementation of a greenway on 7<sup>th</sup> will result in traffic flooding onto 8<sup>th</sup> and 9<sup>th</sup>. We have attempted to explain that any diverters on 7<sup>th</sup> would actually divert traffic towards MLK and due to other design elements of 8<sup>th</sup> and 9<sup>th</sup>, they would not be seeing a huge increase in vehicular traffic. Unfortunately, for whatever reason, the residents of 8<sup>th</sup> and 9<sup>th</sup> have not been receptive of these explanations. It should also be noted that none of the communications from the residents of 8<sup>th</sup> and 9<sup>th</sup> have explained why 9<sup>th</sup> would make a superior greenway. Rather, their sole argument seems to be based

on the unfounded fear that their streets will look like what 7<sup>th</sup> looks like currently. We do not believe that unsupported fear is a good basis for failing to make 7<sup>th</sup> the preferred greenway.

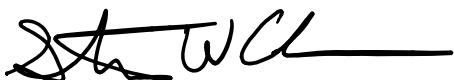
For the above reasons, we recommend that the city convert NE 7<sup>th</sup> Ave. into a bike greenway between Alberta and Broadway. We are also in favor of the greenway going further north and south as it is important that the city implement north-south greenways to connect with the current bike infrastructure. In fact, we support changing NE 7th to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. We believe that converting 7<sup>th</sup> to a greenway will solve multiple problems and will be an important step towards increasing the percentage of cyclists in Portland and getting closer to vision zero.

In addition to urging the city to classify 7<sup>th</sup> Ave. as a greenway, the ICA agrees with Go Lloyd that NE Broadway has too many designations. We urge the city not to classify Broadway as a Major City Traffic Street. We also agree with Go Lloyd's support of the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7th Avenue as City Walkways, and agree that it should not stop at Grand or 7<sup>th</sup>. We too support continuing their classification as Walkways further east.

In addition, we urge the city to improve the Broadway/Weidler corridor. In addition to other potential improvements, such as potentially expanded sidewalks, protected bike lanes, additional crossings, improved transit, and additional greenery, Broadway needs to be right-sized so that it is safe for cyclists and pedestrians. We believe that an investment in this corridor will result in several things. It will result in the corridor performing up to its potential commercially. A thriving Broadway corridor will encourage more development and density in the Lloyd District and the Hollywood Town Center, thus helping the city meet its various goals. It will increase pedestrian modes and cycling. It would be particularly effective in creating an important east-west cycling corridor.

Thank you for your consideration of our recommendations.

Respectfully,

A handwritten signature in black ink, appearing to read 'Steven Cole', with a long horizontal line extending to the right.

Steven Cole

President, Irvington Community Association

503-788-0618

**From:** Jay Hoover/Elaine Martin [mailto:jay.elaine@gmail.com]  
**Sent:** Tuesday, March 22, 2016 8:31 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony - NE Greenway 9th Ave.

Jay Hoover  
2533 NE 9th Ave.  
Portland, OR, 97212

Megan and Scott Bigelow  
2545 9th Ave.  
Portland OR 97212

We are writing to support the original choice of 9th Ave as the NE Greenway. While acknowledging the concern expressed by 7th Ave residents about speeding traffic, we believe slowing traffic is a separable problem that should not be solved by diverting over 4000 cars a day through neighborhood streets.

Dated measures of traffic volume on 7th Ave. show that 5000 cars a day travel on that through street. Density in the North and Northeast Portland has increased since so that number is the floor and is no doubt higher now. . The goal of a Greenway is 1000 cars a day. At least 4000 cars will have to go somewhere else if 7th is the choice.

MLK could be a reasonable alternative if it were not already so busy that drivers try to avoid it now. Shutting down 7th would have less onerous effect on neighborhood traffic if there were another through street before 15th Ave.

Our specific concern is that we live on the streets that would be the alternative for the 4000 trips and our streets are single lane streets at best. Below Knott,, cars cut through to get south and travel at through-street speed that does not account for the risk of both sides parked to the walkway. With the kids walking from Irvington,, its a miracle no tragedy has [occurred.at](#) any of the Brazee crossings.

We have had a recent experiment when the current construction on 7th just below Knott temporarily shut down the street. Our street traffic went up in volume and speed within an hour of closure.

We support bike travel and the idea of Greenways but we support 9th over 7th as the Greenway route and are looking forward to organizing neighbors who have yet to hear what is being planned and were unable to participate in this comment period because they, unlike us, were not informed about it the way we were this morning.



HOSFORD-ABERNETHY  
NEIGHBORHOOD DISTRICT ASSOCIATION

March 22, 2016

Dear Planning and Sustainability Commissioners:

The Hosford-Abernethy Neighborhood District (HAND) Board would like to submit the following testimony regarding Sections 7 and 11 of the TSP Stage 2 Update.

4.7 Street Design Classification Maps

We would like to request a classification change for a three-street route that skirts HAND's eastern border with Richmond:

*Change the following route from a community corridor to a local street (given Richmond approval for the stretch east of SE 29th): SE 26th from Division to Harrison, Harrison from 26th to 30th, and 30th from Harrison to Hawthorne.*

The route is currently classified as a community corridor for apparently historic reasons. We would like these streets reclassified to local streets, as physical characteristics of these streets make them inappropriate as collectors or corridors. Harrison is a neighborhood greenway with emphasis on bicycle safety. We believe that a classification that leads to increased motor vehicle traffic is not an appropriate match.

4.11 Glossary -- Definition amendments:

We would like to endorse the following definition change as proposed by Southeast Uplift. The recommended change has been underlined:

**"High-capacity Transit"**

**Current:** High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

**Recommended:** High-capacity transit is public transit that maximizes an exclusive right of way, and minimizes the non-exclusive right of way. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

We would also like to submit the following additional definition changes. The recommended changes have been underlined:

**"Access"**



HOSFORD-ABERNETHY  
NEIGHBORHOOD DISTRICT ASSOCIATION

**Current:** The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile) that is free from physical barriers for those with limited mobility.

**Recommended:** The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile walking distance), that is free from physical barriers for those with limited mobility, and is free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

### ***"Bicycle Boulevard"***

**Current:** A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. (Source: Portland Bicycle Master Plan)(see City Greenway)

**Recommended:** Mark as "archaic" (else encourage a return to the term to improve understanding for all road users).

- Definition for "protected bike lane" exists. Include in the glossary a definition for ***"buffered bike lane"*** as well.

### ***"Complete Streets"***

**Current:** Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

**Recommended:** Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places that prioritize livability and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

### ***"Congestion"***

**Current:** A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds.

**Recommended:** A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal speeds, as determined by the legal speed limit and the safety requirements of all road users.

### ***"Multimodal "***

**Current:** Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

**Recommended:** Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor, with particular consideration and accommodation given to vulnerable road users.

### ***"Station Community"***



**HOSFORD-ABERNETHY**  
NEIGHBORHOOD DISTRICT ASSOCIATION

**Current:** Areas generally within a ¼ to ½ mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements.

**Recommended:** Areas generally within a ¼ to ½ mile walking distance of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements, including transit access free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

***"Traffic Calming"***

**Current:** Roadway design strategies to reduce vehicle speeds and volumes, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies provide speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

**Recommended:** Roadway design strategies to reduce vehicle speeds and volumes, as well as aggressive and otherwise unsafe behavior, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies include speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

**Additionally: what about traffic calming aimed at other modes such as bicycles, for example on multi-use paths and other shared spaces?**

***"Transit station areas"***

**Current:** Areas within a half-mile of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

**Recommended:** Areas within a half-mile walking distance--free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc--of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

As we have previously testified, the TSP as it has been composed embodies the values and goals crucial to Portland's success and survival in the 21st century, particularly in regards to livability, safety, equity, transit mode prioritization, and protections for vulnerable users. We want to thank you for your continued public outreach and hard work in developing this document.

The HAND Board

Susan E Pearce  
HAND Chair

**From:** Jereme Grzybowski [mailto:jeremegrzybowski@gmail.com]  
**Sent:** Tuesday, March 22, 2016 8:47 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Transportation System Plan <TSP@portlandoregon.gov>  
**Subject:** [Approved Sender] TSP Testimony

To Whom It May Concern,

We're writing in support of NE 7th Ave being used for the Neighborhood Greenway project, and specifically in support of the amendment provided by Commissioner Novick (amendment to the TSP Major Projects List that can be found on page 105 of the [Council Amendments Report](#). This amendment would change the project alignment to stay on NE 7<sup>th</sup> Ave up to Sumner, only then cutting over to NE 9<sup>th</sup> Ave). We feel the following points provide compelling reasoning to select NE 7th Ave:

1. NE 7th Ave was first designated by city planners and is the natural, currently utilized bike greenway route;
2. this will provide a more wholistic approach to smart planning, infill, and address existing and growing concerns for NE 7th Ave;
3. this will allow for a better connection to build towards a long term I-84 crossing;
4. this is projected to be half the price, costing only \$1M, compared to \$2M for 9th;
5. all the area Neighborhood, Bicycle and Citizen organizations and associations support this.

We have a real opportunity to showcase smart planning and sustainable infill by making needed upgrades on NE 7th Ave as a natural bikeway with major ridership. We look forward to hearing from the Bureau in response to our comments.

Thank you,  
Shannon & Jereme Grzybowski  
2163 NE 7th Ave  
Portland, OR 97212



**To:** Portland Planning & Sustainability Commission

**CC:** Leah Treat, Portland Bureau of Transportation  
Art Pearce, Portland Bureau of Transportation  
Susan Anderson, Portland Bureau of Planning and Sustainability  
Joe Zender, Portland Bureau of Planning and Sustainability

**From:** Kathryn Doherty-Chapman, Go Lloyd  
Owen Ronchelli, Go Lloyd

**Date:** March 22, 2016

**Re:** Comprehensive Plan TSP Update Stage 2 Comments

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Go Lloyd is a 501(c)(6) nonprofit business and transportation management association that has been active in the Lloyd neighborhood for more than 20 years. Go Lloyd creates a thriving environment for business and community by building partnerships, delivering targeted transportation programs, and fostering economic vitality. We are pleased to have the opportunity to provide our comments on the Transportation System Plan updates.

In addition to our comments below, we are pleased to see the following amendments:

#### **Council Amendments**

**Chapter 9 of Comp Plan #P91 after 9.8.** We strongly support this new policy to design an accessible transportation system. It is imperative to address the need of all Portlanders to get around safely. Thank you to Commissioners Novick and Fish for including this policy.

#### **TSP Project list**

**TSP Id 40116, NE 7th/9th Ave Neighborhood Greenway & TSP ID # 20122 NE 9<sup>th</sup> Ave Bikeway**

We support the change to 7th Avenue as the greenway route in Lloyd and as a connection to other neighborhoods.

#### **Section 4 Bicycle Classification Descriptions Bicycle Objectives**

We strongly support the following objectives:

6.7.A-D Objective Major City Bikeways



6.3.H Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

Objective 6.3 J Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.

Objective 6.13 G (Traffic Calming) Use traffic calming tools and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure a comfortable cycling environment on the street.

Objective 6.23 A Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations. Form a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.

Objective 6.23 B Provide continuous bicycle facilities and eliminate gaps in the bike lane system bikeway network.

Objective 6.23 D Increase bicyclist safety and convenience by making improvements, removing physical hazards such as dangerous storm gates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists. Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

Objective 6.23 E Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.

To achieve mode split goals for 2030, Go Lloyd believes it will take continued investment in biking and walking infrastructure, as well as outreach and education programs designed to encourage people to choose these options. It is also important to calm traffic and fix networks gaps to get the “interested but concerned” members of our community riding. Finally, as ensuring equity in all policies and programs is critical to building a safe and healthy city, we strongly support this addition to the bicycle objectives.

## **Section 6 Street Design Classifications**

Go Lloyd supports the amended language about complete streets and context sensitive design. We also support the added language about creating safe connections for all modes across freeway interchanges. The freeway is both a transportation asset and a barrier for our neighborhood, and getting those connections right for people walking and biking is a big priority for us.

### **Bicycle Classifications**

Go Lloyd supports the bicycle district designation and generally most of the street classifications as they are consistent with the following notes:

1. **NE 7<sup>th</sup> Avenue.** Go Lloyd supports changing NE 7<sup>th</sup> to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. This is consistent with past support for 7<sup>th</sup> as the major bikeway by Lloyd and by neighborhoods to the north, including Eliot, King, and Irvington. This street is a more direct and conflict-free route for bicyclists in and through our neighborhood.
2. **NE Clackamas Street.** We support the new connection over I-5 on NE Clackamas Street and the addition of Clackamas as a City Bikeway. Closing gaps in the network such as this is vital to attracting new riders.
3. **7<sup>th</sup> Ave Bike/Pedestrian Bridge.** We strongly support this new connection over I-84. Currently there are limited options for people riding bicycles southbound out of the neighborhood. Both NE Grand Avenue and NE 12<sup>th</sup> Avenue require significant additional travel and are uncomfortable and unsafe. A new bike/pedestrian crossing will significantly increase the safety and comfort of people accessing our neighborhood.
4. **NE Broadway and Weidler Streets.** These streets are designated as Major City Traffic Streets, Major City Bikeways, *and* Major Transit Priority Streets. We are concerned about the City's ability to implement the treatments necessary to make them Bikeways and Transit Priority Streets if they are classified as all three.

### **Pedestrian Classifications**

Go Lloyd supports the Pedestrian District designation, as a quality pedestrian environment is fundamental to high transit use. We generally support most of the street classifications as they are consistent with the following notes:

1. **Broadway/Weidler Streets.** We support the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7<sup>th</sup> Avenue as City Walkways, but why stop at Grand or 7<sup>th</sup>? We support continuing their classification as Walkways further east.
2. **NE Clackamas Street.** See above for our support for this added connection.
3. **7<sup>th</sup> Ave Bike/Pedestrian Bridge.** See above in Bicycle designations for our support for this added connection.

### **Section 14 TDM Code**

While the intent and purpose behind requiring new developments to adopt TDM plans and programs is noble, we are concerned about the City's ability to effectively monitor and enforce these plans and performance targets. We support the expansion of TDM programs if they are done thoughtfully and flexibly. We are interested in participating in the development of Administrative Rules to implement the Title 17 TDM provisions, or at least in having the opportunity to comment on a more detailed TDM code requirement proposal in the future.

### **Section 15 Parking Code**

Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums on residential zones and increased flexibility in sharing of parking facilities between users and properties. Parking management is one of the most important and effective transportation demand tools for affecting travel choices. Parking is often over supplied and we believe these changes will greatly reduce the amount of space dedicated to private vehicle storage, which can then be put to better and more equitable uses.

## TSP Project List

There are many worthy projects in the TSP capital projects list. We have identified our top ten priority projects for the Lloyd neighborhood.

### Top 10 Lloyd TSP Capital Projects

1. **# 20077 Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny) \$9,000,000**
  - a. Go Lloyd strongly supports this new connection to our neighborhood for people walking and bicycling. This closes a large gap in the bike/pedestrian network and will help attract new riders by providing a pleasant and safe route between North and Northeast Portland to Southeast. This project will also demonstrate that the city and the Lloyd neighborhood prioritize people walking and bicycling and are committed to providing high-quality infrastructure.
2. **# 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th) \$2,000,000**
  - a. Multnomah Street was one of the City's first protected intersections, and through the pilot phase of the treatment we learned about implementing protected bicycle treatments. It is now time to design and implement a more permanent protected bikeway that is attractive and sustainable in terms of maintenance. Getting Multnomah to a permanent design is a top priority for us, and we have committed funds to jumpstart the design process.
3. **# 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway) \$5,000,000**
  - a. Both 7<sup>th</sup> and 9<sup>th</sup> are important north-south connections for people walking in Lloyd, and this project will greatly enhance the pedestrian environment for businesses and for current and future residents.
4. **# 20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook) \$100,000**
  - a. As 7<sup>th</sup> Avenue is the main north-south bike route through our neighborhood and will hopefully connect to a new I-84 crossing, this is also an important project to make our transportation system function more efficiently.
5. **#20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th) \$2,000,000**
  - a. NE Lloyd Boulevard connects people to the river, the Eastbank Esplanade and the rest of the city. It is currently not a comfortable route for the interested but concerned demographic, and improving this street will go a long way towards closing network gaps, creating safe and comfortable biking and walking routes, and meeting the Central City 2035 Plan goals of improving engagement and connections to the river. There is also the potential to use excess capacity on this wide street to add car parking, allowing parking to be removed on other streets to create safety improvements.
6. **# 20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24th) \$9,000,000**
  - a. The Broadway-Weidler Alliance already stated their case for improving the NE Broadway corridor in a TSP comment letter from last March. We reiterate their urging to dedicate the necessary resources to improve the street. Because of high

traffic speeds, limited signal crossings, and insufficiently marked crosswalks, Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment have hurt businesses and made for a much less livable community.

7. **# 20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway) \$1,750,000**
  - a. Updating signals is fundamental to improving transit and traffic flow with appropriate signal timing. With so many people using different travel modes at these intersections, including freight, streetcar, and bicyclists, this is a vital project for us.
8. **#20189 Oregon / Grand Streetcar Turnaround Oregon / Grand, NE \$750,000**
9. **20190 Grand / Weidler Streetcar Turnaround Grand / Weidler, NE \$500,000**
  - a. Streetcar needs to work as well as it can, and these turnaround improvements will help all road users get around more quickly and safely.
10. **# 20191 Portland Freeway Underpass Improvements Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5) \$100,000**
  - a. This project will help people better access transit, bikeways, and cultural amenities such as the Moda Center and the river. It will also help meet the Central City 2035 Plan goals of improving river access.

Thank you for reviewing our comments.

Sincerely,



Kathryn Doherty-Chapman  
Go Lloyd Bicycle Program Manager



Owen Ronchelli  
Executive Director

From: david [mailto:davidgoldstn@gmail.com]  
Sent: Tuesday, March 22, 2016 1:48 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Cc: aancliffe@pnca.edu; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Gonzalez, Cevero <Cevero.Gonzalez@portlandoregon.gov>  
Subject: TSP Testimony

To Whom it may concern,

I am a homeowner at 4527 NE 7th Ave. And I am writing to strongly advocate for a green/bikeway here on 7th Ave. I can attest from my experience of living here on 7th and Going Ave. that:

1. Bicycles commonly use NE 7th Ave. as a north/south thoroughfare east of MLK.
2. Children commonly walk through the area (there is an elementary school nearby.)
3. Cars use this street as a shortcut to get over to MLK.
4. Consequently those cars speed aggressively. I commonly observe cars crossing Going Ave., an existing bicycle thoroughfare with no stop sign, at speeds in excess of 40-50 mph.

For these reasons: because there is an elementary school here on 7th, which also serves as a farmer's market, because bikes already use 7th Ave. as a conduit, and because cars use this shortcut in a very dangerous fashion, I think 7th Ave. would be an excellent candidate for a bicycle/greenway.

Thanks for your consideration!

David Goldstein  
4527 NE 7th Ave.  
Portland, OR 97211  
503 933 9962

**From:** Marianne Fitzgerald [mailto:fitzgerald.marianne@gmail.com]  
**Sent:** Tuesday, March 22, 2016 10:13 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Fitzgerald, Marianne <fitzgerald.marianne@gmail.com>; Frederiksen, Joan <Joan.Frederiksen@portlandoregon.gov>; Igarra, Denver <Denver.Igarra@portlandoregon.gov>  
**Subject:** TSP Stage 2 Testimony

To: Portland Planning and Sustainability Commission  
From: Marianne Fitzgerald, 10537 SW 64th Drive, Portland OR 97219  
Re: Comments on TSP Stage 2

As a citizen, I find it overwhelming to have so many moving parts of the Comprehensive Plan at various stages of comment at this time. It's challenging for citizens to understand the various drafts, stages, and comment periods to figure out the current draft to comment on and when to comment.

With that background and the deadline for the TSP Stage 2 looming, I am focusing my comments on the most pressing issues from my perspective.

Section 10 discusses Performance Measures. This is an aspirational citywide average that does not consider the challenges of meeting the transit, bike and walk goals in areas like SW Portland that do not have any infrastructure to make it safe to achieve these goals. Over time, the TSP criteria need to prioritize system needs for all Portlanders in order to achieve these goals. A goal like 25% bike share might be met on the inner east side, but cannot be met in neighborhoods like mine where there is no safe place for bicyclists to ride or citizens to walk to local services.

The TSP Stage 2, Section 12, focuses on Refinement Plans and Studies , and Section 13 focuses on Area Studies. Without differentiating between the two and without attempting to second guess what should be added or deleted, I want to make sure that the following plans are in the TSP and accessible via the PBOT website:

Barbur Concept Plan (2011)

Capitol Highway Refinement Plan (2011)

Taylors Ferry Road Plan (2009)

Tryon-Stephens Creek Headwaters Neighborhood Street Plan (2015)

Potential new plans that would complement the Southwest Corridor Plan (aka Portland Central City to Tigard) include overcrossings of I-5 (i.e. at SW 13<sup>th</sup> and Barbur, and at SW 53<sup>rd</sup> and Barbur) and other infrastructure to help residents access the potential high capacity transit system in the vicinity of SW Barbur. This is similar to the "West Portland/I-5 Access and Crossings Study" that has not been done. To date the Southwest Corridor Plan Study has not identified specific station areas but there needs to be sufficient access to walk or bike or take transit to the SW Corridor station areas. The Southwest Corridor "Shared Investment Strategy" is based on a 2002 version of the

TSP that does not fit into current needs.

Chapter 12, under the “Interjurisdictional Arterial Improvements Coordination” list, there are many roadways that need to be added to the list. The intersection of Garden Home Road and Multnomah Blvd., and the corridor along SW Boones Ferry Road, are two that come to mind as desperately needing safety improvements. SW Taylors Ferry Road between SW 65th and SW Capitol Highway is an example where the roadway carries a LOT of regional traffic from Washington County, but does not have any infrastructure to safely walk or bike to West Portland Crossroads/Town Center and the northbound intersection of Interstate 5, or the intersection of SW 64th and Barbur and the southbound entrance to Interstate-5.

Section 14, Transportation and Parking Demand Management, is written as one-size-fits-all when there are varying levels of access to alternatives to single-occupancy-vehicles. This draft code will have limited success where there is limited transit service and substandard or no pedestrian and bicycle paths as we have in SW Portland. Back in the 1970’s, planners limited the amount of parking at the new Washington Square Mall in the hopes that people would take transit to shop. It was a dismal failure as people circled the parking lots and exacerbated the air pollution problems, and eventually ended up with the mall building a new parking structure to support parking demand. Planners need to plan for and FUND the complete system so that people can utilize alternatives before the city mandates artificial TDM requirements that may not be achieved without alternatives in place. If there are reasonable alternatives, it makes sense. If there are no alternatives, it becomes a paper-shuffling exercise.

Finally, I noted that the "glossary of transportation terms" for the "curb zone" does not acknowledge other uses of the right-of-way. In Southwest Portland, the ROW is needed to transport stormwater from the streets to the streams. There are many ways to do that, and unfortunately sometimes the stormwater ditches within the ROW make it more expensive to retrofit the streets for bike paths and sidewalks. It's imperative that the various bureaus that are building or improving infrastructure within the ROW consider various needs when designing the infrastructure in order to balance all local needs and goals.

Thank you for considering these comments,  
Marianne Fitzgerald

10537 SW 64th Drive  
Portland 97219



Commissioner Steve Novick  
Leah Treat, Portland Bureau of Transportation  
Mayor Charlie Hales  
Comp Plan Staff

To all concerned Parties-

I am writing to you on behalf of the Eliot Neighborhood Association (ENA), which has received numerous complaints from neighbors about the dangerous traffic conditions of NE 7th Avenue, between NE Broadway and NE Fremont. The ENA is particularly concerned about the future deterioration of traffic conditions on that street given the city's approval of a 6-story apartment building at 7th and Russell as well as increased population in the area.

Currently, 7th Avenue is a well-used de facto bike route. Unfortunately, many non-local drivers utilize the street as a way to avoid Martin Luther King Boulevard. These drivers often drive dangerously, ignoring the speed limit, driving too fast around the intersection planters (sometimes toppling their cars over), driving too close to cyclists, failing to stop for pedestrians crossing the street, and running stop signs.

In addition to acting as a major bikeway, 7th Avenue is a crossing point for many children who attend Irvington School, King School and other neighborhood establishments. Because of an interruption of sight-lines, offset intersections and high speed differential, speeding is particularly dangerous on 7th.

As you know, the city plans to eventually install a bike greenway and build a bridge across Highway 84 landing on the north side at NE 7th Avenue. This will encourage bike usage on 7th Avenue and upgrading NE 7th for active transportation uses is consistent with the city's long-term plans. It will also connect with the east side of the green loop, a new concept in the 2035 plan

Because 7th Avenue has become increasingly dangerous, we believe that it is paramount that PBOT take steps to ensure that 7th Avenue once again becomes a safe neighborhood street. To that end, we would like for the city to recognize that 7th Avenue is currently a de facto bike boulevard and immediately turn 7th Avenue into a bike greenway. This would make the street safer for cyclists and pedestrians.

In order to implement this improvement, along with the appropriate bike markings, while two diverters would be preferable, it is essential that the city install at least one bike-friendly diverter on 7th, so as to remove it from being an alternative to Broadway or Fremont for drivers who eschew MLK. The best location for a diverter is at the intersection of Tillamook and 7th since Tillamook is already a bike greenway. If a second diverter is added, the southern end of Irving Park seems a logical location.

Finally, based on the propensity of cut-through drivers to speed on 7th, sometimes as faster than 40 mph, we believe that traffic calming, which may include speed bumps sufficient to slow the cars to 20 mph, stop signs or traffic diverters along the corridor.

Some Neighbors have recently been making a bunch of noise about NE 9th avenue being 'the' route in this part of town. There are many disadvantages to this proposal and it appears all of these complaints are due to NIMBY (Not in My Backyard) concerns or just FUD (Fear Uncertainty and Doubt) being spread to uninformed residents. The reasons for NE 7th are:

- 1) Already heavily used by bicyclists and pedestrians
- 2) Through traffic should be using MLK Blvd; vulnerable road users and adjacent residents should not be overwhelmed by traffic avoiding MLK

[www.eliotneighborhood.org](http://www.eliotneighborhood.org) • [info@eliotneighborhood.org](mailto:info@eliotneighborhood.org)





- 3) Connects directly to existing bike infrastructure in the Lloyd and across Broadway/Weidler
- 4) Shallower grade and 3 less hills to go up and down
- 5) Existing traffic signals at Fremont, Prescott, and Alberta
- 6) Major detour around Irving park will reduce use of the facility
- 7) Only a few blocks away from the bike/ped-unfriendly MLK commercial corridor
- 8) NE 7th connects to King School and King Farmer's Market
- 8) There are existing traffic calming measures in place on stretches of 7th (improvement is necessary but better than starting from a blank slate)
- 9) Future bike/ped bridge over I-84 likely to touch down at 7th on N side of freeway
- 10) Project cost is noticeably lower
- 11) Every cyclist that was polled near NE 7th and Knott indicated they would not ride on 9th even if a greenway went on it.

Thank you for your attention to this matter. I look forward to hearing from you regarding the proposed improvements.

Sincerely,

Allan Rudwick  
Land Use Chair, Eliot Neighborhood Association  
228 NE Morris St  
Portland, OR 97212  
lutccchair@eliotneighborhood.org

**From:** Allan Rudwick [mailto:arudwick@gmail.com]  
**Sent:** Tuesday, March 22, 2016 10:43 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** keep NE 7th on the map for bicycling

Hello-

NE 7th is a much more used bicycle route than NE 9th between Broadway and Alberta. Please keep it on the map as an option if not the main choice.

Thank you  
Allan Rudwick  
Eliot NA Land Use Chair  
Eliot Neighborhood Association, c/o Northeast Coalition of Neighborhoods, 4815 NE 7th Ave, Portland, OR 97211

**From:** S V BAILEY [mailto:wmwarwick@outlook.com]  
**Sent:** Tuesday, March 22, 2016 8:24 PM  
**To:** Warwick, Mike <mike.warwick@pnl.gov>; Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

On Behalf of Eliot Neighborhood Association Land Use Committee  
Mike Warwick, Vice-Chair  
535 NE Thompson St

As the Chair of the Eliot Land Use Committee, I submitted testimony to early drafts of the Comp Plan. At that time, I scolded Staff and City leaders for removing the MLK streetcar from the long term plan. Its omission has been the subject of additional letters from other Albina neighborhoods and the NE Coalition of Neighborhoods. The theme that runs through all of these is that light rail and streetcar are deployed by the City to catalyze redevelopment and wealth creation in adjacent neighborhoods. Omitting historically poor and black areas of the city was and is, unconscionable. Those responsible deserve to be shamed, be they Staff, Management or Council. Inner NE neighborhoods have suffered a long history of alternately being abused or and neglected as a direct result of City policies. Deploying streetcar as an element of economic revitalization was expected by this community to be a step to address that legacy. Deletion of it, and/or reprioritization of other routes before it, was, and still is, seen as discrimination against this community.

Among inner NE neighborhoods, the Eliot neighborhood has borne the brunt of the City's abusive policies, a litany too long and painful to recite, but one that I am certain the City knows well. Eliot was Portland's original "streetcar neighborhood." It continues to preserve the largest remnant of that history within the Eliot Historic Conservation District, as is evident from the density of residential development along the street and the near absence of driveways. The addition of streetcar to MLK would both celebrate and help preserve that part of Portland's vanishing history. Accordingly, we are pleased that a streetcar proposal for MLK has reappeared. It is our expectation, along with that of many of our Albina neighbors, that it be returned to its former priority as the "next" route and that it be developed as a true streetcar line, not bus rapid transit or some lower quality substitute as some have suggested.

**From:** Brooke Cabatic  
**Sent:** Tuesday, March 22, 2016 11:40 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Hello,

In regards to section 5 the "bicycle classification maps" I strongly urge that 7th Ave be seriously considered as the Major City Bikeway running North/South throughout the Irvington, Sabin & King neighborhoods. (sections B3 & C3)

I live on 7th at the South end of this corridor and watch daily as bike riders are continually put in danger by cars speeding, cars narrowly passing the bikers anywhere on 7th but especially around the turnabouts, cars not stopping at stop signs and more. With out any additional safety measures on this street over the last 15 years (or more), it has become an alternative to MLK with no regard to the families and the neighborhood in which these vehicles travel through. I would love to see 7th become safer for bicycles, pedestrians and children crossing for school. I believe this Greenway or Bikeway would be a great solution for so many of the problems we face on 7th Ave.

We truly appreciate your consideration for our concerns.

The Cabatic Family



**BIKE LOUD PDX**

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

To: Planning and Sustainability Commission  
Re: TSP Stage 2 Testimony  
From: BikeLoudPDX  
cc: tsp@portlandoregon.gov

Dear Planning and Sustainability Commission Staff,

We at BikeLoudPDX would like to submit the following testimony regarding Stage 2 of the TSP. In addition to our own recommendations below, we have also endorsed excerpts from the TSP testimony of other community groups. All such cases are cited accordingly.

#### Section 2: Revised TSP Objectives

Traffic Calming (Objective 6.13.D & F)

Current: D. Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification, except when needed to give priority to pedestrians and/or bicycle traffic.

Recommended: D. Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification, except where needed to emphasize pedestrians and/or bicycle traffic priority.

#### Section 4: Bicycle Classification Descriptions and Other Bicycle Objectives

We strongly support the addition of the “major city bikeway” designation. Much as it is important to distinguish between interstates, surface arterial roads, and neighborhood streets when discussing automotive traffic, it is important to distinguish between different types of bicycle facilities based on use.

However, we disagree with the way in which the major city bikeway designation is being applied in Section 5: Bicycle Classification Maps. It appears that the designation has been limited to existing bikeways. As a conceptual plan for 2035, the major city bikeway designations in the TSP (and Central City 2035 Plan) should not be limited to existing facilities, but should also potentially apply to planned facilities. It is important as we move forward with building out our bicycle infrastructure that we have a big-picture plan. A designated network of bicycle “highways” showing where we expect large numbers of bicycle trips, especially commuting and long-distance trips, to occur is crucial for building a strong network, rather than just a cluster of bikeways. We request that the “major city bikeway” network be redetermined, choosing the best bikeway candidates be they existing or planned routes.

In regards to which routes to designate as major city bikeways, an ideal major city bikeway is direct, flat (relative to parallel routes), contains minimal jogs, allows for faster cycling, allows for shorter wait cycles at lights and intersections, requires less wayfinding, and provides direct access to major employment/job/other destination districts. Major city bikeways should be on routes with less conflict between commuter bike traffic and local pedestrian/bicycle traffic, and suit the needs of the inter-neighborhood bicycle trip. In many cases, this means major city bikeways should be designated on arterial streets currently having, or planned to have, separated bicycle facilities, rather than on greenways and crowded multi-use paths. Meanwhile, cyclists preferring a slower trip, or one farther away from motor vehicles, can continue to use multi-use paths and the neighborhood greenway system.

As an example from the Central City, NW/SW Naito Parkway and SE Water Ave should be major city bikeways, while the Waterfront Park Trail and Eastbank Esplanade should be city bikeways. Conflict between faster and slower cyclists, pedestrians, joggers, dog-walkers, tourists, etc. has already prompted signs to be posted on both multi-use paths requesting “Fast Bikes Use Naito/Water.” This indicates a high level of inter-modal conflict occurring at our current 7% bicycle mode share, which we are trying to nearly quintuple in the next twenty years. In situations where bicycle facilities on a major city bikeway-designated street are substandard or insufficient (as Naito and Water are in this example), the major city designation should provide guidance toward prioritizing the improvement of facilities on these streets.

In a similar situation, North Tabor Neighborhood Association has voted in favor of designating East Burnside as the area’s major city bikeway, as “it provides the only direct uninterrupted route east from 41st to Gresham.” We agree with this assessment and would also advocate for E Burnside to be designated a major city bikeway.

We would like the decision regarding placement of major city bikeways to be guided by Policy 9.6, Transportation strategy for people movement. This policy states that we should “Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list: 1. Walking 2. Bicycling ...” The importance of this policy is two-fold. One, it states that walking is paramount, and as such pedestrians should not need to fight cyclists for a comfortable place to walk, as is the current situation on many crowded multi-use paths. Two, it states that cyclists are second in the hierarchy, above the needs of motor vehicles, meaning that allocating road space to motor vehicle needs above bicycle needs is in violation of this policy. If the best route for a major city bikeway (flat, fast, direct, etc.) is on an arterial road, and motor vehicle travel takes up more than one lane in each direction of that road, space should be allocated to be bicycle facilities. In the above examples, this would likely mean a road diet on Naito, and parking removal on Water. Refusal to do this on streets designated major city bikeways, or only designating major city bikeways on routes that would not require taking road space from motor vehicles, is in direct violation of Priority 9.6.

In summary, we would recommend a complete redraw of the major city bikeways to include planned bike routes as well as current bike routes, and to consider the needs of the commuter and inter-neighborhood cyclist when creating the major city bikeway network.

## Section 5: Bicycle Classification Maps

The bicycle network proposed in Section 5, composed of the 2030 Bike Plan with additions from the TSP, once built, will be a source of pride for Portland and provide a solid network for what will hopefully be 25% of all trips. However, there are some routes missing from the map, many of which are contained in other plans or are currently being planned.

- Add city bikeway designation on SE Harrison from 6th to 16th (as per the Central City 2035 Plan).
- Add city bikeway designation connecting SE 16th and Harrison (Ladd Circle) to SE Clinton using a south or southwest route (e.g. via 16th or Orange) to supplement the southeast connection on 21st.
- Add major city bikeway designation on SE Clinton from 75th to 87th to replace the current route on Woodward/Brooklyn from 75th to 87th (which should be redesignated as a city bikeway, with the exception of the portion that runs on the sidewalk on 82nd, which should not have any sort of city bikeway designation).
- Designate NE 7th from Lloyd Blvd to Sumner St as a major city bikeway instead of NE 9th. As 7th is more direct and has a more gradual incline, it is preferred over 9th.
- Cesar Chavez should join the other major arterial streets in inner southeast and get a city bikeway designation from NE Sandy to SE Woodstock. In accordance with our testimony above for Section 4, in the absence of a superior nearby north-south cycling route, Cesar Chavez should be designated a major city bikeway.

We also support the North Tabor Neighborhood Association's endorsement of adding the following missing routes:

- Add city bikeway designation from NE 37th and Hassalo to NE 37th and Sandy, and NE 38th and Sandy to Hancock.
- Add city bikeway designation to the north-south route from NE Hoyt and 45th, through Creston Park, to SE Woodstock and 46th.
- Add city bikeway designation to the following route: NE Oregon from 30th to Floral, Floral to Hassalo, Hassalo to Senate, Senate to 44th, 44th to Oregon, Oregon to 47th, 47th to Wasco, Wasco to 49th, 49th to Multnomah, Multnomah to 53rd.
- Add city bikeway designation to the following route: NE Oregon from 63rd to 65th, 65th to Hassalo, Hassalo to 68th, 68th to Halsey.

Regarding major city bikeway vs city bikeway, we recommend the following designation changes (this is not an exhaustive list but rather are just some specific examples; see testimony regarding bicycle classifications in Section 4 above):

- Designate E Burnside as a major city bikeway (this has been endorsed by the North Tabor Neighborhood Association).
- Designate SE Division as a major city bikeway from at least the 205 path to the city limits. This area of SE Portland currently lacks an east-west major city bikeway between Market and Powell.
- Designate SW Terwilliger as a major city bikeway to the edge of Lake Oswego. This is the only direct arterial route to this area of SW Portland and to Lewis and Clark College.
- Designate SW Vista and SW Patton as major city bikeways. These roads comprise the only direct arterial route from NW Portland to outer SW Portland and the West Hills.
- Designate NE Killingsworth from NE 42nd east to Highway 30B a major city bikeway. Killingsworth is one of the few direct routes to outer NE Portland.
- Designate NE/SE Sandy a major city bikeway along its entire length. Unlike other arterials, diagonal Sandy does not have any parallel routes.

## Section 6: Street Design Classification Descriptions

### Objective 6.13 G (Traffic Calming)

**Current:** Use traffic calming tools and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure a comfortable cycling environment on the street.

**Recommended:** Use traffic calming tools, traffic diversion, and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure a comfortable cycling environment on the street.

As exists on a small number of blocks around Portland, such as NE Klickitat between 24th and 25th, we would like to see an official, streamlined PBOT program that would allow a block (or multiple blocks) along a neighborhood greenway to either become car-free (bollards at both block entrances) or local traffic only (bollards mid-block). If all property owners along one block of an official bikeway or neighborhood greenway--streets where active transportation supposedly takes priority and automotive travel is limited to required local trips only--agree that they would prefer the street be turned over entirely to active transportation, and the block(s) is(are) located in a neighborhood with a street grid, they should be able to petition PBOT to create such a street. We would recommend that a special street classification be created for such a program, and for the streets of this type that currently exist.

## Section 7: Street Design Classification Maps

As it impacts SE Harrison (a popular neighborhood greenway), we would like to support the following street design designation change requested by HAND:

Change the following route from a community corridor to a local street (given Richmond approval for the stretch east of SE 29th): SE 26th from Division to Harrison, Harrison from 26th to 30th, and 30th from Harrison to Hawthorne.

As general policy, we recommend that all neighborhood greenway streets not already classified as such be reclassified to local streets. Where this is not possible, PBOT should provide NACTO-compliant separated bicycle facilities for that otherwise-designated stretch.

## Section 10: Performance Measures

This is arguably the most important section in the entire document when it comes to building a livable, sustainable future for Portland. Plans are great as long as there's a means of measuring their success, and a means of ensuring they get adopted. If adhered to the letter, the TSP could be a ground-breaking document for Portland; if dismissed it's nothing but a waste of paper, time, and effort (both on the part of the city and the public who followed its creation and amending).

### *Taking measurements and setting goals:*

When speaking of performance measures, it's essential that the right things get measured. There's a lot of talk of "commute trips" in the TSP, but what about other types of trips? If we are trying to create twenty-minute neighborhoods, we should be equally concerned about trips to the grocery store, to entertainment and recreational destinations, to schools and daycares. When it comes to congestion and capacity



measurements, we should also look at pedestrian and bicycle facilities, as well as transit. There are many places in the city, particularly commercial corridors, multi-use paths, bridges, and choke-points, where pedestrian/bicycle routes are becoming quite crowded, and multiple transit routes are over capacity during peak hours. As we seek to increase active transportation mode share, we need to monitor how these facilities are functioning in terms of capacity and congestion.

In terms of motor vehicles, it's important to remember there are many negative impacts other than carbon footprint or emissions. Vehicles also create noise and light pollution, they increase the sense of streets' "crowdedness" or "busyness" in an unpleasant manner, there are aesthetic concerns about cars parked along the street, while more driveways means a potential loss in terms of greenery and street trees. There is also a local economic cost when a large portion of families' discretionary income goes to car payments, fuel, and insurance, and there is a cost to transportation departments as building and maintaining facilities for vehicles is significantly more costly than for other modes. Most importantly, electric vehicles pose the same safety and comfort concerns as gas-powered vehicles. In other words, we should be measuring the full societal and economic cost of the motor vehicle, not just the cost in terms of carbon emissions.

*Achieving our goals and targets:*

As accurate, thorough, and ambitious as our measurements and goals may be, they are meaningless if there is no set method for following through on them. We can't keep living twenty years out; we have to set shorter-term, intermediary goals (e.g. five, ten, and fifteen years out) that show our progress on our way to the big twenty-year goals. More importantly, we need some kind of emergency measures that kick in if those intermediary goals aren't being met to make sure we stay on track. We see nothing in terms of intermediary goals or measures to ensure progress is being made on anything in this plan, not sidewalk construction, nor bicycle network buildout, nor mode share, nor climate action goals.

We also need measures that kick in once a certain mode share is reached. This relates back to the issue of ped/bike/transit crowding and congestion. Once the mode share of a road or stretch of road shifts away from SOV and/or toward active transportation a certain prerequisite amount, we need to reassess how that road is being utilized and the road space allocated. How many feet are being dedicated to each mode? Should a travel lane or row of parking be repurposed as a bus-only lane, protected bike lane, wider sidewalk, or parklet? How many maintenance dollars are being spent on the vehicle lanes vs the bike lanes and right-of-way? As mode share shifts, precious road space and transportation funding should shift with it. (We are incredibly imbalanced even at the moment, considering current mode share vs. road space and funding).

The measures and goals listed out in the TSP primarily focus on Portland residents, even though we are a city with a large out-of-town draw. We need ways to define and achieve our goals as they pertain to suburbanites and visitors too. What percentage of trips from Metro-area residents do we want to occur by each mode? What about through-traffic just passing by Portland? What about visitors who come by plane, train, and long-distance bus? There are many options: tolls, congestion pricing, creating intentional bottlenecks (paired with park-and-rides) at city entrances, stickers that identify local vehicles and corresponding parking pricing, additional rental car tax, there are many conventional and creative tools that we should be acknowledging and making way for in the TSP to address trips made by non-Portland residents within Portland.

*Objectives 11.13.G & H*

*G. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day on average...*

This goal needs clarification. Is this a weekday average? Does it include all Portlanders or just those who drive, or who drove that day? Does it include all car trips made by Portlanders, or just those inside city limits? 11 miles seems like a low goal to set, but it's hard to tell without exact parameters.

*...and 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates: Transit 25% Bicycle 25% Walk 7.5% Carpool 10%*

“Work from home” is missing from the list; is it supposed to be the remaining 2.5%? Whatever happened to getting single-occupancy vehicle trips down to 25% (here it's presumably 30%). Is “carpool 10%” a practical goal, considering it is the only travel mode that's actually been decreasing? Where does “ride share” (in the form of Uber, Lyft, etc.) fit into this?

*H. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.*

Why just focus on new households and those in mixed use zones? We'd like to see measures and goals in regards to reducing car ownership within all housing types.

Section 11: Glossary of Transportation Terms

We would like to endorse the following definition change as proposed by Southeast Uplift (and also endorsed by Hosford-Abernethy Neighborhood District). The recommended change has been underlined:

*"High-capacity Transit"*

Current: High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

Recommended: High-capacity transit is public transit that maximizes an exclusive right of way, and minimizes the non-exclusive right of way. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

We would also like to endorse the following definition changes as proposed by the Hosford-Abernethy Neighborhood District (HAND). The recommended changes have been underlined:

*"Access"*

Current: The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile) that is free from physical barriers for those with limited mobility.

Recommended: The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile walking distance), that is free from physical barriers for those with limited mobility, and is free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

*"Bicycle Boulevard"*

Current: A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. (Source: Portland Bicycle Master Plan)(see City Greenway)

Recommended: Mark as "archaic" (else encourage a return to the term to improve understanding for all road users).

*"Buffered bike lane "*

An entry for "protected bike lane" exists. Include in the glossary a definition for "buffered bike lane" as well.

*"Complete Streets"*

Current: Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

Recommended: Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places that prioritize livability and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

*"Congestion"*

Current: A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds.

Recommended: A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal speeds, as determined by the legal speed limit and the safety requirements of all road users.

*"Multimodal "*

Current: Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

Recommended: Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor, with particular consideration and accommodation given to vulnerable road users.

*"Station Community"*

Current: Areas generally within a ¼ to ½ mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements.

Recommended: Areas generally within a ¼ to ½ mile walking distance of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements, including transit access free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

*"Traffic Calming"*

Current: Roadway design strategies to reduce vehicle speeds and volumes, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies provide speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

Recommended: Roadway design strategies to reduce vehicle speeds and volumes, as well as aggressive and otherwise unsafe behavior, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies include speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

*Additionally: what about traffic calming aimed at other modes such as bicycles? e.g. on multi-use paths and other shared spaces.*

*"Transit station areas"*

Current: Areas within a half-mile of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

Recommended: Areas within a half-mile walking distance--free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc--of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

Section 15: Parking Code

We would like to endorse the following TSP testimony, submitted by Tony Jordan, founder of Portland Shoupistas:

Commercial Parking in Mixed Use Zones  
Mixed Use Zones Project

Parking requirements for residential developments proximate to frequent transit should be removed in anticipation of the Centers + Corridors recommended permit program availability. These requirements have had a detrimental effect on the production of new housing stock, decrease the affordability of the housing that is created, and contribute to a fractured streetscape with cars driving across our sidewalks.. Furthermore, trends in technology (TNCs and self-parking cars) and vehicle ownership and usage point to a future where we are likely to have an oversupply of parking.

Maximum parking entitlements for residential developments along corridors are encouraged and should be lower than 1.35 stalls per unit, a suggested amount would be the .7 stalls per unit regularly requested by neighbors.

Parking buy-down opportunities for developers should be expanded (assuming minimum requirements stay in place). Developers should be able to buy down their entire requirement, rather than a maximum of 50%. The recently passed inclusionary zoning bill in Salem allows for a buy down of all affordable units in a development, there is no reason mandatory parking should be given a higher priority than mandatory affordable housing for people.

More flexibility in siting any required parking should be allowed. Shared parking among developments and off-site parking should be encouraged. Ideally, parking requirements should be eliminated in favor of on-street parking management, in which case there is no need to regulate shared and off-site parking other than enacting a maximum entitlement.

### Closing

We would like to thank the Planning and Sustainability Committee for all your hard work in creating and amending the TSP. Portland desperately needs a clear guide on improving livability, safety, and sustainability, but more importantly, needs the public and political will to follow it.

Sincerely,

Emily Guise, Jessica Engelman, and Ted Buehler  
BikeLoudPDX Co-Chairs



# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Nick Fish, Commissioner ■ Michael Jordan, Director

March 22, 2016

Dear Planning and Sustainability Commission:

Thank you for the opportunity to provide testimony on the Stage 2 Proposed Draft of the Transportation System Plan. Environmental Services is pleased to support this update of an essential component of the Comprehensive Plan, and we appreciate the collaborative approach taken by the Bureau of Transportation to include Environmental Services in their refinement process.

The Bureau of Transportation has done great work through Stage 1 and Stage 2 of the update in making the changes necessary to the Transportation System Plan to be consistent with the current and emerging opportunities and challenges that have been identified in the Comprehensive Plan Update.

To meet the current and future needs of the sewer and drainage system to protect public health and the environment, the latest Comprehensive Plan Update added a number of new stormwater system policies under Chapter 8: Public Facilities and Services.

- Policy 8.65 Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.
- Policy 8.66 Stormwater as a resource.** Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.
- Policy 8.67 Natural systems.** Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.
- Policy 8.68 Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.
- Policy 8.69 Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.
- Policy 8.70 On-site stormwater management.** Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.
- Policy 8.71 Pollution prevention.** Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system

by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

**Policy 8.72 Stormwater partnerships.** Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

These new policies are all important within the context of the development of the transportation system and the right-of-way, and it does not appear that the current Proposed Draft includes new references to them. As the Stage 2 Proposed Draft is intended to make the Transportation System Plan consistent with the Comprehensive Plan Update, we believe these new references should be incorporated in an appropriate place within the document.

We look forward to the upcoming Stage 3 refinements as an excellent opportunity to update and expand the existing linkages between transportation development and stormwater management. Our two bureaus have worked closely together in recent years to better support and complement each other's work, and incorporating elements of that partnership will be valuable additions to the Transportation System Plan.

As you deliberate about the Stage 2 Proposed Draft of the Transportation System Plan, please let me know if Environmental Services staff can be of any assistance.

Sincerely,

  
Michael Jordan

**BELMAR** PROPERTIES  
INC

March 22, 2016

Ms. Katherine Schultz, Chair  
City of Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

RE: Proposed Transportation System Plan

Dear Chair Shultz and members of the Planning and Sustainability Commission

My name is Richard Piacentini and I am submitting this written testimony regarding the Proposed 2035 Transportation System Plan ("TSP") in conjunction with the 2035 Comprehensive Plan update. Our company, Belmar Properties, manages properties controlled by members of the John Piacentini Family including those in the following ownerships:

- Rosehill Investment, LLC
- Siena Capital, LLC
- John B. Piacentini Trust
- Louise Piacentini
- J&F Investments, LTD.

We own property located on the Northeast corner of the intersection of SE Belmont Street and SE 60<sup>th</sup> Avenue. We understand that the proposed TSP identifies improvements to intersections along SE 60<sup>th</sup> Avenue, including improvements at the Burnside, Stark, Belmont and Glisan intersections. This project is identified as Project 70006. We also understand that the project is identified as an unconstrained (unfunded) project. We would like to encourage that the Planning & Sustainability Commission recommend moving the project from unconstrained (unfunded) to constrained (funded) in order to improve the chances for these improvements to occur.

We are working with the City Council and staff to change the proposed Comprehensive Plan Map from Mixed Use-Dispersed to Mixed Use-Neighborhood and know that there are concerns about the capacity at some locations along SE 60<sup>th</sup> north of Belmont. TSP Project #70006 will serve to mitigate those concerns..

We appreciate your consideration of our request.

Very truly yours,

  
Richard Piacentini  
Belmar Properties

**STIVEN**

planning and development services, llc.  
14620 Uplands Drive  
lake oswego, oregon 97034

Cc: Mayor Charlie Hales  
Commissioner Steve Novick  
Michael C. Robinson, Perkins Coie  
Marty Stiven, Stiven Planning & Development Servi

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richardp@belmarprop.com



No	Introduction	Chapter	Title	Policy #	Page	Comment or Change Requested
1a	8	8	Public Facilities	8.44	19	add <b>SAFETY</b> in string ... other relevant physical, community, <b>SAFETY</b> , and environmental.....
1	3		Design and Development	3.62	20	add <b>Urban Trails</b> in the string...Create an integrated City Greenways system that includes <b>Urban Trails</b> , regional trails through...
2				3.64	20-21	add <b>PROVIDE SAFER,MORE ENJOYABLE WALKING ROUTES</b> in the string ...extend the experience of open spaces and nature into neighborhoods, <b>provide</b> safer more enjoyable walking routes, while improving stormwater management and calming traffic..
3			III Public Involvement and Stakeholder Involvement Equity		22	add and <b>infrastructure deficient areas</b> to the string ...should be focused on underserved and <b>infrastructure deficient areas</b> .
4			Proposed TSP Amendment Introduction		3	add a bullet under creating great places to read " <b>Improving the health of Portland Residents,</b> "
5			last paragraph pg 3		3	add <b>more</b> in the string ...use transit <b>More</b> , and drive less to meet....
6			Seven Outcomes		19	One. Expand the definition of the outcome to include "Improve access to daily needs such as.... <b>inter connectivity in and between neighbors and neighborhoods.</b> "
7			TSP Objectives Pedestrians Transportation	E:	3	Add safety in the string...providing adequate spacing, <b>safety</b> , and quality of crossing opportunities..... Safety is the most important aspect of this issue and should be directly stated. Quality is in the eye of the beholder.

8	Project Selection	D	3	add "and maintain" in the string ... and develop <b>and maintain</b> safe routes to schools.
9	Section 3. Community Involvement			<p>Comment: This is very much needed as even as I am writing this PBOT is busy contemplating proposals that have had zero input by well informed stakeholders.</p> <p>I support <b>C: Furnish opportunities for early and ongoing access to balanced information about public plans public policy and projects. I would go further by providing opportunities for stakeholder and the public to be involved in the CONCEPTUAL formulation of plans, policies and projects. Frequently we learn of proposed projects after a grant has been requested or other significant actions taken with zero public review or discussion.</b></p>
10	4. Bicycle Classification et al		2	<p>Objective 6.7.8 City Bikeways. The report cited in the final bullet the "Neighborhood Greenway Assessment Report" is an example of a PBOT report which had zero citizen review or input. I have been publicly commenting on the need for a policy that included our SW Urban Trails network in the greenway network for about 10 years.. Had there been an opportunity comment on that report, many of the comments to follow relating to pedestrians, Urban Trails and greenways might have been addressed. One provision that is in the 2030 bicycle plan is the requirement to improve pedestrian facilities in the same street cross section up to standard when the bicycle improvements are made. .</p>
11	6.C Local Service Bakeways		4	<p>Relationship to Trails system and policies This very confusing write-up that is not very understandable or helpful.</p> <p>Our SW Urban Trails are linear trails not unlike a highway network in a motor vehicle setting. We worked for 4 years with PBOT staff, Bill Hoffman, Ellen Vanderslice and others, to develop the 40+ miles pedestrian routes designated as the SW Urban Trails. The goal of our effort was to lay out a network of routes that would be improved to make them safe and easy to walk given the terrain, utilizing existing streets, new connections built by SWTrails volunteers, parks trails, and in a few cases trails across private property. We have been requesting that an overlay of the SW Urban Trails be a part of the TSP so that appropriate improvements could be made to the various components of the network when development or other changes occur along the routes. We have so far been unsuccessful in this effort.</p> <p>We believe the entire SW Urban Trail network should be labeled as greenways of one sort or another.</p>

14				The most important reason is that many of our pedestrian trails utilize local streets with no traffic calming and posted speeds of 25 MPH.
15				While some of our SW Urban Trail Network is useable by both bicycles and pedestrians, many of the connections are not usable by bicycles.
16		Relationship to Trails system and policies	4	This very confusing write-up that is not very understandable or helpful. There is no mention of SW Urban Trails which are a key component of our SW infrastructure. The Urban Trail concept may be useful to other sectors of the City of Portland in the future.
17		Local Service Bikeways	5	3rd bullet, add " <b>except in cases were safety requires it.</b> "
18	App B	Objective 6.23G	7	add ", <b>while also considering the needs of pedestrians.</b> "
19		Commentary Objective 6.26 A,E,F	8	On-Street Parking management <b>Tie in on street or off street parking associated with transit.</b>
20		<b>New Objective 11.13</b>	11	<b>The idea is to provide enough parking at transit hubs that busses and trains are not un necessarily cluttered with bicycles. In areas of difficult terrain, develop safe facilities to improve both the bicycle and the pedestrian infrastructure</b> <b>ie climbing bike lanes that will be used by both pedestrians and bicyclists.</b>
21		Bicycle Classification Maps C2-C3	21	<b>Add a major bikeway from SW 18th to Duniway Park along the south side of I405,</b> *TSP Project 90097, "Lower I-405 Multi-Use Path", constrained and 2nd level priority. *Portland Bicycle Plan for 2030 as Project 8103 – Lower I-405 Path from 6th to Montgomery *Project # 20171 "Lower I-405 Trail" on 2035 Comprehensive Plan The lower third of this bike and pedestrian path is actual on The Green Loop
22		Bicycle Classification Maps D2-D3	29	The Red Electric from the Washington County Line to the Hooley Bridge should be classified a major City Bikeway.

Much of the route will be off road, Most of the remainder will be on low volume streets. See map of routes in the separate attachment.  
 The Red Electric route leading to the Selwood Bridge should be classified as a Major City Bikeway From Vermont & Bertha to MacAdam. Again, see the attached Red Electric Map.

To suggest Capitol Hwy from Barbur to Terwilliger as a Major City Bikeway is inappropriate. It is steep, has high traffic and is unlikely to be changed to accommodate bicycles in a reasonable manner. Classify it as a city bikeway.

Show the route from Barbur down Miles, Baird, Custer, Corbette, LaView, Taylors Ferry and Miles (Ct) to get to the West side Willamette Greenway.

Show split modes for the Willamette Greenway route from Selwood Bridge to the Tillicum Crossing so pedestrians have a safe place to walk.

Bicycle Classification Maps

General Comment: I think it would be wise to show in detail the planned bicycle and pedestrian links from Portland to the adjacent jurisdictions. The Portland TSP appears to be a stand along approach with out collaboration with the rest of the region. It would help everyone if the metro active transportation plan were to be somehow super imposed on top of the classification maps.

Section 6 Street Design Classification Descriptions

23	Bicycle Classification Maps	General Comment: I think it would be wise to show in detail the planned bicycle and pedestrian links from Portland to the adjacent jurisdictions. The Portland TSP appears to be a stand along approach with out collaboration with the rest of the region. It would help everyone if the metro active transportation plan were to be somehow super imposed on top of the classification maps.
24	A Civic main Streets last bullet change to read:	5 <b>Current overhead utility wires should be undergrounded both for safety and to make our streets, particularly our commercial streets, more inviting. Accordingly, priority for undergrounding should be given to commercial areas such as Town Centers. Any new construction on or near commercial streets should be required to underground utilities. (an example is the new Golden Touch project on Barbur.)</b>
25	last bullet Utilities:	11 <b>Make undergrounding an option to be encouraged for all street classifications</b>
	F. Community Corridors	19 Lots of attention being paid to bicycles, little to pedestrians. We need a bullet point with language similar to the bicycle language about parallel routes for pedestrians being permitted to avoid high traffic streets or streets with fast traffic. Pedestrian Crossings should be provided where key pedestrian routes cross busy streets. This would include Urban Trail Routes and

26	Objective 6.11	26	add <b>and stakeholders</b> in the 4th line ...BPSand PBOT <b>and stakeholders</b> will work... last line add <b>or Trail</b> in the string...Civic Corridor to a local street <b>or trail</b> ... This addition is needed so that we can incorporate trails in alternate pedestrian (and possibly bicycle) routes.
27		27	second bullet add <b>&amp; pass through</b> to the string...connect <b>&amp; pass through</b> parks, open spaces and ..... This is need to make it clear that bicycle and pedestrian routes through parks are not the exclusive responsibility of Portland Parks, We have had great difficulty with parks being willing to consider bicycle routes through parks when there is not a logical alternative.
28	Section 7 Street Design Classification Maps		Comment: These maps are presented without freight and transit maps. It is hard to comment without the full set to look at at the same time.
29		D2	29 Add SW 13th Barbur to Bertha as a community Corridor. It is a bus route, and has heavy business traffic. Add the route from Multnomah Blvd to Barbur that is SW 25th to Miles(?) to SW 24th as a community corridor. This short connection goes past the new Fred Meyer Service Station and is frequented by large amount of traffic.
30		D3	31 Add SW Boones Ferry Road from Terwilliger to Taylors Ferry Road. This is a logical bus route for a LO bus coming u Terwilliger to serve Lewis & Clark, then returning to MacAdam to get into town.
31	Section 9 Master Street Plans	19	19 Move the route from SW Gibbs to SW Whitaker where we are int the proces of installing a pedestrian crossing and which directly connects with Barbur with out stairs. It also connects to the pedestrian link to Terwilliger and OHSU/VA on an existing route.
32			A direct street (vehicle) connection between SW Naito to the Ross Island Bridge is not shown. It is imperative that such a connection be made a part of any South Portland Circulation Change.

33	Tryon-Stephens Headwaters Neighborhood Street Plan	53	The street plan should be amended by adding a bicycle and vehicle connection at SW 13th to SW 10th. There is already a rudimentary pedestrian connection. It should become a regular street connection.
34	Section 10 Performance Measures	2	Comment: As we increase hi capacity transit, and high speed transit, there will be more people driving part way to their destination then getting on a bus. We need to figure out some way to count these double trips. They are transit trips and vehicle trips. If we do not, we risk kidding our selves on the mode split numbers.
35			Comment: Would the number of hybred and electric cars registered in our city be a measure we should track?
35			Comment: How do we track self driving cars and their effect on the overall mix of transportation.
36	Section 11: Glossary of Transportation Terms	5	This page is poorly explained. What does .99 mean exoressed ub terms the average citizen can understand.
37		3	<b>Access: What about how a walker feels on a street that has high speeds, and or many cars. Seems like we should have some criteria about the 85% mph speed, number of cars on shared streets.</b>
38		5	<b>Activity Center: in the example, add ... "or a popular trails ie 4T".</b>
39	Bicycle	5	<b>Attractor add "or a popular trail, ie 4T."</b>
40	Carpool	7	Bicycle add <b>at least partially</b> to the string .. Diameter, <b>at least partially, propelled by human...</b> I think the 14 inch limit is too high. Why have it?
41	Centers	7	Carpool <b>add a reference to shared ride for ad hoc carpooling.</b> Centers add <b>"or frequent" or</b> to the string last bullet ...served by high-capacity <b>or frequent</b> transit... Hillsdate is on frequent service but not high capacity transit.

42	City Greenway	9	We need to make it clear that City Greenways can serve bicycles and pedestrian, or bicycles or pedestrians. add <b>safer</b> to the string in the first paragraph ...making it easier, safer, and more ...
43		2.	add the sentence " <b>Trails are also along unbuilt street rights of way.</b> "
44		4.	add " <b>and/or</b> " in the string ...bicycles and/or enhanced for pedestrians...
45		5.	Add new paragraph <b>Greenways can be designated just for pedestrians to provide quieter, safer routes between activity centers and between and within neighborhoods.</b>
46	Complete Streets	11	I think some provision is needed to make it clear complete streets are not intended to increase the speed of vehicles.
47	Green Stareet	17	While the description fits much of east Portland, it does not fit SW Portland where infiltration rates are very low and "soak it up" features may be largely eyewash as they do not work well.
48	Neighborhood Greenway	23	change text to emphasize that neighborhood greenways can be for bicycles and for pedestrians. ...network of streets <b>and/or trails</b> with low volumes of motor... ...bicycles and/or enhanced for pedestrians...
49	Peak Period Pricing	27	add <b>vehicle using</b> in the string ... or tolls on <b>vehicles using</b> congested ...
50	Shared roadway bikeway	29	what about pedestrians sharing a roadway?
51	Traffic Calming	33	Add <b>chicanes</b> as a traffic calming tool In my view, many people living on the existing 100 plus miles of streets would welcome well designed chicanes as an alternative way of slowing traffic to speed bumps.
52	Trails	33	reverse the order of recreation or transportation to transportation or recreation. Add <b>/or</b> in the string ... like waking and/or bicycling... Trails are also key linkages between activity centers and between neighborhoods and are frequently located on low volume traffic streets and streets with low traffic speeds.

53	Transit Center	33	add <b>bike parking</b> as a component of transit centers
54	Transportation Disadvantaged	35	Add <b>or accessing</b>   the string ...obtaining <b>or accessing</b> transportation ...
55	Transportation Facilities	35	add " <b>Natural Gas</b> " in the string ...water systems and <b>natural gas</b> "
56	TMA	35	Define TDM
57	Vehicle Miles Traveled (VMT) per capita	39	State the scope of area, I presume it is City of Portland, but say so.
58	Woonerf	39	Why take this out? Leave it in so it can be used where appropriate.
59	Section 12 Refinement Plans	29	3rd Paragraph add <b>lack of sidewalks and bicycle lanes</b> in the string ...cross sections, <b>lack of sidewalks and bicycle lanes, angled</b> .... Add <b>Wilamette</b> to the list of watersheds of importance.
60	SW In Motion	31	What is the Barbur Boulevard Streamline Project. Never heard of it?
61	General Comment	77	Should also include Barbur Streetscape Plan, Red Electric Plan. The 2030 Bicycle Plan calls for concurrent improvement of pedestrian infrastructure if bicycle improvements are made. It should also be a part of the TSP.
62	Approval Criteria and Conditions for Vacating Streets	5	5. add the words <b>or trails</b> in the string ...public streets <b>or trails</b> that ...
63		7	This gives some much needed flexibility in the vacation process, good.



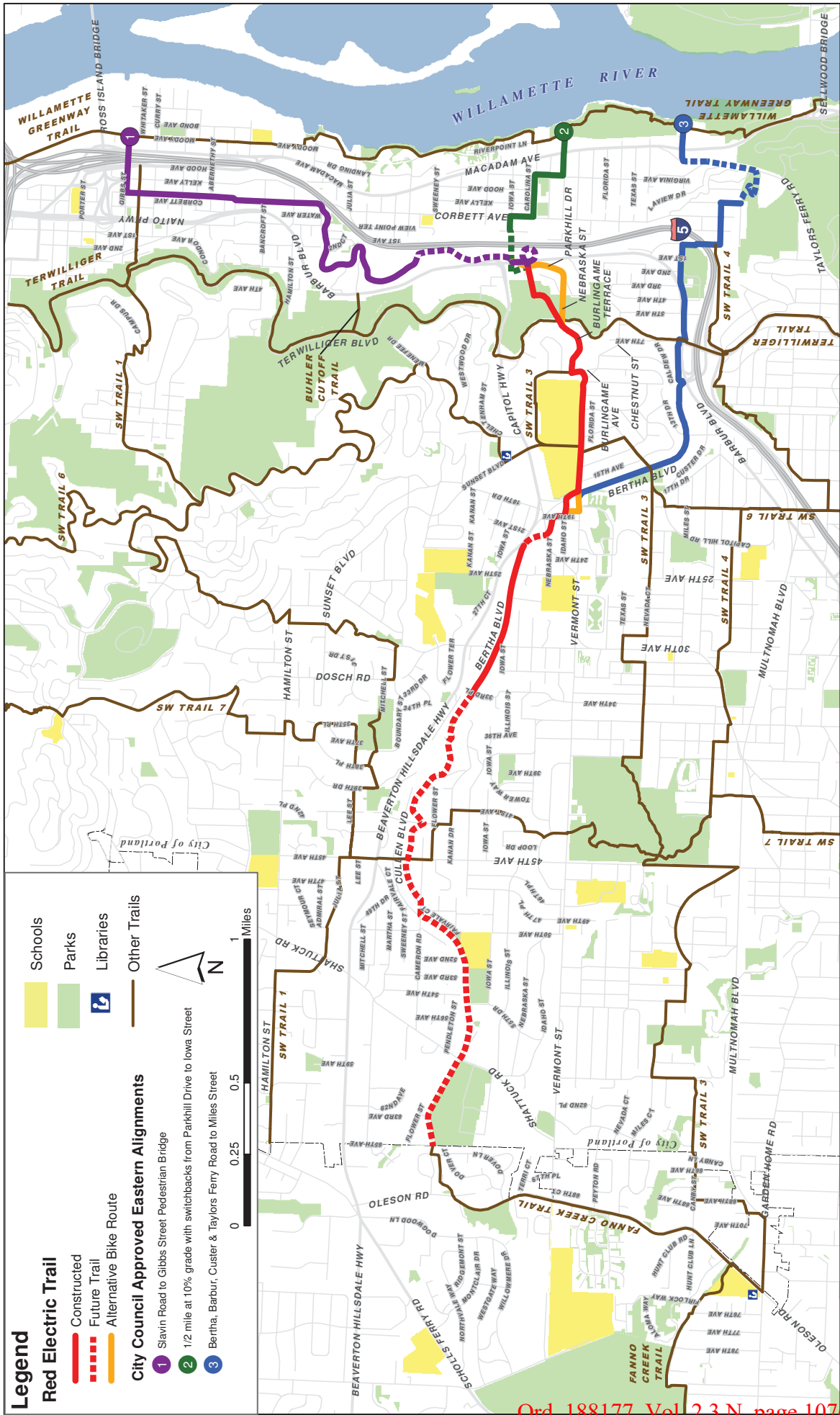
64	Community Involvement Public Rights-of-way (8.37-8.49)	iii	in the paragraph beginning construct add a note about speed " <b>Make speed management a key element in the street design to maintain a livable community.</b>
65	Reference 2007 Adopted TSP Objectives	xii	Off-Street Paths are intended to serve <b>transportation and recreational</b> (delete "and other walking" trips. Add <b>Off street paths may be part of a greenway.</b>
66			Function. Add <b>neighbor to neighbor connections, connections within neighborhoods/ add transportation</b> in the string....or community <b>transportation or"</b> recreation trails plans. Add a bullet " <b>Are offer alternate routes used to avoid high speed traffic and high car volumes"</b> .
67	Modal Policies (9.16-9.39) Pedestrian Transportation Objectives	xv	change the text to read ... <b>access for transportation and recreational purposes including providing neighborhood connectivity, links to schools, transit, shopping, parks, transit, regional trail system and adjacent jurisdictions.</b>
68	Public Transportation Objectives	xv	add a paragraph " <b>Locate bicycle parking at all major transportation hubs as needs become apparent"</b> .

Sheet1

check

yes

Page 10



**Legend**

**Red Electric Trail**

- Constructed
- - - Future Trail
- Alternative Bike Route

**City Council Approved Eastern Alignments**

- ① Slavin Road to Gibbs Street Pedestrian Bridge
- ② 1/2 mile at 10% grade with switchbacks from Parkhill Drive to Iowa Street
- ③ Bertha, Barbur, Custer & Taylors Ferry Road to Miles Street

Schools  
 Parks  
 Libraries  
 Other Trails

0 0.25 0.5 1 Miles  
 N

## Commentary

It is important to realize the SW Urban Trail network came from a citizen initiative; much of the work to bring it to fruition was done by SW citizens. In 1995 as the original SW Community Plan was being developed, most of our 17 neighborhoods were asking for safe walking routes in their neighborhoods. When asked if anyone was looking how to develop an overall SW plan for how the pedestrian infrastructure should link up, no one had an answer and the Planning Bureau was not interested in taking on the task. I called an Ad Hoc meeting to talk about the issue to gather ideas and involve others interested in the issue. As we talked, we decided that it would be possible to engage our citizens in an effort to put together a network of key routes linking all of our 17 neighborhoods. After 2 or 3 years and several drafts later, Bill Hoffman, then head of the PBOT Pedestrian Program gave us encouragement and he and Brent Williams agreed to assign staff to help us sort out the routes and develop the SW Urban Trails Plan.

We spent about 5 years in the effort, the last 2 working intensively with staff in getting the routes identified, vetting them with many open houses with the community and then getting the plan completed. The goal of our effort was to lay out a skeleton or network of routes that would be mapped, wayfinding marked and, whenever possible, improved to make them safer and easy to walk given the terrain. Our SW Urban Trails are linear pedestrian trails not unlike a highway network in a larger geographic setting. The network utilizes existing low traffic streets, new connections built by SWTrails volunteers, parks trails, and in a few cases trails across private property. It is estimated that 90% of the routes are on existing street rights of way.

The City Council approved the SW Urban Trails Plan in 2000.

With the completion of the plan, PBOT annually allocated a small amount of funds to pay for materials and tools to build and improve the key connections to complete the network in a very rudimentary basis. With the exception of 2 key links, the system is walkable with some detours from the intended routes. Many improvements are needed across the network to make it safer, and to continue the ongoing maintenance such a system requires. As each of the routes became walkable, albeit with plan specified detours in places, we did the field engineering to get PBOT to erect SWTrails Wayfinding Signs.

Our next task was to get a usable walking map. PBOT under Linda Ginenthals leadership worked closely with us to develop a world class walking map which has been updated several times since its 2002 beginning.

We believe the entire SW Urban Trail network should be classified as greenways so that we can qualify for traffic calming and have the local streets we walk, most without sidewalks, posted to 20 mph. It seems to us that the City of Portland should be addressing the safety needs of pedestrians in parallel with those of bicycles, but that has not been the case where the "Neighborhood Greenway" program is concerned.

While some of our SW Urban Trail Network is useable by both bicycles and pedestrians, many of the connections are not usable by bicycles. We have not made an effort to make bicycle routes and the Urban Trail Routes overlap. In fact, we would prefer they not overlap to avoid conflicts.

# WRITTEN PUBLIC TESTIMONY FOR TSP HEARING, MARCH 22, 2016

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My wife and I chose Hayden Island as our home, and we have now lived there, near the Columbia River, for several years. We love it here, and plan on living on here for many, many years to come. We are pro-bicycle, own bicycles, and actively support Portland's efforts to become more sustainable and green. However, even though we believe Portland needs a good network of bikeways, the N. Hayden Island Bikeway loop plan is out of step with that.

- Please remove the 2010 proposed N. Hayden Island Bikeway loop from The Comprehensive Plan Transportation System Plan (TSP) due to the serious impact that the plan would have on our close-knit Hayden Island Manufactured Home Community (MHC), and island community at large.
- If not removed from the plan, this Bikeway will impact / remove / destroy / eradicate an estimated 122 homes within our MHC— including all of the homes fronting the Columbia River, Image Canoe Cove, and South Shore (Multnomah channel) shorelines.
- When these homes are removed, our whole MHC will be shut down because of the loss of revenue to our landowners. The management company has said that without the river front properties, they will have little incentive to continue with the Hayden Island Manufactured Home Park and possibly also the Jantzen Beach RV Park. In Oregon, an owner cannot simply close the doors on a MHC. Oregon's statewide planning goals reflect values consistent with home ownership, *directing the state and local governments to provide for the housing needs of all its citizens* [OAR 660-015-0000(10)]. *Preserving existing affordable homes is the best way to meet this goal* (see, e.g., White paper: Manufactured Home Parks in Oregon, by Community Development Law Center, CASA of Oregon. 1 October 2007.)
- The shore-hugging 2010 map loop plan is a bad plan and the bikeway instead needs to become a street bike path, running W and E in bicycle lanes along N. Hayden Island Drive, and not remain a Utopian divided bike/walking "boulevard" cutting a 30-foot-wide swath of destruction along the river, and potentially destroying / impacting / ending this community. Indeed, the more that the residents have been studying this plan, the more it seems to borders on the ridiculous. In one resident's words, "Just the fact that the destruction of 70+ homes is on any table is incredible to me." Seemingly, just as Portland is trying to deal with homelessness and increase low-cost housing, up pops a plan that will destroy more than 100 homes, and through the removal of some the most prime housing locations on the island west of I-5, will likely reduce the remaining manufactured home park space below an economic size.
- The PBOT-admitted "error" of the planned extension of the N Hayden Island Bikeway loop from the Red Lion Hotel to the Yacht Club in Hayden Bay is proof that this Bikeway was a bad idea

from the start, and which therefore appears to have been designed primarily from Google Map views, rather than getting on the ground and walking the route, not to mention talking to the residents. Just as the Hayden Bay private walking track is barely wide enough even as a walking track in certain places, and is absolutely not wide enough for bicycles and a vegetation barrier. Some of the same limitations apply to the shoreline in front of the manufactured homes, which appears to have been designed in a similar manner; there the space is only about six feet wide before it plummets 20 feet to the Columbia River.

- Now that the extension part of the Bikeway inhabited by high-end condo and apartment dwellers was canceled (after they strenuously objected), it would not be good for Portland to insist that people living in low-cost housing do not matter as much as the Hayden Bay residents, in the city's plans. It would gain Portland ill repute to summarily take the MHC homes from under the residents, using the tools of rezoning and/or eminent domain. Such a calamity of seemingly misanthropic indifference and apparent utopian misguidedness would have a far-reaching impact on Hayden Island extending far-outside the MHC. It would likely further decrease the welfare of the whole island, which unfortunately has been on-hold since the cancellation of the CRC; also due to various forces which even in the absence of a workable comprehensive transportation plan for Portland which should, I believe, place a future *additional* Columbia River bridge in a location scientifically proven to reduce downtown congestion and highway congestion across the whole of Portland, based on fresh traffic trend analyses.
- Therefore, please remove the proposed N. Hayden Island Bikeway loop from The Comprehensive Plan Transportation System Plan.

Thank you for the opportunity to give this testimony.

Alastair Roxburgh,  
Hayden Island Resident.  
Board member of Hayden Island Livability Project (HILP).  
Founding member of Northwest Citizen Science Initiative (NWCSI).  
My Address: 1503 N Hayden Island Drive, Portland, OR 97217.  
My Email: [aroxburgh@ieee.org](mailto:aroxburgh@ieee.org)

From: Monica Anderson [mailto:monicaa@cms-corp.com]  
Sent: Tuesday, March 22, 2016 12:17 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: Proposed Bike Path at Hayden Bay Homes

Dear Council Members,

My name is Monica Anderson I am a home owner residing at 215 Lotus Beach Drive in the community of Hayden Bay on Hayden Island, Portland Oregon.

It has recently been brought to our attention that the city is considering building a bicycle path along the bay behind our homes. This is very concerning to us on several levels. Not only are we concerned for the well being of the cyclists but also of the residents, some of whom are retired and many other families with small children. The current walkway is quite narrow and in order to build a bike path much of the green space which constitutes our back yard would necessarily need to be annexed. This would unfortunately completely eliminate our privacy and compromise our safety.

On the bay side of the path there are large sharp rocks along a steep bank that go down to the waters edge, if a cyclist should need to swerve on order to avoid a small child or a gaggle of geese so prevalent here the results could be devastating. On the opposite side of the path is our yards.

The traffic issues here at Hayden Bay and Jantzen Beach are legendary. Introducing an additional new and dangerous element seems unnecessary. The city of Portland has done a wonderful job of creating a variety of trails for biking, hiking, and commuting. I do not think having another bike path that does not serve the cyclists commute and only serves to create risk where none currently exists is in anyone's best interest.

There have recently been a rash of home break ins and burglaries. The pathway you are proposing will connect us to a homeless camp living under the Interstate Bridge. I sincerely hope that in your desire to create more bike pathways for cyclists, after already spending tens of millions of dollars on them, you do not completely overlook the dangers of destabilizing a neighborhood and the safety and quality of life for the residents who live there.

Instead of building additional bike paths perhaps some of that money could go towards filling potholes and improving the roads.

Respectfully,  
Monica Anderson

**From:** Abra Ancliffe [mailto:aancliffe@pnca.edu]  
**Sent:** Tuesday, March 22, 2016 12:19 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

To the Portland Planning and Sustainability Commission,

I am happy to have this opportunity to provide testimony in regards to the TSP Stage 2 Proposed Draft - specifically about Section 5: Bicycle Classification Maps and the non-city bikeway classification of NE 7th Avenue in map B3, page 13. I am part of a large and involved community of neighbors that are advocating for NE 7th to become a bike greenway (as opposed to NE 9th) to help support the safe and effective North/South movement of bicyclists in between MLK and NE 15th Avenue. I fully support the efforts and recommendations made by the three neighborhood associations that share NE 7th - Irvington, Elliot, and King - to make NE 7th the bike greenway/ city bikeway. You should have received letters to this effect from all three neighborhood associations.

I live on NE 7th Avenue in between NE Going and NE Alberta, at 4619 NE 7th Ave. I am a homeowner and have lived in my house since 2005. I live right next to King Elementary/Middle School and the King Park. Our street is classified as a local road, but is increasingly used by drivers who greatly exceed the speed limit, and a large amount of traffic as well. I would like to invite any of you to spend an afternoon (or anytime really) on my porch with me to see the large amount of dangerous and irresponsible driving on 7th Avenue between Prescott and Alberta - a section of street where children cross the road daily to attend school and play at the park. I was recently almost run off the road by a driver angry that I was heeding the 20mph while children present speed limit. This happened right in front of my house. After attending the neighborhood meeting about the proposed greenway, I learned that this is an issue up and down NE 7th, and not just in my section of the road, as I had once believed.

If you were to take my invitation to sit on my porch and watch NE 7th Avenue, you would also find that most cyclists already use this street as their North/South route. It provides a clear path all the way from the Lloyd Center up to NE Sumner. I also watch as cars disregard not only the speed limit, but the safety needs of these cyclists as they ride up NE 7th. If the classification of NE 7th were to change to a bikeway/greenway then efforts would be put toward diverting traffic off of this local road for the safety of not only the cyclists, but pedestrians, children going to school, and me and my neighbors. Please do this for us! I have become disheartened over the years as I call 823-SAFE and hear back that nothing can be done, that there are no funds, that, essentially, we will live in an increasingly dangerous situation without an end.

Lastly, I would like to let you know about the anxiety that this produces for myself, on a personal note. I can hear the cars as they speed up our road, I can see them come dangerously close to cyclists, I hear the screech of tires when they almost hit a cyclist crossing on NE Going, another bike greenway. I ride my bike to work most days and I am also on the road for all of this. I am afraid that someone will be seriously injured or



killed next to my house. I am afraid that I will have to call that ambulance and stay with the person who was hit.

Thank you very much for reading this testimony. Please reach out to me with any questions or if you would like more information; I am more than happy to discuss this further. To reiterate, I would like NE 7th to be classified as a city bikeway/greenway and for efforts to be put towards this in the nearest future.

All my best,  
Abra Ancliffe  
4619 NE 7th Ave  
Portland OR 97211

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Assistant Professor & Area Lead, BFA Printmaking  
PNCA / Pacific Northwest College of Art  
511 NW Broadway  
Portland, OR 97209

[www.abraancliffe.com](http://www.abraancliffe.com)  
[www.personallibrarieslibrary.com](http://www.personallibrarieslibrary.com)

To The Portland Planning and Sustainability Commission:

My name is Kevin Alden and I reside at 109 N. Lotus Beach Drive, in the Hayden Bay Homes on Hayden Island. I was recently notified that the City of Portland is considering changing the walking path to a combination walking path and bike path.

I have a great deal of experience with walking paths that have been converted to a combination walking path and bike path, due to the fact that I lived in Huntington Beach, California, and Carlsbad, California, where history dictated that the aforementioned combination isn't a safe and effective cycling solution and leads to personal injury, mainly for the cyclist and sometimes for the pedestrian.

I am a cyclist and I've observed many folks who were riding on the path, down Pacific Coast Highway, when a leashed dog suddenly lunged off the green belt on to the paved path and caused the cyclist to violently crash. This resulted in one (1) death and many concussions, during my short three (3) year residence.

Due to the fact that the proposed bike path would be open to pedestrians, joggers, baby strollers, roller-bladers, dog-walkers and other non-motorized users; the fact that this bike path is separated from traffic leads people in to a false sense of security. Bike paths, by design, are popular with families who are encouraging small children to ride. This creates a dangerous environment where the youngest and most vulnerable are at odds with cyclists who are riding fast to get to a destination, as well as pedestrians and canines, and the large group of indigenous geese that are always present, add to the liability of those who engage with each other. .

Bike paths should be based on one's desire to ride safely, get where they need to go, and to provide a transportation solution. The path behind the Hayden Bay Homes is unsafe for cycling, coupled with pedestrian and canine traffic, it does not serve as a transportation solution, and is secluded, isolated, and disconnected from meaningful destinations.

Furthermore; increasing the traffic on the existing path poses a security threat and liability to the homeowners, creates a conflict between the folks who pay to maintain and insure the property, exposes the walking public and bikers to potential injury, and causes a serious conflict with the indigenous geese. It is also an extreme hindrance to the local fire department.

The City of Portland has always created and designed amazing bike paths that are not isolated from traffic flow and are included in the mix of traffic with proper markings, lights, and people who must obey the law, in favor of the cyclist. **Bike paths are a "ride at your own risk" transportation corridor**, while streets with clearly marked bike paths, require the public who are walking, riding, dog walking, or using any other form of transportation to **obey the law**, which offers a greater level of protection from injury, liability, and lack of safety.

We are confident this project can be moved to the streets of the Island to offer protection for all concerned.

Thank you for your consideration and for your support.

Sincerely,

Kevin and Judy Alden  
109 N. Lotus Beach Drive  
Portland, OR

Mailing Address  
3439 N. E. Sandy Blvd  
# 3770  
Portland, OR 97232

**From:** Joseph Albert [mailto:[jalbert@homespdx.com](mailto:jalbert@homespdx.com)]  
**Sent:** Tuesday, March 22, 2016 8:36 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

To Whom it May Concern:

I am writing to provide my input on the proposed revision to the Transportation System Plan with respect to bicycle classification maps.

We currently have an established de facto bikeway on NE 7th Ave. The proposed TSP calls for establishing a major city bikeway on NE 9th, and leaving NE 7th as a minor city bikeway.

At a recent public meeting, PBOT employees indicated it would cost \$2 million to upgrade NE 9th to a major bikeway, including a path around the periphery of Irving Park. It was also articulated that it would only cost \$1 million to upgrade NE 7th to a major bikeway.

I am opposed to the proposed plan 9th Ave. for several reasons:

1. The City is asking taxpayers for a gas tax because of underfunding of transportation projects. We need to start with responsible planning of projects and not ask taxpayers to fund an extra million to fund bikeway improvements on NE 9th when NE 7th is an already established bikeway.
2. All of the bicycle commuters who use NE 7th today I have spoken with (and it is over 30 cyclists) say they would not use a bikeway on NE 9th.
3. The use of NE 9th will require a path around the periphery of baseball and soccer fields in Irving Park. Cyclists and ball players will have to watch out for each other, detracting from both experiences.
4. Numerous bicycle advocacy groups and the Irvington Community Association would like the available funds to be spent upgrading NE 7th to a major bikeway, and not NE 9th.
5. It is hard to see taxpayers who do not live in Eliot, Irvington, King, or Sabin neighborhoods favoring spending an extra million to upgrade 9th instead of 7th to a major bikeway, particularly when neighborhood cyclists would not use NE 9th.
6. The new bike/ped bridge over I-84 will be on 7th. Having bikes move to 9th north of Broadway means unnecessarily negotiating 2 blocks of travel on Weidler or Broadway, which will further demotivate cyclists from using a bikeway on 9th.

Let's make the most of the resources we have, and upgrade NE 7th to a major city bikeway, spending \$1 million less to get a more functional, desirable, and more heavily used bikeway.

Thank you,

Joseph Albert  
2916 NE 7th Ave.  
Portland, OR 97212

**Summary of Traffic/Safety Concerns of NE 8th Neighbors (between Knott & Brazee)  
Due to Apartment Building Construction on NE 7th & Proposed Greenway**

Concern #1:

We are experiencing significant traffic impacts on NE 8th (between NE Brazee & Knott) due to the 6-story building under construction by Dan Neal (Paradigm Properties) at NE 7th & Russell.

- During the week an increasing number of cars are speeding up and down NE 8th St. to avoid delays and diversions taking place on NE 7th because of the construction, especially during the morning and evening rush hours. Cars are lined up on NE 7th for blocks at times and out of delays and frustrations, drivers are cutting over to 8th to use as a north/south thruway. Cars are speeding down our block, posing serious danger to pedestrians, children headed to school and pets.
- Project flaggers have been erroneously diverting traffic to NE 8th, rather than to NE MLK Blvd., which is in the traffic mitigation plan.
- Because NE 8th Ave is narrower than NE 7th Ave, it has substantially less capacity to safely allow overflow traffic.

Requested Action:

***We request assistance from the city/PBOT to slow traffic down on NE 8th immediately.***

Construction will be taking place for the next 6 months and we expect the city to ensure that project managers & flaggers move traffic to MLK Blvd. instead of 8th.

***We request to be informed of any options available to block off or divert traffic from using NE 8th as a through-way*** such as:

- Install “No Thru Traffic” signs at NE 8th and Knott and NE 8th and Brazee, and have neighbors and police enforce this.
- Put up bollards or any other type of temporary or permanent through-traffic barrier to block off NE 8th at Knott (south side) to keep through traffic from going in/out at this point. Residents will be able to enter/exit the street from Brazee, but not Knott. Bicycle and pedestrian traffic, which already makes heavy use of NE 8th Ave because of the problems on NE 7th and direct connection to Irving Park, would also benefit from this closure.

Concern #2:

We are very concerned about the proposed “Greenway” on NE 7th because we believe that, if implemented, it will slow down traffic on NE 7th enough to cause drivers to use NE 8th as a north/south thruway on a long-term, ongoing basis. If the Greenway includes a “Bikeway”, this will further slow traffic on NE 7th and push cars to find alternate north/south thruways. While neighbors on NE 7th, the Eliot Neighborhood Association, and some members of the Irvington Neighborhood Association may support a Greenway & Bikeway on NE 7th, neighbors on 8th believe it will have long-term, negative impacts on our street.

Requested Action:

***We request that the city/PBOT provide all available information (the specific proposals and design plans for the 7th Street Greenway & Bikeway) ASAP and include our citizens in any public meetings regarding this plan before it is finalized.***

- Neighbors do not have the specific, proposed plans to review, though this concept has been talked about for years. We have no idea what the proposal is or how it might affect traffic and safety on NE 7th or the surrounding streets.

- We would like to know how the proposed plan includes measures to protect surrounding streets, specifically NE 8th Ave, from negative impacts.
- We have heard rumors that the Greenway may include the installation of traffic diverters on NE 7th, actually pushing cars over to NE 8th, which is unacceptable. Any plans that increase car traffic on NE 8th need to be mitigated through a long-term, permanent measure (could be extension of the bollards or barrier as proposed above.)

Sincerely, neighbors on NE 8th between Brazee & Knott:

NAME	ADDRESS
Joyce Larson	2543 N.E. 8 <sup>th</sup> , Portland, Oregon 97212
JAMIE DOHEMANN	2614 NE 8th AVE, PDX 97212
Patricia J Howard	2633 N.E. 8 <sup>th</sup> Ave. PDX 97212
Amy Greenstadt	2618 NE 8 <sup>th</sup> Avenue Portland 97212
Polly Birnbaum	2527 NE 8 <sup>th</sup> Ave Portland OR 97212
Jackie Farlinger-King	803 NE Brazee Street, Portland, OR 97212
Vickie Stepper	2531 NE 8 <sup>th</sup> Ave Portland OR 97212
Cynthia Irvine	2641 NE 8 <sup>th</sup> Ave Portland, OR 97212
JOSEPH MAZZA	2603 NE 8 <sup>th</sup> AVE, PORTLAND OR 97212
Carlos Carrada Ortiz Jesse Davis.	2637 NE 8 <sup>th</sup> Ave Portland, OR 97212
Steven Cornik	2544 NE 8 <sup>th</sup> Ave, Portland, OR, 97212
SEAN GREEN	2618 NE 8th AVE PORTLAND, OR 97212
PAUL STEINER	2529 NE 8 <sup>th</sup> AVE PDX 97212
Estee Regal	2533 NE 8 <sup>th</sup> AVE PDX 97212
TJ Kearney	2522 NE 8 <sup>th</sup> Ave PDX 97212
Laura Choll	2522 NE 8 <sup>th</sup> Ave PDX 97212
Gabe Adoff	2533 NE 8 <sup>th</sup> Ave Portland, OR 97212
Catherine App	2617 NE 8 <sup>th</sup> Ave Portland OR 97212
Thomas Clay	2617 NE 8 <sup>th</sup> Ave Portland OR 97212
JOHN SOY	2627 NE 8th Ave Portland, OR 97212

- We would like to know how the proposed plan includes measures to protect surrounding streets, specifically NE 8th Ave, from negative impacts.
- We have heard rumors that the Greenway may include the installation of traffic diverters on NE 7th, actually pushing cars over to NE 8th, which is unacceptable. Any plans that increase car traffic on NE 8th need to be mitigated through a long-term, permanent measure (could be extension of the bollards or barrier as proposed above.)

Sincerely, neighbors on NE 8th between Brazee & Knott:

NAME	ADDRESS
NELMA SOY	2627 NE 8TH AVE. PORTLAND, OR. 97212

NAME	ADDRESS
Kandy Phillips	809 NE Knott St.
Patrick Cox	809 NE Knott St
Marlene Alares	2817 NE 8th Ave
Katherine M. Weder	2817 NE 8th Ave
Sonia Connolly	2833 NE 8th Ave PRO GREENWAY
Patricia Han	2846 NE 8th Ave
Pauline Kney	2834 NE 8th Ave 97212
Juana Allen	2827 NE 8th Ave. Portland, OR <sup>97212</sup>
Antoine Deah	2827 NE 8th Ave.
Tanya Zumaeta	2812 NE 8th Ave PDX 97212
Barbara Reschiesca	737 NE Knott St, Pdx 97212
LISA LACY	2733 NE 8th Ave, PDX 97212
Bob Ornstein	730 NE Stanton PDX 97212
Hyekwon	2926 NE 8th Ave, 97212
Almadine	2923 N.E. 8th, 97212
ring	3007 NE 8th 97212
Mary Kay Cunningham	3033 NE 8th 97212
Dan McCall	3033 NE 8th 97212
Jan	3106 NE 8th, 97212
Dad Lolla	3118 NE 8th Ave, PDX 97212
Karen	3145 NE 5th Ave 97212
Jan Sammons	3133 NE 8th Ave 97212
Holly Kondziela	2903 NE 8th Ave. 97212
Ken Kondziela	2903 NE 8th Ave PDX OR 97212
Melissa Pancuak	2717 NE 8th Ave PDX 97212



NAME	ADDRESS
Chrloffe A. Battle	2719 N.E 8 <sup>th</sup> 97212
Anthony M. Baker	2808 NE 8 <sup>th</sup> 97212
Kiesha Stewart	2808 NE 8 <sup>th</sup> AVE 97212
ADAM CROAN	2933 NE 8 <sup>th</sup> Ave 97212
Andrew Blount	737 NE Knott St.
BJ Jackson	2736 NE 8 <sup>th</sup>
Carolyn Jackson	"
Heather Anderson	3132 NE 8 <sup>th</sup> Ave 97212
Eric Anderson	" "
NATHANIEL MARTIN	3142 " " "
Jesse	3016 NE 8 97212

Sincerely, Neighbors on NE 8th Ave,

NAME	ADDRESS
Row Pernick	2244 NE 8th Ave
Dawn Cole	2232 NE 8th Ave
Deepak Yembar	736 NE Thompson St
Ruth Trego	2237 NE 8th Ave
Sandra Ammend	2229 NE 8th Ave
Mary Weller	2238 NE 8th
Diana St. Amour	2147 NE 8th Avenue
Robin deAlcantara	2337 NE 8th Ave
Jenny Osborne	2423 NE 8th Ave
Julie Pieringer	2423 NE 8th Ave
Amy Dachtler	2327 NE 8th Ave
Angela Potter	736 NE Thompson
Todd Rinker	2218 NE 8th Ave.
*Christine Coors Mitchell	2146 NE 8th Ave
Johnston Mitchell	2146 NE 8th Avenue
Dena Shehab	2244 NE 8th Ave

**From:** Carol Singer [mailto:carolsinger729@yahoo.com]  
**Sent:** Monday, March 21, 2016 10:42 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

I have lived in the Hayden Island Manufactured Home Community for 10+ years and for five of those years the edge of my front deck has been about 10 feet from the drop off to the Columbia River. Before that, I was on the channel side with a view of the water. I had lots of choices of where I wanted to live when I made my decision to move here and have never been sorry for my choice. I love being right by the water and I have the most fantastic view of the river, Vancouver, the Interstate Bridge, the Railroad Bridge and Mount Hood in the background. Two houses from me is a current walking/bike path that heads west, where the houses sit a bit back from the river, but it is private property from my neighbors house east all the way to the end by the bridge as our houses are set so close to the river. There is certainly not room to build a 26 to 30 foot bike path here so my home would be destroyed. My plan has been to live my entire life, right where I am and I can't imagine losing all this for a bike path.

Please remove the proposed Hayden Island Bikeway from the Comprehensive Plan TSP. I spend many hours in the past working with city planners to come up with the Comprehensive Plan but nothing was discussed then about this bike path. Our community of 450 plus homes is still considered "Affordable Living" and is very popular with seniors (which I am) and families. With affordable living areas being replaced in so many parts of the city, it is reckless to eradicate at least 122 homes within our community and take the chance that the whole place will be folded because of the lost of revenue to our landowners. Hopefully a group of decision makers will come out and walk the properties to see what this proposal would do to our way of life and I invite you all to come to my place and see what would be destroyed before you make any decisions.

This is really a bad plan and the bikeway needs to be a street bike path and not a path along the river destroying so many of our homes and possibly ending one of the best affordable living communities in North Portland. Please reconsider this plan.

Carol Singer  
1503 N Hayden Island Dr. #136  
Portland, OR 97217

**From:** chris Schwartzkopf [mailto:clschwartzkopf@gmail.com]  
**Sent:** Monday, March 21, 2016 7:58 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY (Transportation System Plan)

I am an owner of a Manufactured Home in the Hayden Island Manufactured Home Community along the proposed Bikeway along the Columbia river. My wife and I have lived here for a few years and love our community. If the Bikeway is built as planned, it would destroy the community and the affordable housing that we have here. My wife is disabled and would be difficult for us to find housing we could afford.

Please remove this section from The Comprehensive Plan Transportation System Plan (TSP) and save these homes and our community.

Could this be better accomplished with a shore line floating walk/bike way? Open to walkers, bikers, fishing and water sports?  
lets take another look before we lose this wonderful community

Chris and Amber Schwartzkopf  
2301 N Menzies  
Portland, OR  
( West end, along river side Hayden Island Manufactured Home Community)

From: Pat Powers-Jaeger [mailto:pjaeger777@gmail.com]  
Sent: Monday, March 21, 2016 9:51 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: HAYDEN ISLAND BIKEWAY PLAN...

Dear Sirs:

I just found out tonight about this proposed "Hayden Island Bikeway Plan." THIS WOULD BE A DISASTER!

Please rethink this. I have lived here for the past 15 years and love having this river view. I am almost 80 years old and had planned to leave here in a pine box! It would be very difficult for me to move, and with the rent situation in Portland - - - where could I go for this amount of money???

I found this news very unsettling! I think you need to reconsider this plan as we are mostly retired people living out the balance of our lives here.

To think that we would LOSE our homes at this late date in our lives would be criminal! You need to go back to the drawing board on this one!

Sincerely,  
Pat Powers-Jaeger  
2361 N. Menzies Ct.  
Portland, Or. 97217  
(503) 247-7530

**From:** debraporta [mailto:debraporta@gmail.com]  
**Sent:** Monday, March 21, 2016 9:36 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Hello,

My wife and I live have lived in the Hayden Island Manufactured Home Community for seven years. We love it here and value the rare affordability of our home, in a city where many of our friends are being priced out.

Please remove the proposed Hayden Island Bikeway from the The Comprehensive Plan Transportation System Plan (TSP). If not removed from the plan, the Bikeway will impact and possibly destroy 122 homes within our community - the homes fronting the river and north harbor. I know of no landlord that will continue to support and invest in a property that loses so much value-and that puts to the rest of us at very real risk of losing our homes. That is completely unacceptable to me and should be to the city as well.

This is a bad plan and the bikeway needs to be a street bike path and not a path along the river destroying our community.

Thank you,

Debra Porta and Angela Ogden  
1503 N. Hayden Island Dr. Unit 8  
Portland, OR 97217

**From:** Pam Ferguson [mailto:pamfergusonpdx@aim.com]  
**Sent:** Monday, March 21, 2016 5:56 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

Hello PSC Commissioners,

Please remove the proposed Bikeway plan from the shore along the Columbia River in front of the Hayden Island Manufactured Home Community. This is a bad plan for many reasons but the loss of 440 affordable homes is the kicker! No Bikeway is worth that!

I live in the Hayden Island Manufactured Home Community. We are an affordable housing source for 440 families in the City Of Portland. They are not building this type of community any more so ... we have to preserve this one for many more years to come!

The estimates are we would lose 122 homes in the process of gaining a bikeway. 122 homes lost would close our community down and eliminate it from the landscape.

Please remove the Bikeway plan from in front of the Hayden Island Manufactured Home Community and preserve this rich source of affordable housing!

Thank you for your attention.

Pam Ferguson  
President, Home Owners Association  
HAYDEN ISLAND MANUFACTURED HOME COMMUNITY  
2270 North Broughton Drive  
Portland, OR 97217  
[pamfergusonpdx@aim.com](mailto:pamfergusonpdx@aim.com)

**From:** Laura Parker [mailto:[lalumeanma@hotmail.com](mailto:lalumeanma@hotmail.com)]  
**Sent:** Monday, March 21, 2016 10:23 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP TESTIMONY

Good evening,

My name is Laura Parker and I am a 62-year old who lives in the Hayden Island Manufactured Home Community. I took early retirement (in September) because the job outlook has been so bleak. My 43-year old disabled son lives with me, along with a 58-year old friend. My son and I have happily lived in my manufactured home for five years, and we are planning on living here the rest of our lives.

The Hayden Island Bikeway will impact 122 homes in my community; leading to the selling of the park because of the lost revenue to Hayden Island Enterprises Limited Partnership (the legal owners of our park)

Because of the above-mentioned issues, I am requesting that the proposed bikeway be removed from the TSP.

With utmost concern,

Laura Parker  
1503 N Hayden Island Dr., #224  
Portland, OR 97217



**From:** Alisa Owens [mailto:owensalisa5@gmail.com]  
**Sent:** Monday, March 21, 2016 7:30 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

March 21, 2016

Hello,

This is in regard to the proposed Bicycle Accessibility on the North Hayden Bay Walking Path. My husband and I are homeowners and full time residents at the Hayden Bay condominiums on Tomahawk Island Drive. Previously we contacted you regarding the city of Portland's proposal to make the Hayden walking path accessible to public bicycle traffic and general public accessibility. We greatly appreciate that the proposed public accessibility for Hayden Bay has been removed from the plan for Hayden Island. We would also like to make it very clear that we are also against the remaining proposal for a public access path from the Red Lion Hotel all the way around the west end of the island. There are several key reasons that this is not a desirable plan for anyone living on Hayden Island/Jantzen Beach.

- 1) The displacement by eminent domain of approximately 120 homes on the west end of the island for a public access bike path cannot be considered in the best interest of the people living on the island. The amount of money that it would take to build this bike path to nowhere increases with every step that it would take to make this happen - cost of buying these homes from unwilling homeowners, the cost of legal battles trying to enact eminent domain that would surely take years, damage to and reconstruction of the current infrastructure including sea walls, retaining walls, fences, access for emergency vehicles, parking - all just the tip of the iceberg.
- 2) The far West end of the island is predominantly home to a nature preserve - Eagles, herons, geese to name a few. In a city that so prides itself on protecting its natural resources, it's inconceivable that this last little bit of wild island would be OK to destroy for a public access bike and walking path
- 3) The proposal to have the path end at The Waterside Condominiums is totally unrealistic. While the Commission has ensured us the path will end at The Red Lion, we have seen no plan for how to prevent the public from entering our private property at will. No fence or wall can be built that will keep out those who are determined to "see what's on the other side", and those who feel that since they are already on public ground are entitled to keep going onto private property, leaving us open to liability for any accidents that may happen while they are trespassing.
- 4) The island is a combination of public and private roads, all of which are increasingly hard to maintain with the current traffic from the ever increasing shopping population at Jantzen Beach - giant potholes, sink holes, and long lines of traffic JUST to get on and off the island are already nearly unmanageable. If the plan is to make this an area of increased high density, what is the plan for local access and maintaining all of these roads?
- 5) I myself not only live full time on the island, I also work here at a retail store in Jantzen Beach. If the PSC is really about creating an excellent quality of life for all Portlanders, this plan has no place in today's Portland or the future Portland. I urge you to personally come to the island and take note of one undeniable fact. The majority of visitors to this island are from Washington State, including but not limited to Vancouver. I estimate that 75% to 80% of the customers I wait on every day are NOT from Portland. Come check out the license plates at Jantzen Beach shopping Center on any given day. Come to have lunch at The Island Cafe on the east end of the island and count the number of Oregon license plates on one hand - the rest are from Washington. People in Portland, for whatever reason, do not come here. Most don't even know we exist. As a homeowner and a taxpayer, it is unconscionable that the City of Portland would consider paying millions and millions of dollars to improve the quality of life for who? Not those who have homes here and pay taxes here, certainly. It would be for people from another state who use our roads, find jobs here, and shop here without paying for any of it. They shop here tax free, they pay no taxes for infrastructure, they ride their bikes on the Portland side of the Columbia River on the paths our money bought.

Please reconsider this entire plan. There is no place for this kind of heavy handed planning in a city that claims to be about the people of Oregon. We are homeowners, yes. Think about what that means - these are our HOMES, not just houses. We live our lives here with our families and our friends. We run

here, we bike here, we walk here and we boat here. We sit outside on our patios and our lawns. Some of us work here. Just like any other neighborhood in Portland, we deserve to have the respect of the City of Portland when it comes to our quality of life.

Thank you for your time. I am sure you will see that this plan is not the best thing for the city of Portland to spend its limited resources on.

Sincerely,  
Alisa Owens  
545 N Tomahawk Island Dr.  
Portland, Oregon 97217



To: Portland Sustainability Commission, PBOT  
Re: Stage 2 of the TSP Projects comments from North Tabor Neighborhood Association  
From: The Board of the North Tabor Neighborhood Association

March 21<sup>st</sup>, 2016

It has come to our attention that a few greenway requests submitted to previous version of the TSP have not been included in the most recent draft map.

East Burnside should be our Main City Bikeway when built as it provides the only direct uninterrupted route east from 41<sup>st</sup> to Gresham.

North Tabor would like a complete Greenway system as such here are the missing links:

Eastbound from the 60's bikeway at 62<sup>nd</sup> and NE Oregon east and north via 63<sup>rd</sup>, Hassalo and 65<sup>th</sup> past the Juvenile Detention facility NE via 68<sup>th</sup> to NE Halsey. This is the route we have designated as our main greenway east " out of the Pocket.". Currently, there are no local service connections between Halsey and Glisan to Montavilla that are ADA compliant due to the steep slope and lack of a connected Street grid network.

NE Oregon from Vera to 63<sup>rd</sup> we have designated as the "North Tabor Promenade." North Tabor has been awarded a planning grant for a design plan to transform this substandard street into a Bird and Pollinator Flyway linear park while creating a critical connection between the MAX station and Rosemont Bluff, our only open space, to the east.

Centered on Providence Portland Medical Center, our largest employer and trip generator:

Westbound from NE 47<sup>th</sup> NE Oregon to Hassalo past Caesar Chavez west to NE Floral SW to NE Oregon West to 30<sup>th</sup> at NE Oregon Park to connect to the 20 s bikeway and Lloyd district.

Southbound 45<sup>th</sup> from NE Hoyt south past Creston park connecting to the 46<sup>th</sup> and Gladstone Greenway and eventually the bikelanes on SE 46<sup>th</sup> and Woodstock. This is a parallel, but more direct, greenway to 41<sup>st</sup> which could be heavily diverted without neighborhood or regional traffic impacts

Northbound where Floral turns into 37<sup>th</sup> and crosses Hassalo, NE 37<sup>th</sup> to NE Sandy, then NE 38<sup>th</sup> north to Hancock should be added as a needed northbound connection to the west of Hollywood.

To connect NE 47<sup>th</sup> at PPMC to the 53<sup>rd</sup> Greenway the existing flashing beacon at NE Wasco can be augmented to continue to NE Multnomah and 53<sup>rd</sup>, then east to the 60<sup>th</sup> MAX station.

Combined these routes create a series of spokes centered on PPMC in all directions connecting to the rest of the network citywide, mitigating the effects of the Banfield corridor and preparing us for when the Sullivan's Gulch trail is built.

Thank you for your work,

The Board of the North Tabor Neighborhood Association

Terry Dublinski-Milton, Transportation and Land Use Chair (contact for more information)

Keith Mossman, Chair

Michael Anderson, Secretary

Max Goldenkranz, Art's Chair and Treasurer

Beth Sanders

Devlyn Keith

Valerie Walker

Joel Meulemans

# Health Department



## Environmental Health Services

March 21, 2016

City of Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland, OR 97201

Commissioners,

On behalf of the Multnomah County Health Department, I am writing in support of the Travel Demand Management proposal in Section 14 of the Transportation System Plan. I would like to draw your attention to two points regarding this proposal.

First, I want to encourage you to think of every transportation decision as a health decision. In Multnomah County, the leading causes of premature death are chronic diseases like heart disease and cancer, diseases that can be traced to a lack of physical activity and exposure to unhealthy air pollutants. One of the most promising approaches to reducing these diseases is through active transportation, since traveling by these modes builds physical activity into our every-day lives. Biking, walking, and transit ridership result in more physical activity while improving air quality. We therefore view this TDM proposal as an opportunity to improve health.

The active transportation incentivized by TDM can help us reach a number of health goals. TDM makes travel options more accessible to low-income households and reduces greenhouse gas emissions. This is a double-win for health, since it's an opportunity both to reduce health disparities and to protect communities from the health impacts of climate change.

Secondly, I want to emphasize that the Multnomah County Health Department is a willing partner. As this effort moves forward, the Health Department is committed to working with PBOT to plan TDM in a way that improves health and equity.

Regards,

A handwritten signature in black ink that reads "Brendon Haggerty". The signature is fluid and cursive.

Brendon Haggerty, MURP  
Senior Program Specialist, Multnomah County Health Department

*This letter is a written version of in-person testimony delivered to the Planning Sustainability Commission on 3/8/16.*

**From:** richard a Lytle [mailto:rikalanlytle@gmail.com]  
**Sent:** Monday, March 21, 2016 9:44 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY (Transportation System Plan)

Gentlemen:

I live along the Columbia River in the Hayden Island Manufactured home mobile home park. This is last resort housing for us all out here, over 500 of us all low income. Damaging the park by removing 123 homes would devastate and force the owners to close the park, then 500 low income families will be gone from the area for a bike path. The idea sounds okay, but we can't displace anymore low income homes in Portland.

Please revise this plan, there is no one down the West end of the island who would use it, the Hayden Island area owned by the port has no defined recreation plan.

Please save the park and allow us to continue living in Portland.

Richard A. Lytle 1503 N. Hayden Island Drive, 9717202521

**From:** Jim Long [mailto:gymielong@yahoo.com]

**Sent:** Monday, March 21, 2016 9:34 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** proposed bikeway path along the Columbia on Hayden Is

Please do not approve this bicycle path plan if it would require removal of homes in the Hayden Island Mobile Home community. We moved here to escape the high cost of living in the city proper due to rising rents we could not afford. This our home. It is more important than a bicycle path.

Thank you.

James Long

!503 N. Hayden Is Dr #47

97217



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2016 MAR 21 P 2:17

900 S.W. Fifth Avenue, Suite 2600  
Portland, Oregon 97204  
main 503.224.3380  
fax 503.220.2480  
www.stoel.com

March 21, 2016

STEVEN W. ABEL  
Direct (503) 294-9599  
steve.abel@stoel.com

Planning and Sustainability Commission  
Bureau of Planning and Sustainability  
1900 SW 4th Avenue, #7100  
Portland, OR 97201

**Re: TSP Update**

Dear Members of the Commission:

This office represents Lewis & Clark College. Lewis & Clark has participated in both the Campus Institutional Zoning Project and, as it relates to the Campus Industrial Zoning Project the update of the Transportation System Plan (TSP). Specifically, the College has been interested in the provisions which are being advanced by city staff relating to Transportation Demand Management (TDM).

Lewis & Clark has had a TDM program for many years, and believes that TDM programs are important for institutions. Lewis & Clark supports the expanded use of TDM's by the City as one strategy to deal with increasing population the impacts that increase has on infrastructure. In many instances, TDM programs are a more effective solution to transportation issues than are physical improvements.

Lewis & Clark understands that city staff is continuing to refine is concepts with respect to TDM programs both in the nature of what a TDM program should be, and how TDM programs relate to institutional campuses. Lewis & Clark encourages continued refinement of the TDM provisions and requests that the Planning and Sustainability Commission support city staff's continued efforts to refine and improve TDM programs throughout the city.

Very truly yours,

A handwritten signature in black ink, appearing to read "S. Abel".

Steven W. Abel



March 21, 2016

To The Portland Planning and Sustainability Commission:

We are Cathy & Jeff Knapp and live at 191 N. Lotus Beach Drive, Portland, OR 97217. We have recently learned that the City of Portland is considering changing the existing private walking path at the back of our property along the water to a combination walking and bike path. The following is our TSP testimony.

This is a path used continually by walkers, baby strollers, runners and dog walkers. It is common to see people having a leisurely walk with coffee and friends. It is a narrow path that hardly allows for people passing in each direction and certainly is not wide enough for cyclists and anyone else. It would not be safe to combine cyclists with small children and dogs in a narrow space, let alone the unpredictability of the large flocks of geese that are common along the path. It is difficult to get out of the way if needed because one edge of the path is at the edge of the high bank of the river and does not allow room and the other side is either uphill or covered with shrubbery. Other safety concerns are that the current path is very uneven and broken up as well as the lights along the path are low lights designed more for ambience and not enough light to make it a lighted path.

We have had personal experience with walking paths that have been converted to a combination walking path and bike path in the Redmond, WA and Seattle area. It did not take long for the walkers, runners and dog walkers to stop using the path as they no longer felt safe to do that with the cyclists on the same path. It soon became a cycling corridor and stopped being a path for foot traffic. We have no doubt this would be the situation if a bike path were added to our current walking path.

This path is separated from the road traffic flow and has only about 4 access points which makes it not well known. It was designed to be used mainly by people living in the neighborhood on the island. Increasing the public traffic along this path could bring an increase in theft and vandalism which brings a security threat to the homeowners. The limited access to this path also makes it a difficult access for the Portland Fire Dept. in case of emergency along the path.

Overall, changing this path to a combination walking/bike path exposes the public to potential injury and creates a liability conflict to the homeowners who pay to maintain and insure the property.

Why do all of this when there is already a wonderful 12 mile bike path along Marine Drive that is just a couple of miles from the island? It is easily accessible from both 205 and I-5 and points in between. It is also not in the middle of a residential area and provides an opportunity to enjoy the river in a natural and safer setting for all who use the path. We would like to see your efforts placed on utilizing or improving an existing biking path rather than creating a new one.

Thank you for your consideration of the above.

Sincerely,  
Residents of Hayden Bay Homes  
Cathy and Jeff Knapp

**From:** Jan Roxburgh [mailto:hummingbirdzoo@yahoo.com]  
**Sent:** Monday, March 21, 2016 11:30 PM  
**To:** Planning and Sustainability Commission <pssc@portlandoregon.gov>  
**Subject:** Public Testimony for TSP Hearing - 22nd March, 2016

Written Public Testimony for TSP Hearing 22nd March, 2016

My husband and I live on Hayden Island and have made it our home. For the record, we are pro-bicycle and are environmentalists, and deeply care about the City of Portland. We applaud Portland's strong efforts to become a truly sustainable and Green City. We recognize that a network of safe bicycle trails and bikeways are part of this exciting Green movement. However, when I studied the PBOT map for the proposed bikeway that goes around the edge of the Hayden Island Manufactured Homes Park Community, I became very concerned. I wondered if planning was done using Google Maps, because on Google Maps you can see a green grassy strip that gives the impression that there is a sizable distance between the river and the line of homes. In actual fact, there is only a very narrow pathway along the edge of the river, and the distance between the water and the homes is only about 6 feet wide before a steep, 20 foot drop-off into the river. To have a really safe bicycle/pedestrian bikeway would mean taking over much more than a 6 foot width, and this would result in displacing about 112 homes situated along the river's edge.

Most of the residents in the Manufactured Homes Park are low-income, and many are elderly, or disabled. There are also many families, with a sizable percentage being Latino. What is keeping me awake at nights is the knowledge that displacing residents here would sadly result in a lot of homelessness. The monetary value of the manufactured homes is not high, and the purchase of the homes for the bikeway would not allow the residents to get a suitable home elsewhere, even if there was some acceptable area in Portland to rehouse them. By the way, almost all of the homes have been where they are for a long time, and could not simply be picked up and transported somewhere else. They are no longer mobile. They would fall apart.

The Manufactured Homes Park has about 450 homes altogether. I have verified with the park managers here that if the 112 higher-rent-paying riverfront homes were lost from the park, the park could no longer survive financially. This would impact the thriving Hayden Island RV Park as well, as it is all under the same management. With the current Portland housing crisis, it is so important that the city does not do anything that would destroy the viability of a diverse, close-knit community residing in affordable homes.

Please remove the proposed North Hayden Island Bikeway from the Comprehensive Plan Transportation System Plan.

Thank you.

Janet Roxburgh  
1503 N. Hayden Island Drive,  
Portland, OR 97217



# Hayden Bay Condominiums

Noah & Associates, property managers  
12550 SE 93<sup>rd</sup> Avenue  
Clackamas, OR 97015

[www.hbcondos.org](http://www.hbcondos.org)

Kate Dormer, account manager  
[kate.dormer@noahandassociates.net](mailto:kate.dormer@noahandassociates.net)  
503 654 0118

March 21, 2016

Francesca Patricolo  
[francesca.patricolo@portlandoregon.gov](mailto:francesca.patricolo@portlandoregon.gov)  
Associate Planner, Public Involvement Specialist  
City of Portland  
Bureau of Transportation  
1120 SW Fifth Ave #800  
Portland, OR 97024

RE: TSP TESTIMONY: Hayden Island Plan 10-Year update

Dear Francesca,

Thank you and your colleagues for your responsiveness in addressing and alleviating our concerns regarding the bicycle-walking path on private property around Hayden Bay (where our homes are located) and to the east end of the island.

We currently understand however that the reclassification is still in place for the walking-biking path from The Waterside, past The Red Lion, under the I-5 Bridge, along the Columbia past the Manufactured Homes Community to Granny's Cove, south to the North Portland Harbor, and then back east through the Jantzen Beach Mall to the I5.

Many of our condo residents are active cyclists and appreciate all infrastructure that is carefully built to promote safe cycling in and around our city. If the proposal is to develop a biking path, we urge you to consider a number of factors that need be adequately addressed:

1. Cycling traffic coming to the end of the proposed path at the Waterside will likely ignore the fact that the path then narrows as it enters the private property around Hayden Bay. The path is very narrow and is hard pressed to accommodate just pedestrians and strollers, so bike traffic will sorely aggravate this situation. There are other concerns of liability should people be hurt by cyclists traversing our private path.
2. If the proposed 30ft-wide bicycle-walking path does loop around the manufactured homes property, due to its width, it may cut through dwelling units there. We understand that at least 112 families may be displaced as a result. Given the City's focus on offering affordable housing this is not a good strategy.
3. There is a great deal of concern that connecting the path up to the I5 will encourage more vagrant traffic. We have had increasing levels of vandalism and theft from the influx of vagrant encampments and the police have little capacity to address these incidents.

4. Appropriate measures have to be taken to manage the increased level of garbage left behind be increased levels of foot and bike traffic.
5. It appears out of sync to have a plan in progress that was predicted on the Columbia River Crossing project coming to fruition; that project never being approved.

We look forward to your considered deliberation on the plan that affects Hayden Island and its residents.

Sincerely,

Sean Penrith  
Hayden Bay Condo Chair  
[seanpenrith@gmail.com](mailto:seanpenrith@gmail.com)  
503 709 6429

To: PSC@portlandoregon.gov  
Re: TSP Testimony  
From: Betsy Galloway, <johnbetsy@peoplepc.com>  
Date: March 21, 2016

I am very concerned about the possibility of the addition of bicycles to the current very narrow paths and streets around the residential areas of Hayden Island. Currently a Columbia Point Condo owner (since 2014), I also lived in the mobile home court nearest the I-5 bridge on the river for 15 years (1984-1999), and was even born in Vanport. Thus, my interest in the island is of long duration.

A. SAFETY CONCERNS

The current paths are very narrow, used by hotel guests, parents with baby strollers or carriages, people walking dogs, exercisers, as well as elderly and disabled folks with canes or walkers.

There is not adequate room for bicycles width-wise.

Hearing or seeing bicycles approach, especially from behind, would be problematical.

The proposed area by the Red Lion is a delivery/service entrance and a fire lane.

Fire services have a difficult time getting around on the island with the current roads. Adding bike paths on the already narrow streets would exacerbate the problem.

B. SECURITY CONCERNS

The proposed path is directly in front of houses, condos and a hotel, and could provide easy access and exit for prowlers or thieves if bikes were allowed.

Currently car prowls and parking are both Island issues. Where would path users park?

Ingress and egress for the pathway area is limited.

Extra patrols might become a necessity for all the housing areas affected by increased usage.

C. ENVIRONMENTAL CONCERNS

The area along the river in front of the mobile homes closest to the I-5 Bridge is a dike, controlled by the Corps of Engineers. It is illegal to build on it. The mobile homes in that area are located below the level of the dike, and can be below river level in high water. (Occurred Flood 1996)

The river edge of the island would be the first area affected in an earthquake.

Trees, yards, bushes, flowers as well as birds and small critters would be impacted.

D. HOUSING IMPACT

With a widened path for bicycles, residents of 112 mobile homes would be displaced in the midst of the city's current housing emergency.

Possible loss of affordable housing is a step backwards, not forwards, in this economy, isn't it?

Please consider the many negative implications in this proposed project. From the perspective of this Island resident, who is also a veteran long distance recreational bicycle rider, I do not consider the proposed addition of bicycles to the Island pathway a reasonable project for our city or community.

Betsy Galloway  
219 N. Hayden Bay Drive, Portland, OR 97217

> From: Ray Gaddis [<mailto:raygaddis@comcast.net>]  
> Sent: Monday, March 21, 2016 6:33 PM  
> To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
> Subject: bike path

To whom it may concern,

While I do not have complete knowledge of the proposed bike/walking path being proposed, enough has been said to worry the Hayden Island MHC residents. This community consists of mostly low income and elderly folks. The plan as I have seen, would be detrimental to a large number of homes. Now as I understand, Portland is having a shortage of affordable housing. To wipe out the quantity involved for the sake of a bike path, could only be a political act, influenced by money.

There are other route options that would be less costly and easier to keep safe from not too favorable activity(i.e. eastside river path by OMSI.). Also in todays home market there is no way the present residents would get enough money to find a decent to live. We are in fact close to the type of community that the city planners want. We are close to shopping, public transportation and within walking distance of a lot of our activities.

I would ask that you revise or remove the present bike path plan or put it in a 50 year plan.

Sincerely, Ray Gaddis, a resident  
2231 N. Menzies Dr.  
Portland, Or 97217

**From:** George Ferguson [mailto:photobug97203@yahoo.com]  
**Sent:** Monday, March 21, 2016 4:45 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** comment against the TSP plan

My name is George Alice Ferguson and I live at 2020 N. Middle Shore St., Portland, OR 97217  
Please do NOT continue with the TSP on Hayden Island. I'm one of the citizens who live in Hayden  
Island Manufactured Home park on the east side of I-5. Many of us who live here cannot afford to  
live anywhere else. Most of us are either on SS or working minimum wage jobs. There are many  
other ways we need to spend money. I've heard that around 120 homes would have to be  
destroyed. PLEASE DO NOT DO THIS. If I could be at the meeting on the 22nd of March I would  
be but I'll be working that night. I hope this helps remove this from your agenda. Thank  
you, George Alice Ferguson.

**From:** judy [<mailto:judychapman@earthlink.net>]  
**Sent:** Monday, March 21, 2016 1:16 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP TESTIMONY

To whom it may concern,

Please do not go forward with the Hayden Island Bikeway. I'm a senior citizen living on quite a low income, as are a lot of other people here in the Hayden Island Manufactured Home Community. This is really the only place I can afford to live in the city. My space is not on the river, but I'm afraid the use of eminent domain is the beginning of the demise of our whole park.

Also, I'm fairly certain that displacing those people who do live right on the river would create a hardship for those folks. Portland already has a terrible homeless problem. Removing people from their affordable housing may well contribute to that homeless problem.

Thank you for your time,

Judy Chapman

1503 N Hayden Island Dr #49  
Portland OR 97217



**From:** Karen J Brumbaugh [<mailto:haydenbaypaws@comcast.net>]  
**Sent:** Monday, March 21, 2016 3:25 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Proposed Bicycle Path on Hayden Island

PBOT

As a resident of Hayden Bay Homes we feel that the proposal to have a bike path around Hayden Bay is a bad idea. We are mostly a residential area around the Bay and would not be a welcome.

The walking path we have now is perfect for walking not suppose to be used by bikes. It is sometime used by bikers even though posted as no bikes or skateboards or even segway's. It's a very narrow path. I was about run over by a a group of young bikers not long ago. My husband confronted the bikers and got nothing but verbal abuse when asked to leave the path. They did not belong there. We are still a neighborhood the city planers should not try to make it something else.

Sincerely,

Karen J Brumbaugh

285 N. Lotus Beach Dr, Portland, Or. 97217

**From:** Joan Berry [<mailto:jwildberry@aol.com>]  
**Sent:** Monday, March 21, 2016 7:31 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Hayden Island bike path

The proposed bike path on Hayden Island is the newest example of the city's lack of commitment to the livability of Hayden Island. The increased traffic on overcrowded Interstate 5, parking on narrow streets that are needed for residential parking in the affected streets, and the constant threat of increased heavy commercial traffic to the neglected West end of the island make this a BAD PLAN from all standpoints.

Please do not proceed with this plan. Instead, put the money into repairing the infrastructure on the island.

Joan Berry  
[jwildberry@aol.com](mailto:jwildberry@aol.com)

251 N Hayden Bay Drive  
Portland 97217

**From:** pam ferguson [mailto:[himhchoa@gmail.com](mailto:himhchoa@gmail.com)]  
**Sent:** Monday, March 21, 2016 6:28 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP TESTIMONY

Dear PSC Commissioners,

Bad idea!

Please remove the proposed Bikeway path along the shores of Hayden Island from the Transportation System Plan.

This Bikeway will eliminate 122 homes in our community and virtually end the community as we know it. This is a great loss of "affordable housing" in a city that is in great need of affordable housing.

Please leave the Hayden Island Bikeway on the street system on Hayden Island. Do not destroy our community for a bikeway.

Diane Bell, Linda Johnson & Adam Greenbaum  
2265 North Broughton Drive  
Portland, OR 97217

**From:** Salllyea@comcast.net [mailto:Salllyea@comcast.net]  
**Sent:** Monday, March 21, 2016 2:47 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Re: Bike Path Hayden Island

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PBOT

As a resident of Hayden Island I am writing in opposition to the proposed bicycle and walking path around Hayden Island.

The existing private walking path is too fragile to be expanded for a bike path along the river bank. The bank is very steep and is already showing signs of deterioration. It would present a very expensive engineering project among other difficulties.

Another objection is there is not enough room between the front windows of peoples homes and the path, greatly effecting privacy.

There is affordable housing on the island that may be seized in this process when we all know that finding affordable housing is getting more difficult and I don't want to see anything interfere with that need.

I have been an avid bicyclist and donate to Rails to Trails. I have used and appreciate many bicycle paths around the Portland area and beyond. I feel this is an unsafe place to build a bike path and also encroaches on homeowners privacy, as well as the availability of some affordable housing.

Sincerely,  
Sally Anderson  
439 N. Tomahawk Island Drive  
Portland, Oregon, 97210

-----Original Message-----

From: Dr. Arthur L. Parker [mailto:doctorp@ix.netcom.com]

Sent: Sunday, March 20, 2016 10:10 AM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: TSP Testimony Hayden Island

I am voicing my concern and opposition to including the Hayden Bay walking path into a mixed walking and biking usage in the current PBOT proposal. As an avid bicyclist and a resident of the Hayden Bay community I have first hand knowledge of the problems presented in such a proposal. I bike regularly on the island and always use the existing streets as they are safer and conform to existing multi use plans and laws. The infrastructure already exists and is regularly used by bikers in the area who avoid the walking paths because of the unsafe conditions presented by the wild goose resident population along with regular usage by pedestrians and dog walkers. In my opinion mixing this usage with bicyclists is not a good idea. It is my understanding that this plan was originally predicated upon improved access on and off the island by completion of the now defunct Columbia Crossing project. The island already experiences severe congestion and difficult access/egress due to the high volume of SW Washington residents who come here to shop and play and this plan would only add to the problems we experience here. Portland is known as a "Bike Friendly" city and I appreciate and support that attitude, however, I believe the plan to include Hayden Bay into the proposed mixed use of pedestrians and bikes is ill advised and not well thought out. Thank you for hearing my concerns!

Arthur and Debbie Parker  
275 N. Lotus Beach Dr.  
Portland, OR 97217

**From:** Scott Huff [mailto:scotthuff29@gmail.com]

**Sent:** Sunday, March 20, 2016 3:48 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** TSP Testimony - Comments on Section 5: Bicycle Classification Maps, Page 7, Hayden Island

Portland Planning and Sustainability Commission Members and Staffers,

In reviewing the Transportation System Plan Update - Stage 2, I note that the map on page 7 of Section 5: Bicycle Classification Maps shows "City Bikeway" on the northeast side of Hayden Island, running northwesterly from I-5 along the Columbia, and on the southwest side -of the island, running northwesterly from I-5 along North Portland Harbor. In addition to acquisition, engineering, and construction challenges - similar to those on the once-proposed, but now-deleted, bike path running southeasterly from I-5 along the Columbia and around Hayden Bay - there is another issue to consider: affordable housing.

The manufactured home community on Hayden Island provides affordable housing to many residents of the city of Portland. Given the great interest in the city, county, and state to provide affordable housing, any proposal to construct a bike/pedestrian path should include discussion about the repercussion of removing remove homes in order to do so. Increasing bicycle and pedestrian access on Hayden Island can and should be made without decreasing the city's stock of affordable housing.

Thank you for considering these remarks.

Scott Huff  
619 N Tomahawk Island Dr  
Portland, OR 97217  
[scotthuff29@gmail.com](mailto:scotthuff29@gmail.com)  
503.481.4748

**From:** Linda Gosse [mailto:lgossepx@yahoo.com]

**Sent:** Sunday, March 20, 2016 9:52 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>

**Cc:** rep.tinakotek@state.or.us

**Subject:** TSP Testimony

Good Evening,

I'm writing regarding the walking path at Hayden Island. A plan to reclassify the walking path as a bike path is being considered as part of the Hayden Island Comprehensive Neighborhood Plan (HIP).

I oppose reclassifying and extending the paths to include mixed-use by bikes and pedestrians together:

- 1) It is not safe for cyclists and pedestrians to use the same narrow paths.
- 2) Widening the paths would require residents to be displaced in the manufactured home community along the north side of Hayden Island.
- 3) Buildings in the Columbia Point West and Columbia Point Condominium complexes are immediately adjacent to the current path, with a steep cliff (approx. 20 feet) directly on the opposite side of the path.
- 4) Portland is under a housing state of emergency. A plan to build bike paths involving reduction of current housing and displacing residents is not in the best interest of the city.
- 5) Safety of pedestrians, including seniors and children, using the path would be severely compromised.

I urge you to refrain from reclassifying and extending the bike paths at Hayden Island.

Respectfully,  
Linda Gosse  
143 N Hayden Bay Drive  
Portland, OR 97217

**From:** Van Le-GHFL [mailto:vangooseneighborhood@gmail.com]  
**Sent:** Sunday, March 20, 2016 5:15 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Luke Gilmer <lukegilmer@gmail.com>; livability@goosehollow.org  
**Subject:** TSP Testimony: GHF neighborhood association supports addition to bikeway network

Dear Ms. Patricolo, please consider this email a letter of support from GHFL neighborhood association for Luke Gilmer's request described below.

We would like the TSP to add a "southern non-auto arterial" to the Portland Green Loop. I have attached a map to show the portion that most supports GHFL neighbors.

If you have a question please email Eric Simon or myself at the address [livability@goosehollow.org](mailto:livability@goosehollow.org). We are the current co-chairs of the GHFL Parking Transportation and Public Safety (PTPS) committee which unanimously endorsed this concept at our meeting on March 15th.

Thank you, Van Le (PTPS co chair)

BCC: GHFL Board members

----- Forwarded message -----

**From:** Luke Gilmer Personal <lukegilmer@gmail.com>  
**Date:** Sat, Mar 12, 2016 at 6:28 PM  
**Subject:** Citizen Feedback: Additional Proposal for Major City Bikeway  
**To:** [bps@portlandoregon.gov](mailto:bps@portlandoregon.gov)  
**Cc:** Don Baack <baack@q.com>, Keith Liden <keith.liden@gmail.com>, [roger.geller@portlandoregon.gov](mailto:roger.geller@portlandoregon.gov), HORNING Jessica <jessica.horning@odot.state.or.us>, Ian Stude <istude@pdx.edu>, Le-Ghfl Van <vangooseneighborhood@gmail.com>, Eric Simon <masonstreet@comcast.net>, "Tracy J. Prince Ph.D." <tprince@pdx.edu>, "City of Portland: Office of Trans: Prking Permits" <jpowell@spiritone.com>, "City of Portland: Office of Trans: Prking Permits" <susie.younie@gmail.com>, [transportation@swni.org](mailto:transportation@swni.org), Love Ken <ken@southportlandna.org>, Nancy Seton <nancyseton@comcast.net>, Ryan Fedie <rtfedie@gmail.com>, Felicia Williams <flw14@hotmail.com>, Stephanie Noll <stephanie@btaoregon.org>, Kate Walker <kate@btaoregon.org>, Craig Norman <craign@gbdarchitects.com>

I'm hoping that I can still add some feedback for addition to the Draft TSP report for proposed major city bikeway locations. A friend, reviewing the current TSP Update, Proposed Draft, dated Dec, 18th, 2015, let me know that I should contact you.

I've been advocating for a particular major bike and pedestrian path, however, it is missing in your document.

It is contained in three city plans, under different names:

\*TSP Project 90097, "Lower I-405 Multi-Use Path", constrained and 2nd level priority.



- \*Portland Bicycle Plan for 2030 as Project 8103 – Lower I-405 Path from 6<sup>th</sup> to Montgomery
- \*Project # 20171 “Lower I-405 Trail” on 2035 Comprehensive Plan

The lower third of this bike and pedestrian path is actual on The Green Loop, being sponsored by your bureau.

Pictures are worth a thousand words:

- \*Enclosed in a copy of the trail from MapApp; the trail is shown as ‘light green’ along I-405 on lower southern edge.
- \*Also enclosed is a copy of the pg 21, TSP Draft, Section 5: Bicycle Classification Maps, Area section C2; the trail is missing, but would connect Terwilliger and Barbur bikeways to the University District (South Park Blocks) and into central Goose Hollow.

Cost is minimal, and non-auto transportation value is very high.

Following the southern I-405 interstate landscape green belt, this bike and pedestrian path connects Goose Hollow, West Hills, Downtown, PSU. It does this off congested traffic streets. For surrounding high density residential areas, particularly in the University District and central Goose Hollow, this will become an excellent way to get to work or school and make errands, all without an auto.

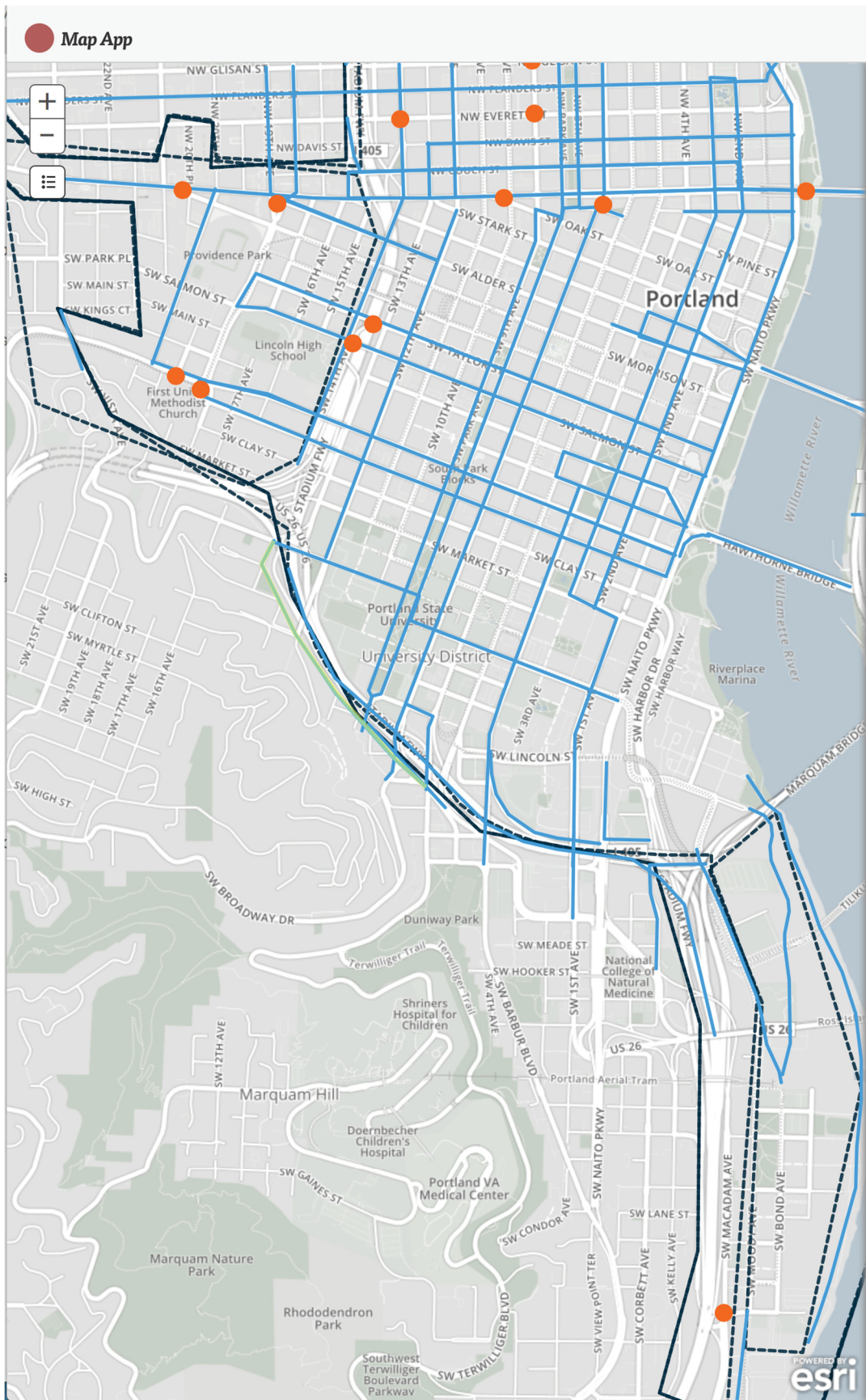
As mentioned above, it also feeds into OHSU, Barbur Blvd, and South Waterfront (Tilikum Crossing) areas. It will become a major southern non-auto arterial to the proposed Portland Green Loop (actually, the lower 1/3rd of this path is on The Green Loop).

By it’s nature, it links many ways to conveniently cross over and/or along I-405:

- \*SW 8th underpass ('Ho Chi Minh trail' to Center Goose Hollow)
- \*Montgomery and SW 13th (PSU, West Hills, Downtown)
- \*SW 12th overpass (West Hills, Downtown)
- \*Park Avenue overpass, part of Green Loop (South Park Blocks, Center of PSU, New Viking Pavillion)
- \*Broadway overpass, part of Green Loop (West Hills, Downtown)
- \*SW 6th Avenue overpass, part of Green Loop (Downtown, Terwilliger, Barbur)

Thank you for your consideration.

Sincerely,  
Luke Gilmer  
Home Address: 2066 SW 10th Avenue, Portland OR 97201  
[503-342-2222](tel:503-342-2222)



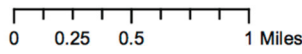
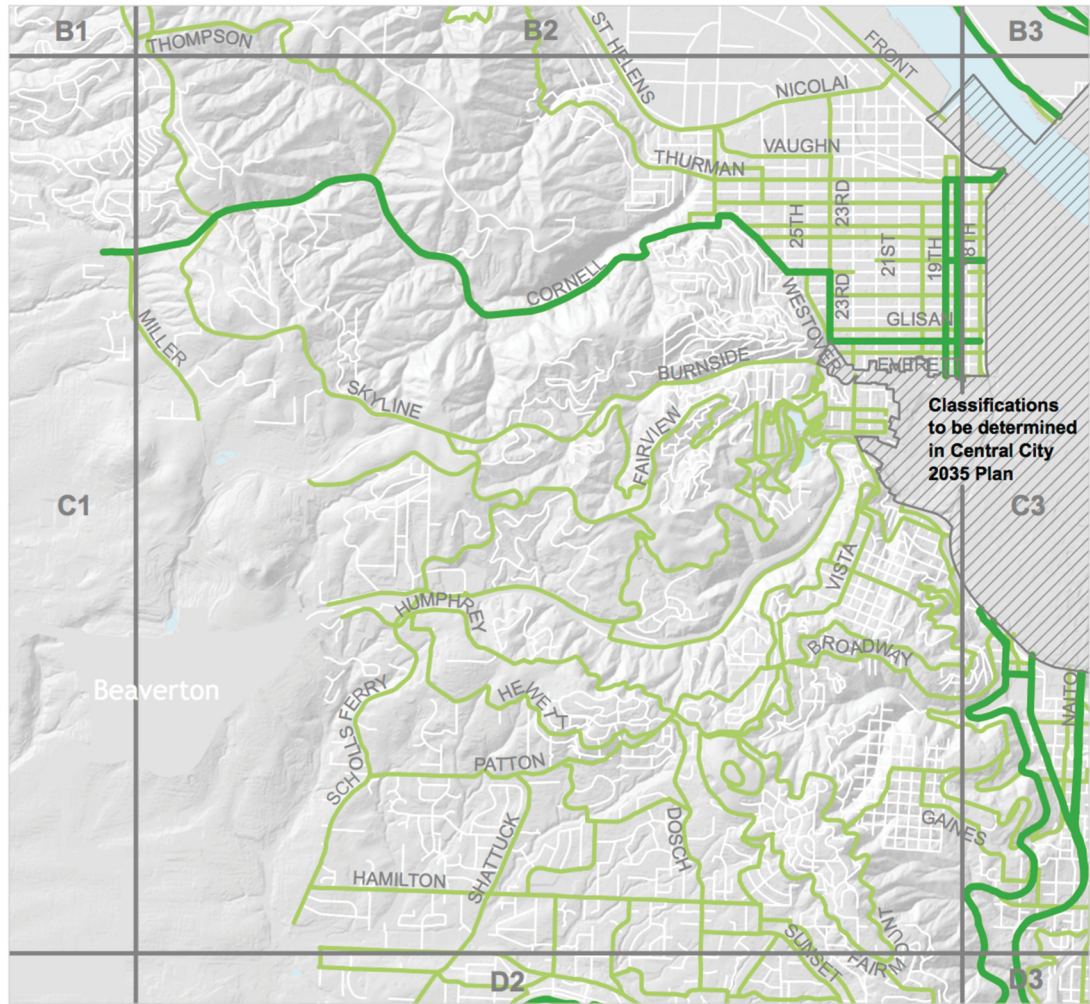
Q Address Search

Map Proposal

Lower I-405 Trail  
 Project # 20171  
 Lead Agency PBOT  
 Estimated Cost \$500,000

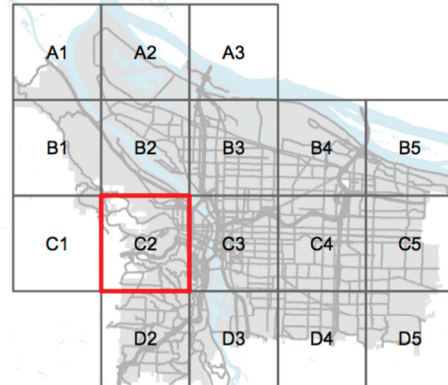
Design and implement a pedestrian connection along I-405.

## Proposed TSP Amendment



**Bicycle Classification**

- Major City Bikeway
- City Bikeway
- Local Service Bikeway





# Proposed Bikeway Addition



**From:** debrabenz [<mailto:debrabenz@earthlink.net>]  
**Sent:** Sunday, March 20, 2016 7:29 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>; Hales, Mayor <[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)>; Commissioner Fish <[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)>; Commissioner Fritz <[amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov)>; Commissioner Novick <[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)>; Commissioner Saltzman <[dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)>  
**Cc:** [Rep.TinaKotek@state.or.us](mailto:Rep.TinaKotek@state.or.us)  
**Subject:** TSP Testimony

Good evening,

Being an island surrounded by water, we are a neighborhood with limited access. A community of walkers by necessity. The Portland Fire Department has warned us, in case of emergency, our main street is not a two way street during peak visitor months, May through October. This is because vehicles coming to the island park on both sides of the road limiting traffic to one lane. We walk along our condominium owned walking paths and connect to shopping and grocery stores via the Red Lion's commercial roadway. Tourists enjoy the same walkways the year round residents do. This bike path was conceived in conjunction with the failed Columbia Point Crossing bridge project. The suggestion to reclassify our walking paths for accommodating bicyclists is outdated. The Salpare multi-family building added 375 units to our limited space. The owners of the manufactured homes properties are committed to continue offering affordable, safe housing to lower income citizens. They are not interested in displacing people. Portland is in a Housing State of Emergency. This reclassified walking/bike path would impact approximately 112 manufactured home units, the highest income producing units. Without these the other units may not be financially sustainable for the owners resulting in more displaced families. One end of our community is uninhabited and a wildlife refuge, environmentally friendly for resident walkers and tourist walkers alike.

Our concern is safety. We are a population of increasingly older year around residents peacefully walking our paths with our pets. We gladly share our walking paths with tourists to our state. Some of the tourists are young people with children, and some are grandparents walking with their grandchildren. We have a large contingent of homeless people not always aware of their surroundings. There are virtually no parking accommodations for people coming to the island for recreational biking. Even if there were, this is a land issue. We are a walking safe community. Elderly using canes and walkers don't have to dodge aggressive bicyclists. Tourists both young and old with their children don't have to fear bicyclists. Please help us to maintain a safe walking community committed to tourists, elderly, the environmentally conscious, and marginalized one and all - on foot.

Respectfully,

Debra Benz  
Columbia Point West-Board Chair  
167 N. Hayden Bay Dr.  
Portland Oregon 97217  
503-929-7148

**From:** ann remen-willis [mailto:remenwillis@comcast.net]  
**Sent:** Friday, March 18, 2016 7:22 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Bike path Hayden Island

To The Portland Planning and Sustainability Commission:

We reside at 139 N. Lotus Beach Drive, in the Hayden Bay Homes on Hayden Island. We were recently notified that the City of Portland is considering changing the walking path to a combination walking path and bike path.

The proposed bike path would be open to pedestrians, joggers, baby strollers, rollerbladers, dog-walkers and other non-motorized users, the fact that this bike path is separated from traffic leads people in to a false sense of security.

Increasing the traffic on the existing path poses a security threat and liability to the homeowners who pay to maintain and insure the property, exposes the walking public and bikers to potential injury, and causes a serious conflict with the indigenous geese. It is also an extreme hindrance to the local fire department.

Bike paths should be based on one's desire to ride safely, get where one needs to go, and to provide a transportation solution. The path behind the Hayden Bay Homes is unsafe for cycling, coupled with pedestrian and canine traffic and, at times, combative Canada Geese, it does not serve as a transportation solution, it is secluded, isolated, and disconnected from meaningful destinations.

The City of Portland has always created and designed amazing bike paths that are not isolated from traffic flow and are included in the mix of traffic with proper markings, lights, and people who must obey the law, in favor of the cyclist. **Bike paths are a "ride at your own risk" transportation corridor.** while streets with clearly marked bike paths, require the public who are walking, riding, dog walking, or using any other form of transportation to **obey the law**, which offers a greater level of protection from injury, liability, and lack of safety.

We are confident this project can be moved to the streets of the Island to offer protection for all concerned.

Thank you in advance for your consideration of this

Ann & Jim Willis

March 18, 2016

Planning and Sustainability Commission  
1900 SW 4th Ave.  
Suite 7100  
Portland, OR 97201

Re: Stage 2 TSP testimony

Dear Planning and Sustainability Commission:

On behalf of the Southeast Uplift board I would like to submit the following testimony regarding the Stage 2 TSP Update.

In Section 4.11: Glossary of Transportation Terms, we request that the definition for “high-capacity transit” be changed to the following:

"High-capacity transit is public transit that maximizes an exclusive right of way, and minimizes the non-exclusive right of way. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus."

This would be a change to the current first sentence of the definition, “High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both.”

This definition revision request arises out of concerns regarding the viability of current and future transit projects as our population increases and our streets become more crowded. Ability to bypass on-street traffic congestion, particularly during peak hours, should be a defining feature of high-

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capacity transit. This is best achieved through infrastructure that gives priority to the transit system in question, in other words, maximizes exclusive right of way and minimizes non-exclusive right-of-way. We believe this distinction between transit that can and cannot bypass congestion to be particularly crucial as TriMet explores the introduction of bus rapid transit into our public transportation system. This is not to say that we do not support transit that lacks dedicated right-of-way, but that we think such systems should not be labeled “high-capacity transit.”

Sincerely,



Robert McCullough  
President  
Southeast Uplift

CC:  
Commissioner Steve Novick  
Director Leah Treat

***Uplifting community advocacy since 1968.***



From: Jan Roxburgh <[hummingbirdzoo@yahoo.com](mailto:hummingbirdzoo@yahoo.com)>  
Date: 3/18/2016 2:22:26 PM  
Subject: Re: City Bikeway on Hayden Island - TSP Proposed Draft. (Photo attached)  
To: [greg.raisman@portlandoregon.gov](mailto:greg.raisman@portlandoregon.gov)  
Cc: Timme Helzer <[helzert@comcast.net](mailto:helzert@comcast.net)>, [jeffgeisler@msn.com](mailto:jeffgeisler@msn.com), Pam Ferguson <[pamfergusonpdx@aim.com](mailto:pamfergusonpdx@aim.com)>, alastair Roxburgh <[aroxburgh@ieee.org](mailto:aroxburgh@ieee.org)>

Dear Greg,

I am reaching out to you personally after being encouraged to do so by my daughter, Monica Roxburgh Sears. Monica and her husband Rick think very highly of you, and are really excited about Portland's 40-mile bicycle loop/trail/off-road bicycle trail/city bikeway you have been working hard on for quite a long time. Monica met you in St. John's two or three years ago, at a block street-painting (with chalk) event, and she said that she kept up email contact with you for awhile.

My husband and I live on Hayden Island. We are pro-bicycle and are environmentalists. We were both highly involved in fighting Pembina Pipeline Corp. and the Port of Portland when they were trying to push the gigantic propane export terminal on our beautiful city. We deeply care about Portland, and applaud it's strong efforts to become a truly sustainable and Green City. Safe bicycle trails and roadways are obviously part of this Green movement.

I have been looking at the PBOT map for the Portland bicycle trail that goes around the edge of Hayden Island Manufactured Homes Park. I am wondering if this section of it was planned using Google Maps, because on Google Maps you can see a green strip that makes it look like there is a sizable distance between the river and the lines of homes. However, if someone is actually walking along the path, they can see the distance between the water and the homes is in fact very small. (About 6 feet wide before a steep 20 foot drop-off into the river.) To have a really safe bicycle/pedestrian trail (say about 30 feet) would mean having to displace about 112 homes here along the river's edge.

Most of the occupants in the Manufactured Park are low-income, elderly, and many are disabled. Displacing them would sadly result in a lot of homelessness. The monetary value of the older manufactured homes is not high, and buying the homes for the trail would not allow residents to get a home elsewhere, even if there was some area for them to go. The Manufactured Homes Park has 447 homes altogether. If these 112 higher-rent-paying riverfront homes were lost from the park, the park could not survive financially. With the current Portland housing crisis, it is so important that we don't do anything that would add to this serious problem.

Greg, would you be interested in visiting the island and having a guided tour of the area proposed for the bikeway? Neighbors here are extremely concerned. They have been closely following the situation with the proposed bicycle trail and Hayden Bay. I would be happy to act as a guide, and would like to introduce to you others here on the island. I think it would be really nice to meet and talk with you, knowing that you are trying to make Portland a much better place for everyone.

Sincerely,

Jan Roxburgh

Cc: Jeff Geisler - Hayden Island Neighborhood Network (HiNooN) President  
Dr. Timme Helzer - HiNooN Board member  
Pam Ferguson - Hayden Island Manufactured Homes Park, HOA President  
Alastair and Janet Roxburgh - Hayden Island Manufactured Homes Park, HOA Board members and RV Park Directors

Photo.

Along the Hayden Island walking path

(c) Janet Roxburgh



March 18, 2016

To The Portland Planning and Sustainability Commission:

My name is Rob Johns and I reside at 375 N. Lotus Beach Drive, in the Hayden Bay Homes on Hayden Island. I was recently notified that the City of Portland is considering changing the walking path to a combination walking path and bike path.

Due to the fact that the proposed bike path would be open to pedestrians, joggers, baby strollers, roller-bladers, dog-walkers and other non-motorized users; the fact that this bike path is separated from traffic leads people in to a false sense of security. Bike paths, by design, are popular with families who are encouraging small children to ride. This creates a dangerous environment where the youngest and most vulnerable are at odds with cyclists who are riding fast to get to a destination, as well as pedestrians and canines, and the large group of indigenous geese that are always present, add to the liability of those who engage with each other. .

Bike paths should be based on one's desire to ride safely, get where they need to go, and to provide a transportation solution. The path behind the Hayden Bay Homes is unsafe for cycling, coupled with pedestrian and canine traffic, it does not serve as a transportation solution, and is secluded, isolated, and disconnected from meaningful destinations.

Furthermore; increasing the traffic on the existing path poses a security threat and liability to the homeowners, creates a conflict between the folks who pay to maintain and insure the property, exposes the walking public and bikers to potential injury, and causes a serious conflict with the indigenous geese and ducks. It is also an extreme hindrance to the local fire department.

The City of Portland has always created and designed amazing bike paths that are not isolated from traffic flow and are included in the mix of traffic with proper markings, lights, and people who must obey the law, in favor of the cyclist. **Bike paths are a "ride at your own risk" transportation corridor**, while streets with clearly marked bike paths, require the public who are walking, riding, dog walking, or using any other form of transportation to **obey the law**, which offers a greater level of protection from injury, liability, and lack of safety.

I am confident this project can be moved to the streets of the Island to offer protection for all concerned.

Thank you for your consideration and for your support.

Sincerely,  
Rob Johns  
375 N Lotus Beach Drive  
Portland, OR 97217



Legacy Health  
1919 N.W. Lovejoy St.  
Portland, OR 97209  
503.415.5600 phone  
503.415.5777 fax

March 17, 2016

Portland Planning and Sustainability Commission  
TSP Testimony  
1900 SW 4th Avenue, Suite 7100  
Portland, Oregon 97201

Re: Transportation System Plan/Transportation Demand Management

Legacy Health has participated since January 2016 in a series of discussions concerning the City's proposed Transportation Demand Management (TDM) policies and regulations applicable to proposed Campus Institutional (CI) zoned properties. This discussion has apparently now merged the TDM proposals with the CI zone process, in which Legacy has participated for two-plus years.

Consideration of TDM regulations for Legacy's two urban medical care centers (Good Samaritan and Emanuel) should first involve site-specific analyses of how those centers function. Such functions include a full range of services at both Good Samaritan and Emanuel, from emergency care to highly specialized regional and state-wide programs like organ transplantation, pediatric surgeries, trauma care and burn treatment.

Facilities like Good Sam and Emanuel regularly deal with the most acute or most complicated medical and surgical cases. This dictates when, and under what circumstances, we care for patients and assist and accommodate their families. This makes many of our daily responsibilities unpredictable or requires immediate care decisions to aid patients. We are subject to licensing, regulatory and accreditation standards requiring certain staffing levels and having skilled professional services continually available.

This means managing vehicle usage at our facilities is much more problematic than for virtually any other Metro Portland organization or business. While we are a major employer in Portland, our primary function remains service to the public through delivery of highly essential health care.

Legacy supports as a health-related matter, reductions in air pollutants and emissions resulting from vehicle usage, along with our general support for other environmentally sustainable practices. We continue to cooperate and collaborate with the City and the community in working toward such reductions, especially as the City grows. But growth will carry with it a larger calling for the services Legacy provides, making practical and important limits on how TDM can be best utilized at Good Samaritan and Emanuel vital.

Legacy was an early and committed supporter of the Portland Streetcar, which serves the Good Samaritan area. We encourage at both centers, when feasible, mass transit, carpooling, bicycle and pedestrian trips. However, there are practical, care-related constraints on Legacy's ability to control

vehicle trips to our facilities. Patients and family rarely use mass transit, bicycle or pedestrian means to travel to or from health care visits and stays. An overwhelming number of professional staff provide service on carefully designed schedules or on-call based on patient needs. Physicians frequently perform procedures or visit patients at multiple facilities at times dictated by their availability and patient requirements. (To minimize physician travel, Legacy encourages physicians to locate their offices close to our facilities.) Because of the services we provide at our facilities external factors often determine by whom, and when, our facilities are accessed.

Legacy welcomes the opportunity to inform City staff about how our facilities function and how a workable set of TDM policies, regulations and plans can be separately developed for Good Samaritan and Emanuel Medical Centers. We need to take into account Legacy's over-riding mission of providing care to our community in a skilled, timely and human-focused manner.

Because we have not seen any proposed TDM regulations nor have the opportunity to understand how proposed TDM code sections would specifically impact Good Samaritan and Emanuel, we are presently unable to offer responses to such proposals or to currently develop site-specific TDM plans.

We would like to discuss with staff such proposals so that we can offer comments from the perspective of each of our medical centers. We hope City staff can visit both Good Samaritan and Emanuel to see first-hand how these centers function, so we can engage in informative conversation.

Sincerely,



Everett W. Newcomb III, D.O.  
Chief Operating Officer  
Legacy Health

From: Schwab Mary Ann [<mailto:e33maschwab@gmail.com>]  
Sent: Wednesday, March 16, 2016 6:53 PM  
To: Hurley, Peter <[Peter.T.Hurley@portlandoregon.gov](mailto:Peter.T.Hurley@portlandoregon.gov)>  
Cc: Howell Jim <[jimhowell89@hotmail.com](mailto:jimhowell89@hotmail.com)>; Ocken, Julie <[Julie.Ocken@portlandoregon.gov](mailto:Julie.Ocken@portlandoregon.gov)>  
Subject: Proposed Central City Regulations that require Transportation Demand Management plans for new development

[Peter.T.Hurley@portlandoregon.gov](mailto:Peter.T.Hurley@portlandoregon.gov)

I just took a close look at the Central City transportation map. Do you see what I see missing?

Oaks Park is located on Oaks Bottom -- just South of the OMSI -- stay tuned for OMSI's plans to see five (5) ten story condos within a gated community -- or not? Yes, around the time when the Planning and Sustainability Commissioners were reviewing OMSI's plans for the SE Quadrant. I'm guessing, maybe Julie Ocken, PSC Assistant, Julie Ocken (503) 823-6401 [ [Julie.Ocken@portlandoregon.gov](mailto:Julie.Ocken@portlandoregon.gov) ] has ready access to the date and minutes.

That Oaks Park property is being held in TRUST for Citizens of Portland for as long as it remains financially in the black -- it will not be sold at Market Rate.

Little Factoid: Up until the Trolley between Oregon City and Portland stopped service at mid-night leaving teenager stranded one Saturday back in 1958 -- our middle and high school teenagers had ready transportation. Best of all, these teenagers were supervised. To be honest, I don't remember hearing when a teenager was in trouble for drinking -- guys smoking camels -- yes.

Might I suggest you met up with Jim Howell [ 503.284.7182 Metro and/or 503.797.1685 home ]. He has the Rose City Bus, Trolley, and Freight trains history to present -- including a summer time short-run train between OMSI and Oaks Park. -- maybe two months for two summers. At the time, I called Oak Park's transportation needs to former Mayor Vera Katz attention -- never did get her response. Nothing new, I've yet to hear from Mayor Hales office either.

You might also schedule time to visit the Oregon Historical Library and monitor this project until the Street Car schedules services between OMSI and Oaks Park.

Kindly submit my comments -- where best heard by those in power deciding which "old development" warrants PDoT staff's support to assist -- Oaks Park Trustees -- develop effective transportation plans, or not!

Happy St. Patrick's Day,  
Mary Ann Schwab, Community Advocate  
605 SE 38th Avenue  
Portland, OR 97214-3203  
(503) 236-3522

What is TDM? Clear, consistent, performance-based Transportation and Parking Demand Management (TDM) can effectively reduce traffic and parking demand while increasing walking, bicycling, and transit use. TDM includes incentives such as reduced cost transit passes and bike share and/or car share membership for employees and residents, and price signals like parking pricing. Why do we need TDM?

Transportation Demand Management is one of the quickest, least expensive, and most effective strategies to reduce or prevent traffic and parking problems. TDM helps us achieve economic vitality, household prosperity, health, equity, and climate goals. Proposed Requirements for New Development

- Reasonably ambitious goals for the percentage of walk, bicycle, and transit trips by people in the new buildings
- Education and incentives, such as a transit pass buy-down or bikeshare membership, to increase the likelihood that a building will achieve the goals
- Ongoing performance monitoring and reporting
- New incentives and/ or education if the building isn't meeting the goals

PBOT staff would help applicants develop effective plans. Plans must be approved by PBOT as a condition of development. Peter Hurley Portland Bureau of Transportation

**From:** Johnson, Jeff (Innovation) [<mailto:Jeff.Johnson@nike.com>]  
**Sent:** Wednesday, March 16, 2016 8:31 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

To whom it may concern.

I would like to submit my support to link bus #39 and #51 for service from Lewis and Clark through Hillsdale and SW Hills to downtown, and to restore mid-day and evening service on those lines. The lack of weekend service for line #51 is also problematic for kids needing to get downtown for school athletic activities.

Thank you,  
Jeff Johnson/Mihwa Hong  
2622 SW Talbot Road  
PDX, OR 97201



**From:** rkruffo [<mailto:rkruffo@aol.com>]  
**Sent:** Tuesday, March 15, 2016 9:00 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Reclassification

Having just now heard of this I can hardly believe that the city could even consider such an action. To go to the great expense, home takeover, and disruption of natural wildlife habitat as well as the scenic beauty of this Island is not exceptable. Safety on this Island is a major concern now with the amount of transient activity we currently have. Opening up a through fair would only attract more homeless and give them better accessibility. When this happens our property values decline which effects everyone on the island. Our roads now on the west end of the island are in total disrepair. Use that asphalt to fix the problems we have now. Parking is another major issue. We have transient parking now that the city just ignores. From motor homes to trailers to broken down cars. I speak for West Hayden Island Moorage. This is a first class community of floating home on the far West of the Island and 56 concerned home owners. Do not let this go foreword at the expense of others.

Rick Ruffo

President / West Hayden Island Moorage

[Rkruffo@aol.com](mailto:Rkruffo@aol.com)

2630 N Hayden Island Dr #54  
Portland Oregon 97217  
President  
West Hayden Island Moorage

**From:** Lori March [mailto:[lorimmarch@gmail.com](mailto:lorimmarch@gmail.com)]  
**Sent:** Tuesday, March 15, 2016 6:09 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

To Whom It May Concern,

It has recently come to our attention that the privately owned walking path that runs along the front of our condo (Hayden Bay Condos) is in danger of becoming an approximately 26 foot wide, large use walkway meant to accommodate bicyclists, pedestrians and a median between the two. To say that we have serious and legitimate concerns about such an environment would be an understatement.

We currently have a path that is primarily used by individual walkers, people with strollers and people walking their dogs, usually on flexible leashes. We residents enjoy this walkway and bicyclists are not allowed due to safety concerns. Users already have easy viewing into the condos from the current walkway distance and even with the relatively high berm leading up to our place, privacy is at a minimum....but we knew that at our time of purchase and accepted it as the "negative" to what is otherwise a peaceful setting. More importantly, several of our condo residents, including ourselves, already experience thefts and vandalism throughout the year, but especially during the summer when the island is at it's busiest. In fact, just this morning my husband chased off a man carting away a garbage bag of belongings and UPS boxes after jumping the fence of a secured parking area for the floating homes. Two weeks ago a home was broken into in the middle of the afternoon. Boats have had things stolen off of them and one shot at. To have the path widened to such a great width and inviting even more non-residents, would leave us with a much higher volume of strangers basically parading by our living rooms, front windows and various watercraft, etc., and open us up to increased crime. We feel our home values would be effected by this Grand Central type atmosphere....we certainly wouldn't have purchased this condo with a 26' wide, south waterfront style walkway 20 feet away from our couch.

A few more questions:

- a) Has anyone really analyzed what it would take to accomplish this project? The preexisting infrastructures, ie., stairs, ramps, pools, etc., the narrow area to work with in many places and the serious grading it would take to cut into the side of the hills at several spots.....who is paying the costs associated to construct this walkway?
- b) who is paying to repair/maintain this walkway along with the regular clean up the surrounding area will require (trash, etc.)?
- c) who is liable when John Biker and Jane Walker collide on the walkway...the City or one of the Condo HOAs? The embankment is steep and rocky as it is and we believe it would be one accident or injury after another waiting to happen.

d) are there going to be additional Portland Police patrolling the island, this new walkway and the much larger number of people traipsing through? The homeless and transient "Stop and Rob" lifestyle is already a huge problem on the island and it is only getting worse.

e) what is going to stop bikers from deciding they want to get off the path and stroll their bikes around condo properties...most of us have large paths going by our front doors that currently get enough public going back and forth to the docks. We personally have had delivered packages stolen, opened and tossed in bushes and personal plants stomped on. We fear the number of non condo residential persons walking by our front door would be greatly increased by this proposed walkway.

f) what about the habitat on the west end of the island? There are many spots that would be affected negatively by this type of development. It's bad enough there are the few homeless camps already set up there. Why invite more?

We love Portland and it's many trails, walking paths and bicycle opportunities, but feel strongly this area IS NOT appropriate for what is being proposed. Thank you for your consideration in this issue.

Sincerely,

Robert and Lori March

525 N Tomahawk Island Drive  
Portland, 97217

**From:** Jimme Peters [mailto:jimme\_peters@msn.com]

**Sent:** Monday, March 14, 2016 8:05 PM

**To:** Patricolo, Francesca <Francesca.Patricolo@portlandoregon.gov>; Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** TSP Reclassification

Hello PSC--

As a Hayden Island resident, I wanted to weigh in on the bike path plan that is not a good idea. We have serious traffic and walking path issues on the island currently, taking away more space and trying to wedge in bike paths on a sandy island is a recipe for even more disaster. Removing valuable housing is not a suitable idea to create pathways.

Add in the homeless folks, recreational camper and truck traffic to the auto auction and we will most certainly have fatalities resulting. There is simply no place that is safe to create more paths, especially since the ground is not stable and the roads are so congested.

Please do not approve the plan as proposed, it will kill us here on the island.

Thanks for listening,

Jimme' Peters

**From:** Joy Lankford [<mailto:jlankford@marquiscompanies.com>]  
**Sent:** Monday, March 14, 2016 8:45 AM  
**Subject:** Hayden Island Proposed Bike Path

Dear Planning Commissioner:

This note is to inform you that I live on Hayden Island in the Riverhouse East Association and wish to express my deep concern over adding a bike lane around our housing along the Columbia river. I moved here to have a "safe" and quiet place to reside. I feel that adding a bike path will just lead to the potential of more "break-in's" and vagrants. I am an individual that serves others everyday. I need some safe down time following a hectic day and love that my home can be a sanctuary. I feel that this proposal would cause my home to be at risk . I would appreciate if you would consider our safety when considering this possible venture. I vote "No" on this proposal. Thank you for your time.

Sincerely,



**Joy Lankford, RN**  
**Director of Nursing Services**  
Marquis Mt. Tabor Post Acute Rehab

p. 503.231.7166  
f. 503.230.9858  
e. [jlankford@marquiscompanies.com](mailto:jlankford@marquiscompanies.com)

From: **Luke Gilmer Personal** lukegilmer@gmail.com ✉  
Subject: **Citizen Feedback: Additional Proposal for Major City Bikeway**

Date: **March 12, 2016 at 6:28 PM**

To: bps@portlandoregon.gov

Cc: **Don Baack** baack@q.com, **Keith Liden** keith.liden@gmail.com, **roger.geller@portlandoregon.gov**, **HORNING Jessica** jessica.horning@odot.state.or.us, **Ian Stude** istude@pdx.edu, **Le-Ghfi Van** vangooseneighborhood@gmail.com, **Eric Simon** masonstreet@comcast.net, **Tracy J. Prince Ph.D.** tprince@pdx.edu, **City of Portland: Office of Trans: Prking Permits** jpowell@spiritone.com, **City of Portland: Office of Trans: Prking Permits** susie.younie@gmail.com, **transportation@swni.org**, **Love Ken** ken@southportlandna.org, **Nancy Seton** nancyseton@comcast.net, **Ryan Fedie** rtfedie@gmail.com, **Felicia Williams** flw14@hotmail.com, **Stephanie Noll** stephanie@btaoregon.org, **Kate Walker** kate@btaoregon.org, **Craig Norman** craign@gbdarchitects.com

I'm hoping that I can still add some feedback for addition to the Draft TSP report for proposed major city bikeway locations. A friend, reviewing the current TSP Update, Proposed Draft, dated Dec, 18th, 2015, let me know that I should contact you.

I've been advocating for a particular major bike and pedestrian path, however, it is missing in your document.

It is contained in three city plans, under different names:

- \*TSP Project 90097, "Lower I-405 Multi-Use Path", constrained and 2nd level priority.
- \*Portland Bicycle Plan for 2030 as Project 8103 – Lower I-405 Path from 6<sup>th</sup> to Montgomery
- \*Project # 20171 "Lower I-405 Trail" on 2035 Comprehensive Plan

The lower third of this bike and pedestrian path is actual on The Green Loop, being sponsored by your bureau.

Pictures are worth a thousand words:

- \*Enclosed in a copy of the trail from MapApp; the trail is shown as 'light green' along I-405 on lower southern edge.
- \*Also enclosed is a copy of the pg 21, TSP Draft, Section 5: Bicycle Classification Maps, Area section C2; the trail is missing, but would connect Terwilliger and Barbur bikeways to the University District (South Park Blocks) and into central Goose Hollow.

Cost is minimal, and non-auto transportation value is very high.

Following the southern I-405 interstate landscape green belt, this bike and pedestrian path connects Goose Hollow, West Hills, Downtown, PSU. It does this off congested traffic streets. For surrounding high density residential areas, particularly in the University District and central Goose Hollow, this will become an excellent way to get to work or school and make errands, all without an auto.

As mentioned above, it also feeds into OHSU, Barbur Blvd, and South Waterfront (Tilikum Crossing) areas. It will become a major southern non-auto arterial to the proposed Portland Green Loop (actually, the lower 1/3rd of this path is on The Green Loop).

By it's nature, it links many ways to conveniently cross over and/or along I-405:

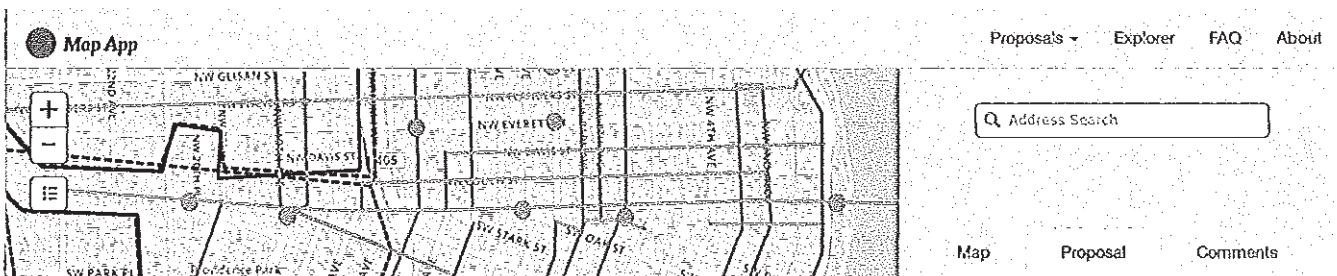
- \*SW 8th underpass ('Ho Chi Minh trail' to Center Goose Hollow)
- \*Montgomery and SW 13th (PSU, West Hills, Downtown)
- \*SW 12th overpass (West Hills, Downtown)
- \*Park Avenue overpass, part of Green Loop (South Park Blocks, Center of PSU, New Viking Pavillion)
- \*Broadway overpass, part of Green Loop (West Hills, Downtown)
- \*SW 6th Avenue overpass, part of Green Loop (Downtown, Terwilliger, Barbur)

Thank you for your consideration.

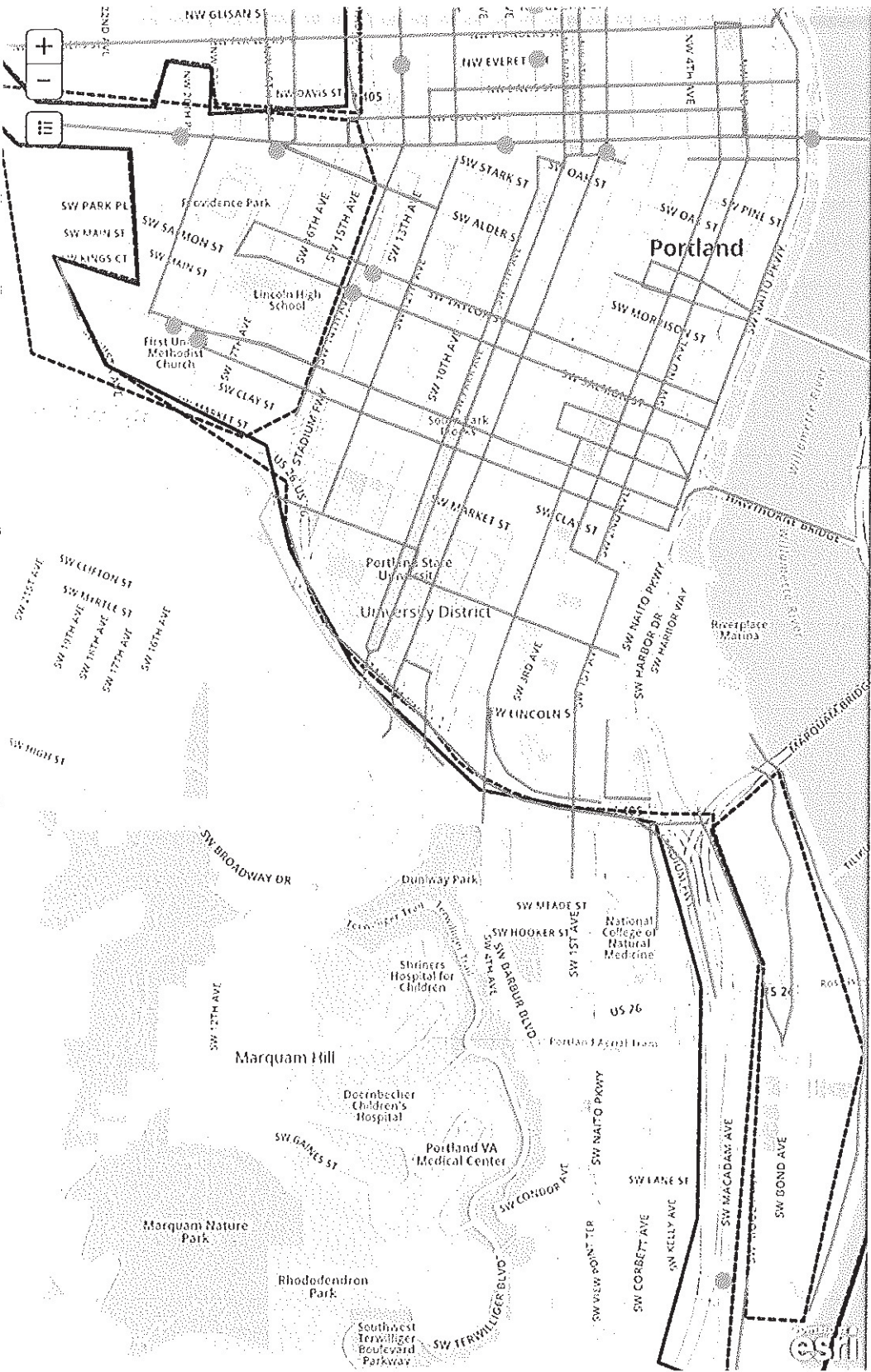
Sincerely,

Luke Gilmer

Home Address: 2066 SW 10th Avenue, Portland OR 97201  
503-342-2222



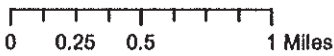
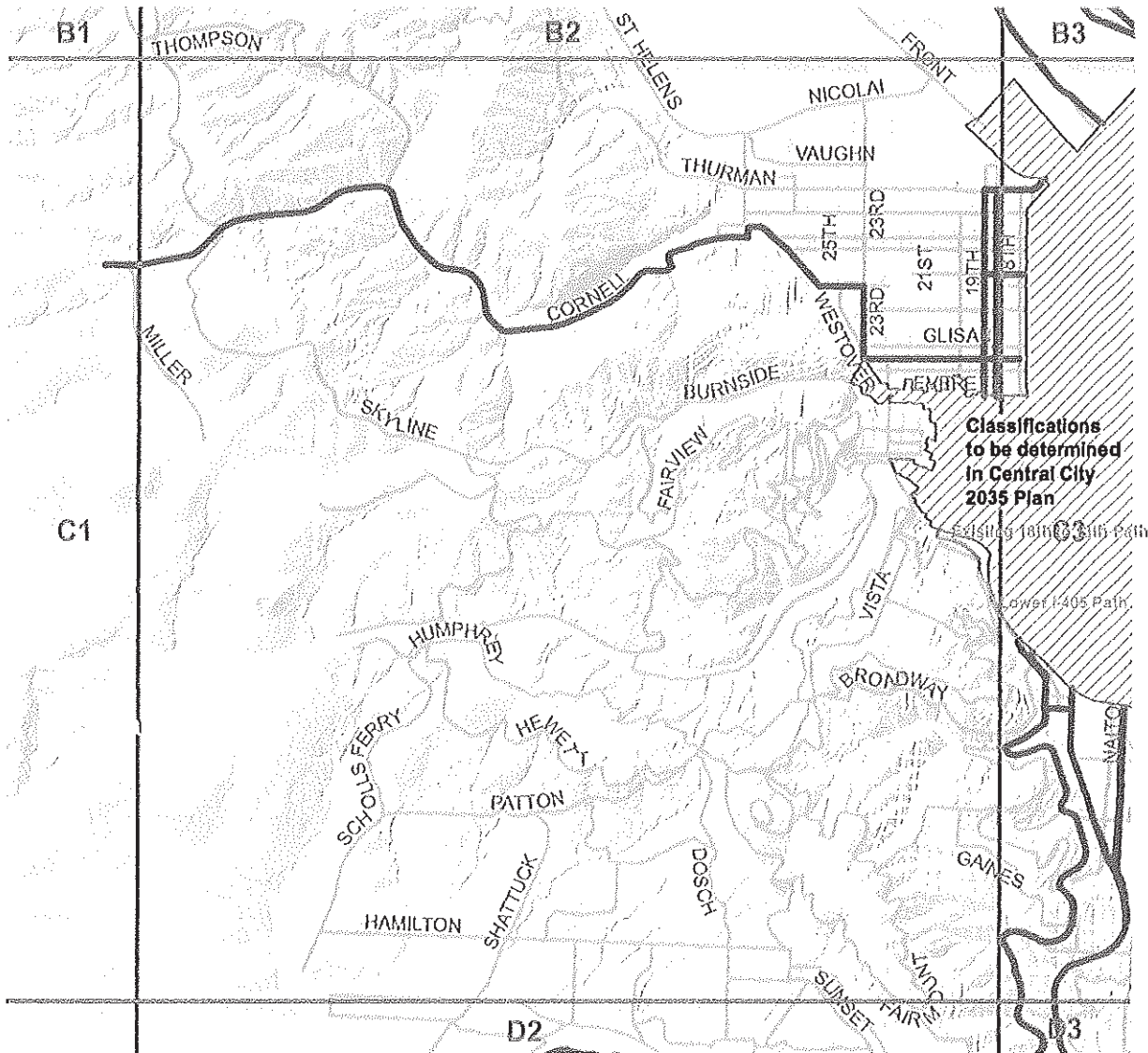
🔍 Address Search



Map	Proposal	Comments
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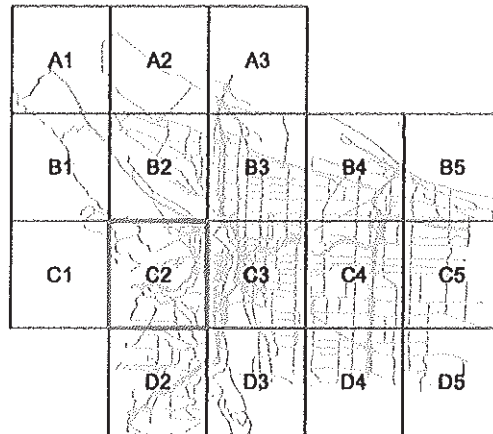
Lower I-405 Trail		
Project #	20171	
Lead Agency	PBOT	
Estimated Cost	\$500,000	
Design and implement a pedestrian and bicycle connection along I-405.		

# Proposed TSP Amendment

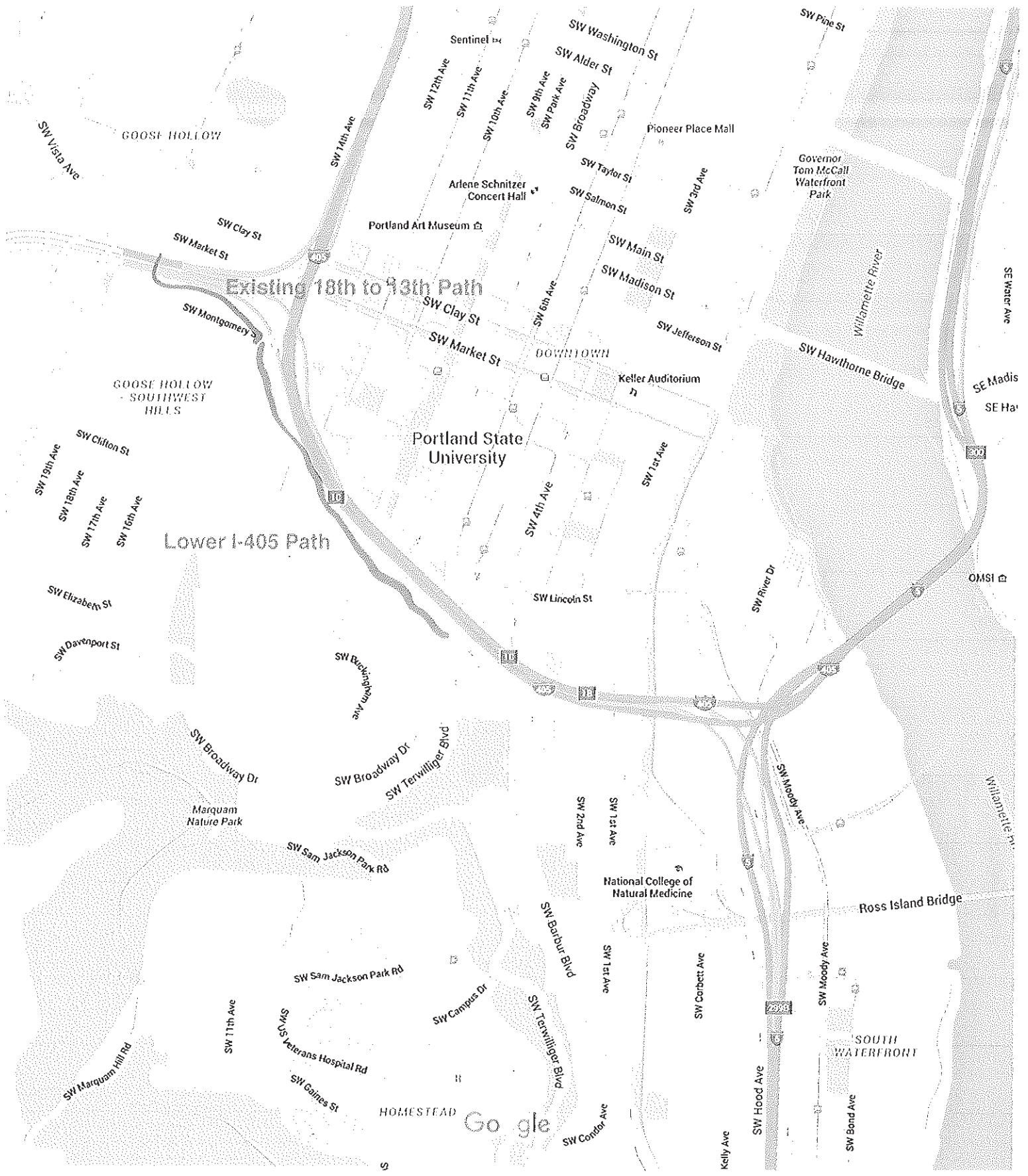


## Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway







Map data ©2016 Google 500 ft

From: Travis [mailto:stormstruck@yahoo.com]  
Sent: Saturday, March 12, 2016 4:42 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: TSP Testimony

Hello. My main request is that the city act as quickly as possible on the Division-Midway Neighborhood Street plan. The hyperlink for this PBOT document is <http://www.portlandoregon.gov/TRANSPORTATION/article/537983> . This document identifies the huge needs for improvements in our neighborhood infrastructure, particularly in paving unpaved streets, connecting cut-off streets and putting in sidewalks where pedestrian traffic is heavy. The document already identifies the highest-need areas.

SE Division is a major thoroughfare for pedestrians but nevertheless lacks sidewalks in many areas. People regularly risk their safety walking and operating wheelchairs through mud, and it is a glaring reminder of the under-investment by the city in this part of town. As people continue to try finding affordable housing in the city, people will be shocked to see how inner Portland is over-invested in things such as street car lines but we do not even a streetcar line or basic sidewalk infrastructure.

Also, connecting disconnected streets will relieve traffic on major roads like Division and Powell. Some of these projects involve acquiring property on either sides of these disjointed streets. Please proceed with these purchases before land costs get much higher. Paving streets in our area will also reduce traffic on main streets, and improve healthy opportunities such as walking and bicycling. Please, please, please act to improve our inferior infrastructure in the Division-Midway area to improve the quality of living for the taxpayers of the city that live here. I also ask that neighborhood residents be updated on the progress of the plan.

Sincerely,  
Travis Fanucchi  
2627 SE 136th Avenue  
Portland, OR 97236

**From:** Chris Smith [mailto:chris@chrissmith.us]  
**Sent:** Saturday, March 12, 2016 2:30 PM  
**To:** Igarta, Denver <Denver.Igarta@portlandoregon.gov>; Duke, Courtney <Courtney.Duke@portlandoregon.gov>; Hurley, Peter <Peter.T.Hurley@portlandoregon.gov>  
**Cc:** Ocken, Julie <Julie.Ocken@portlandoregon.gov>  
**Subject:** Initial Questions/Feedback on TSP

Team TSP,

Here are some initial questions and reactions to the Proposed TSP. I expect to have a firmer set of amendments after our 2nd hearing, but if you have feedback on these, please let me know.

Julie, please forward these to the PSC and include in the public comment record in case other folks want to react in testimony.

I'll have some specific language around autonomous vehicles early next week.

Thanks.  
Chris

### **Introduction - p. 13**

Should the Citywide Systems Plan be referenced as a sixth Comprehensive Plan component?

### **Section 4 - p. 3**

Should the Major City Bikeway classification include an objective to limit/discourage curb cuts (e.g., preferring access from side streets where necessary)?

### **Section 4 - p. 9**

Bike share objective 6.23 J targets bike share at "visitors, tourists, employees and residents". I would suggest a better ordered priority is "employees, residents, visitors and tourists."

Objective 6.26 A should also list neighborhood centers as a land use type.

### **Section 6 - p. 5**

Second bullet ("Lanes") references "business-access-transit lanes". I'm not familiar with that description. What are these? Are they defined somewhere?

Third bullet references street trees as a potential use of the curb lane. Shouldn't street trees be in the furniture zone, not the curb zone? Or is this part of the "out of the mud" policy? I believe this may be repeated in other classifications.

### **Section 6 - p. 23**

Urban Highway designation - Looking at the map app, we only appear to use this designation in a couple of places. Could it be eliminated and those street segments designated as something else?

### **Section 10 - p 4**

I strongly support the suggestion in the commentary to develop a "work at home" mode share target (and supporting implementation programs).

### **Section 11 - Glossary**

Better to define **Congestion** based on reliability than "optimal speed".

Defines **Streetcar** as operating in mixed traffic. I suspect over time we will see more and more dedicated right-of-way for streetcars. Would it be better to define streetcar based on vehicle size (e.g., more neighborhood-compatible scale than LRT) rather than operating mode?

### **Section 14 - p. 4**

Commentary indicates we will require TDM plans in Campus Institutional, Mixed use and Central City Zones. Should we also consider requiring TDM plans in some or all Employment zones?

### **Section 14 - p. 10**

Commentary discusses bike share stations as a potential "improvement" as part of a TDM plan. How will this work with the proposed bikeshare system that is less dependent on docking stations. Is there a better way to describe investments in bikeshare as part of a TDM plan?

Thanks.  
Chris

The current "Recommended" Comprehensive Plan now being considered by City Council contains this policy which touches on autonomous and connected vehicles:

**Policy 9.38 Automobile efficiency.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner more energy efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as carshare, carpool, and taxi.

There are a number of other goals and policies that potentially intersect with the impacts of these vehicles, including:

**Goal 9.A Safety**

**Policy 9.5 Mode share goals and Vehicle Miles Traveled (VMT) Reduction**

**Policy 9.7 Moving goods and delivering services**

**Policy 9.8 Affordability**

**Policy 9.44 System Management**

**Policy 9.47 Technology**

**Policy 9.54 Parking Management**

I would like to propose several "Objectives" in the Transportation System Plan (TSP) to provide more specific direction under these policies for autonomous and connected vehicles (I'll be looking to staff to figure out exactly how to number these and position in the TSP):

A. Consider regulation, pricing or incentives to:

- encourage deployment of autonomous vehicles in a shared mobility model
- minimize miles traveled by passenger vehicles with no passengers on board
- encourage multiple passengers in autonomous vehicles

B. Support the deployment of vehicle automation that improves safety (example: forward collision avoidance systems).

C. Consider investments in wayside communication systems that facilitate connected or autonomous vehicles more effectively achieving Comprehensive Plan and Transportation System Plan policies and objectives.

D. Consider a role for Portland as a test site for connected or autonomous vehicle technologies that further Comprehensive Plan and Transportation System Plan policies and objectives.

I would also suggest adding these definitions to the TSP Glossary:

### **Autonomous Vehicle**

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) defines five levels of vehicle automation:

**No-Automation (Level 0):** The driver is in complete and sole control of the primary vehicle controls – brake, steering, throttle, and motive power – at all times.

**Function-specific Automation (Level 1):** Automation at this level involves one or more specific control functions. Examples include electronic stability control or pre-charged brakes, where the vehicle automatically assists with braking to enable the driver to regain control of the vehicle or stop faster than possible by acting alone.

**Combined Function Automation (Level 2):** This level involves automation of at least two primary control functions designed to work in unison to relieve the driver of control of those functions. An example of combined functions enabling a Level 2 system is adaptive cruise control in combination with lane centering.

**Limited Self-Driving Automation (Level 3):** Vehicles at this level of automation enable the driver to cede full control of all safety-critical functions under certain traffic or environmental conditions and in those conditions to rely heavily on the vehicle to monitor for changes in those conditions requiring transition back to driver control. The driver is expected to be available for occasional control, but with sufficiently comfortable transition time. The Google car is an example of limited self-driving automation.

**Full Self-Driving Automation (Level 4):** The vehicle is designed to perform all safety-critical driving functions and monitor roadway conditions for an entire trip. Such a design anticipates that the driver will provide destination or navigation input, but is not expected to be available for control at any time during the trip. This includes both occupied and unoccupied vehicles.

### **Connected Vehicle**

A vehicle that communicates with the Internet, other vehicles, wayside systems and/or passenger

**From:** Thomas Dana [mailto:thomashdana@gmail.com]  
**Sent:** Friday, March 11, 2016 12:24 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Reclassification

Dear PSC Commissioners,

Reference the Transportation System Plan to reclassify the river side of the Hayden Island Manufactured Home Community to become a walking path/bike path/trail. This is a very bad idea.

The path would need to be about 30 feet wide and this amount of land would take away some decks/patios from people's homes and possibly take away some of the homes themselves. Additionally, part of the path would probably require improvements to the Columbia River bank and this would require a formal EIS. This is a completely untenable situation in this location.

Please remove this reclassification from proposed TSP.

Thank you,

Tom Dana  
1501 N Hayden Island Drive Unit 110E  
Portland, OR 97217

[ThomasHDana@gmail.com](mailto:ThomasHDana@gmail.com)  
503-954-9217

**TriMet Testimony to Portland Planning & Sustainability Commission on  
Proposed Title 17 TDM Changes in Transportation System Plan  
March 8, 2016**

Hello, my name is Eric Hesse, Strategic Planning Coordinator at TriMet. I represented TriMet on the TSP Transportation Expert Group, as well as the Networks PEG prior to that. I also serve as a policy liaison to the BPS and PBOT.

I am here to voice TriMet's support for the Transportation Demand Management (TDM) amendments proposed in Section 14 of the Proposed Draft TSP currently under consideration.

TriMet believes the proposed Title 17 language is a powerful yet measured step forward in expanding our policy toolkit for encouraging changes in travel behavior in support of the City's adopted and proposed goals of reducing single occupant vehicle (SOV) travel and associated emissions, along with the many other benefits to our community of achieving the City's mode share targets. Meeting these goals, as you know, is the only way to prepare for the expected growth while meeting our goals for economic development, quality of life, and reduction of our impact on our environment.

We at TriMet say this based on our own long-standing and effective experience in providing TDM services similar to what is envisioned in the proposed Title 17 language. As you may know, the TriMet Employer Outreach Program delivers transportation demand management programs and services to employers through the Metro Regional Travel Options (RTO) program and has done so for many years.

TriMet's RTO TDM efforts contribute to achieving the City's and the region's goals. The TriMet outreach program reduces vehicle miles traveled by educating employers, offering promotional campaigns, meeting with employees, producing online communications and supplying educational materials for using transportation options.

The TriMet program serves employers and colleges of all sizes in the Portland Metro region with non-SOV travel options resources, transportation program assistance, transit pass programs and transportation surveys for Oregon DEQ's Employer Commute Options program.



We are already working with an extensive and diverse network of employers and institutions on TDM (as of Dec 2015):

- Transportation programs are in place at 1,927 worksites/campuses
- Transit subsidies are offered at 1,226 employer worksites/campuses
- TriMet pass programs are offered at 158 worksites/campuses

And we have seen impressive results from these efforts:

- RTO TDM sites historically and presently have lower auto trip rates than the national average, as well as reporting lower trip rates than the Portland MSA.
- Metro's most recent RTO evaluation for 2011-13 conducted by Steer Davies Gleave shows the non-drive alone commute mode split for employers working with the TriMet Employer Outreach program increased from 27.1% in 2009 to 38.5% in 2011.
- Plus, commuters to RTO TDM program sites that submitted survey data reduced auto usage by over 26.5 million vehicle-miles per year between the 2011 and 2013 evaluation period, resulting in the annual reduction of nearly 1.3 million gallons of fuel and 12,000 tons of greenhouse gases.
- The evaluation also valued the reduced parking demand resulting from the program at nearly \$15 million a year and an additional \$10 million being returned to the local economy from reduction in vehicles miles travelled and associated fuel use. As Joe Cortright and others have noted, for a region that doesn't produce or refine fuel locally, reducing fuel use creates a "Green Dividend" by enabling more dollars stay in local circulation, rather than flowing out of state to fuel companies.

We are aware that members of the PSC are interested in seeing low cost bus passes being made available to residents, employees, and students, a goal which TriMet shares. We believe that the proposed Title 17 changes will help to support expanded participation in our programs through which employers, mixed use buildings, campuses and other institutions subsidize passes for their constituents.

Even as we clearly support the proposed TSP changes and encourage the PSC to do the same, TriMet also acknowledges that there are details still to be worked out in the implementation phase of the effort over the coming months.

We appreciate the candor and openness with which City staff has engaged diverse stakeholders in developing the proposed changes and are confident that this approach will continue into implementation.

We look forward to working with the City, employers, campuses and other institutions to which these changes apply in developing an efficient and effective approach to advancing TDM in the City.

Thank you for your time and attention.

Eric Hesse  
Strategic Planning Coordinator  
TriMet

[ ] = not read

Good afternoon. I am Phil Selinger, a Northwest Portland resident, retired TriMet planner, and participant on BPOT's Transportation Expert Group that wrapped up its work last week. I compliment the PBOT staff for a lot of hard work and responsiveness to input provided by the TEG.

I fully support the written TEG comments, but am testifying today on my own with ~~emphasize on four topics:~~

- [Portland is a world-class city in part reflecting innovative solutions to transportation needs.... a legacy set in motion in the 1970s] The TSP is a complex administrative document with many moving parts, but it fails to invoke a **vision** that fulfills this <sup>city's</sup> legacy of successful innovation. As a 20-year plan, it needs to anticipate technological changes and new opportunities [car and ride sharing, autonomous cars, and drone delivery are obvious examples] Big ideas are missing. While the TSP cannot predict these things, it should to consider the City's ability to respond to changing needs and opportunities.
- Transportation Demand Management is an essential transportation strategy that can meet the needs of a wide range of residents - of all incomes and abilities. The great advantage of Portland's compact urban form is the range of options for using walking, cycling, transit and shared modes in combinations, tailored to diverse neighborhoods, lifestyles and needs - with reduced reliance on the automobile. Portland has missed the boat in taking a leadership role in TDM. We need to promote creative and cost-effective programs based on clearly defined standards. The application of TDM standards for campuses, institutions and office and residential development presented in Section 14 is a good start that can hopefully be expanded over time voluntarily and through development code revisions. [Like recycling, TDM and its benefits need to be more widely understood and applied]
- The City and TriMet have a long history of collaboration [that began with TriMet's creation in 1969] That collaboration continues, but the TSP largely omits its plan for developing and promoting transit strategies. There needs to be a stronger reference to the collaborative transit planning effort and an outline of an assertive transit development role for the City.
- Our region is widely noted for its coordination among jurisdictions. The TSP update needs to express this collaboration and more specifically reference the Regional Transportation Plan. The TSP analyses, transportation strategies and performance targets need to acknowledge the limited ability of the City to influence the large percentage of trips originating or ending outside of Portland.

Thank you for this opportunity to testify [and thank you for the long hours you have put into considering all this important work]

Philip Selinger  
2466 NW Thurman St.

Portland OR 97210 503-24-5120  
selinger@gonarb.com  
Ord. 188177, Vol. 23 N, page 10849

Good Afternoon, I am Phil Selinger, a Northwest Portland resident and a member of the Transportation and Parking Stakeholder Advisory Committee, but I am testifying today on my own. While I was a part of the consensus reached and reflected in the prepared SAC letter, I did express to the group my misgivings over taking "exception to the exceptions" that are a part of the city-wide parking minimums code and reflected in the draft code for the Northwest Plan area that was prepared by staff. While I struggle with the logic behind some of the specific exceptions of the city-wide code, I believe that we need to take every opportunity to promote alternative modes of getting around and the exceptions attempt to do that. I would have liked to craft a tighter list of exception allowances. The SAC recommended changes to the proposal dictate that we be all the more aggressive in developing alternative avenues for promoting TDM strategies.

Thank you.

Philip Selinger  
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Portland, OR 97210  
503-224-5122  
selingerp@gmail.com

## NW PORTLAND PARKING SAC

March 8<sup>th</sup>, 2016

Portland Planning and  
Sustainability Commission  
1900 SW Fourth Ave  
Portland, OR 97201

Dear Chair Schultz and Commission Members:

As chair of the Northwest Portland Parking Stakeholders Advisory Committee, I am writing to express the Committee's feelings about the proposed code changes which would require new residential buildings to provide parking and which would make it easier to share parking spaces. As you know, parking is extremely tight in NW Portland and is getting tighter as new developments come on line with less parking than their tenants need. We are involved in a multi-year multi task effort to maintain and improve access for residents, employees, customers, and other visitors to the district. Our goals are to make it easier to function without a car while at the same time ensuring that there is adequate parking for those who need to drive.

Parking Minimums – Council's recent adoption of parking minimums for larger residential buildings does not apply in plan districts. The proposal before you fixes that oversight and puts us on equal footing with other neighborhoods.

However, a large majority of committee members feel that the proposed regulations should be modified to eliminate the exceptions found in section 33.266.110.E. The SAC appreciates the importance of promoting alternative modes of travel in the design and management of new development. But the exceptions make it too easy to avoid building parking spaces, and we need every space we can get. Some committee members also think that the parking minimums should be reviewed in the future, with the required ratios increased and the thresholds lowered. However, we recognize that this is beyond the scope of the work done to date and should probably be looked at on a city wide basis rather than for one neighborhood.

Shared Parking – The Committee is very appreciative of the efforts to make sharing parking easier. It is extremely frustrating to see off street spaces kept empty while the streets are full instead of being available for residents, employees, and visitors. We are also supportive of the staff's efforts to limit the detail in the zoning code and allow the details to be adopted as administrative rules which are more easily adjusted as we learn from our experiences. For example, we intend to limit shared parking to residents, employees, and visitors, and not permit their use by downtown commuters. However, we believe the regulations about users should not be in the code, but in the admin rules. Therefore we believe that Section C3e should be struck. We also feel that Section C1 should be changed so that if the

committee is no longer operating, the spaces could continue to operate but under the direct supervision of the City.

There are many details still to be worked out to develop a successful shared parking program, and we will continue to work with the City on the Administrative Rules. We believe these should be simple to administer, clear to all, and have mechanisms to resolve any difficulties that arise. In addition, we think it is likely that the admin rules will require annual changes for the first few years until we get it right.

Yours truly,

Rick Michaelson

**From:** [barbr@surewest.net](mailto:barbr@surewest.net) [<mailto:barbr@surewest.net>]

**Sent:** Tuesday, March 08, 2016 7:53 AM

**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

**Subject:** Against proposed public bike path

I live in Columbia Pt West and am against any public bike path through our neighborhood. We already have too many strangers accessing our path and there is a serious lack of privacy.

Thank you.

Barb Regello

271 N Hayden Bay Dr

Portland OR 97217

March 8, 2016

Michael C. Robinson  
MRobinson@perkinscoie.com  
D. +1.503.727.2264  
F. +1.503.346.2264

Ms. Katherine Schultz, Chair  
City of Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

**Re: Proposed Transportation System Plan**

Dear Chair Shultz and members of the Planning and Sustainability Commission (“PSC”):

This office represents Providence Health & Services—Oregon (“Providence”). I am writing on behalf of Providence to comment on the review draft dated December, 2015 of the Transportation System Plan (“TSP”).

Providence has the following comments on TSP Section 14: “Transportation & Parking Demand Management” (**Exhibit 1**).

1. The commentary for Section 14, page 1 describes the purpose of a TDM. Providence has a very successful TDM in effect for Providence Portland Medical Center (“PPMC”). (**Exhibit 2**, Executive Summary of Transportation Plan for PPMC). As the chart on page 5 of the Executive Summary shows, Providence has reduced the percentage of single occupancy vehicle trips (“SOV”) to PPMC from 85 percent in 1996 to just 66 percent in 2014, the last full reporting year. This shows that PPMC’s TDM, approved by the City of Portland in the 2012 Conditional Use Master Plan (“CUMP”) for PPMC, continues to be successful in implementing the goal of reduced SOV trips. Therefore, Providence believes that Portland City Code Titles 33 and 17 should provide for continued use of a successful TDM.

2. Proposed Portland City Code Title 17 amendments at Section 15, page 3 do not explain what is required for an approvable TDM. Providence has provided this same testimony to the PSC in the past (**Exhibit 3**).

3. Title 17 proposes that the TDM be implemented through an administrative rule consistent with Portland City Code Titles 17 and 33. The administrative rule has not been drafted. It is impossible to be comfortable with the TDM process that will be implemented by an administrative rule when the administrative rule has not been drafted and is unavailable for public review.



Ms. Katherine Schultz, Chair  
March 8, 2016  
Page 2

Additionally, an administrative rule can be easily changed. While this flexibility has advantages, it also has disadvantages because the review and approval process is quite different than if the TDM requirements were in Title 33.

4. The Title 33 language recommended to the Portland City Council by the PSC at its January 29, 2016 meeting includes PCC 33.852.115 (Exhibit 4). This language provides:

**“Duration of a Transportation Impact Review. An approved Transportation Impact review remains in effect for ten (10) years or until development allowed by the review has been completed whichever occurs first”.**

As explained by City staff to Providence, this means that Providence could apply for one Transportation Impact review and TDM if it included all of its proposed parking space and building improvements for the ten (10) year period in one application. However, if Providence were to do that, the process would be about the same as the current CUMP process, which means Providence is treated less like a permitted use in the CI-2 zone and more like a conditional use.

Providence requests that the PSC leave the record open for further testimony on the TSP until it, other institutions, and City staff have been able to have additional discussions about how a TDM is triggered and what may be used to satisfy the TDM requirement.

Very truly yours,



Michael C. Robinson

MCR:GHS  
Enclosures

cc: Ms. Michelle Bernard (via email) (w/ encls.)  
Mr. Jeff West (via email) (w/ encls.)  
Ms. Karen Weylandt (via email) (w/ encls.)  
Ms. Dana White (via email) (w/ encls.)  
Ms. Julia Kuhn (via email) (w/ encls.)  
Ms. Marty Stiven (via email) (w/ encls.)

**City of Portland  
Transportation System Plan**

**Proposed Draft  
December 18, 2015**

**Section 14:  
Transportation & Parking  
Demand Management**

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## Commentary

Transportation and Parking Demand Management, also known as TDM, encompasses a variety of strategies to encourage more efficient use of the existing transportation system by reducing reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective transportation demand management also incorporates management of parking supply and demand. TDM strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.

For example, employers can provide a reduced cost transit pass to employees, increasing transit use, reducing traffic congestion, and saving employees the cost of driving and parking. Apartment building property managers can provide tenants transit or bikeshare incentives, increasing the number of car-free households and reducing neighborhood parking and traffic impacts.

Transportation demand management and parking demand management are complementary, synergistic strategies. Doing a good job with one helps the other succeed; doing a good job with both can significantly improve the economic and environmental benefits for both residents and businesses. See page 16 for an update on the link between the Centers and Corridors Parking Project and TDM.

According to recent modeling work by the City, a strong and effective TDM program is one of the most important current strategies to moving toward meeting our traffic, access, and climate goals.

The focus of Portland's current TDM upgrade is to improve the effectiveness of transportation and parking demand management requirements for mid-to-large scale development.

In collaboration with the Bureau of Planning and Sustainability's comprehensive plan implementation projects, this TDM upgrade will:

- 1) Clarify and standardize performance-based requirements to reduce traffic and automobile parking demand at campuses and institutions, primarily those sites owned and managed by organizations with properties in the proposed **Campus Institutional Zones** and other large institutions;
- 2) Clarify and standardize performance-based requirements to reduce traffic and auto parking demand from development covered by **conditional use permits and master plans**;
- 3) Establish new standards to reduce traffic and auto parking demand from mixed-use development over certain thresholds, specifically those covered by the proposed **Mixed Use Zones** project;
- 4) Establish new standards to reduce traffic and auto parking demand from development in **Central City Plan District mixed use and employment zones** over certain thresholds.

This proposal distinguishes between **discretionary and by-right permits**, allowing by-right applicants to choose a pre-approved TDM plan or to develop a custom plan. Discretionary permits tend to cover larger or more sensitive sites, and are thus more likely to result in a custom TDM plan.

PBOT is proposing to establish a new section in Title 17, 17.106, "Transportation and Parking Demand Management," to standardize Transportation and Parking Demand Management Plan requirements (see next page). The zoning code, Title 33, will establish TDM plan thresholds and reference 17.106. Administrative details would be included in a new administrative rule developed and adopted in 2016.

Title 17 Amendment

**17.106 Transportation and Parking Demand Management**

**17.106.010 Purpose.**

Providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, carpool, and otherwise reduce the need to own and use automobiles can be a relatively quick, inexpensive, and effective strategy to achieve city goals and prevent traffic and parking impacts. Requiring transportation and parking demand management (TDM) is intended to prevent, reduce, and mitigate the impacts of development on the transportation system, neighborhood livability, safety, and the environment while reducing transportation system costs.

**17.106.020 Required Elements of a Transportation and Parking Demand Management Plan.** A TDM Plan shall include, at a minimum, the following elements:

- A. Site and proposed development descriptions; baseline information and analysis, including proposed auto and bicycle parking;
- B. Performance Targets;
- C. TDM Strategies likely to achieve the performance targets;
- D. Automobile parking demand reduction strategies;
- E. Performance Monitoring plan;
- F. Ongoing participation and Adaptive Management plan;

**17.106.030 Approval Required.**

The TDM Plan, approved in writing by the Portland Bureau of Transportation, is required prior to development approval.

**17.106.040 Ongoing Participation.**

The development shall be required to commit to ongoing participation in the TDM Plan in its deeds, Codes, Covenants, and Restrictions.

**17.106.050 Enforcement and Penalties.**

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this section or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to \$1,000 for every 7 day period during which the violation continues.

**17.106.060 Administrative Rule Authority.**

City Council authorizes the Director of the Bureau of Transportation to adopt administrative rules for Transportation and Parking Demand Management consistent with City codes Title 33 and Title 17.

**17.106.070 Fees.**

The City may charge fees for Transportation and Parking Demand Management goods and services provided, including but not limited to application review, incentives and education, performance monitoring, adaptive management, and compliance and enforcement.

## Commentary

In general, TDM plans will be required for development:

- In Campus Institutional Zones (discretionary TDM plans);
- In Mixed Use Zones (pre-approved TDM plans);
- In Central City Plan District office employment zones (pre-approved TDM plans);
- Requiring approval(s) that currently specify a transportation or parking management plan.

For proposed Title 33 code amendments, please see the Campus Institutional Zoning Update Project draft proposal (<https://www.portlandoregon.gov/bps/63692>), the Mixed Use Zones Project draft proposal (<https://www.portlandoregon.gov/bps/63621>), and the Central City 2035 project (<https://www.portlandoregon.gov/bps/article/304042>).

In addition, BPS and PBOT will develop amendments updating other sections in Title 33 which currently reference transportation or parking demand management to ensure consistency of TDM plan requirements.

Below is a general TDM update timeline.

2015-16	2016	Future
<p><b>Proposed Draft (this document)</b></p> <p><b>Code Changes (Title 33 and Title 17 changes)</b></p> <ul style="list-style-type: none"> <li>• Campus &amp; Institution</li> <li>• Mixed Use Zones</li> <li>• Central City residential and employment sites</li> <li>• Standardize language in Title 33 sections that have transportation and parking demand management references</li> <li>• Add TDM section to Title 17</li> </ul> <p><b>Thresholds (Title 33 changes)</b></p> <ul style="list-style-type: none"> <li>• Number of units or parking spaces</li> <li>• Square footage</li> </ul> <p><b>Administrative Rule</b></p> <ul style="list-style-type: none"> <li>• Council authorization</li> </ul>	<p><b>Planning &amp; Sustainability Commission on Proposed Draft and City Council hearings on Recommended Draft</b></p> <p><b>Administrative Rule</b></p> <ul style="list-style-type: none"> <li>• Develop detailed language</li> </ul> <p><b>Implementation Preparation</b></p> <ul style="list-style-type: none"> <li>• Clarify staff roles &amp; responsibilities, including who is eligible to provide TDM services</li> <li>• Develop and publicly review fee proposal</li> <li>• Enhance tracking and reporting system</li> <li>• Develop promotional materials</li> <li>• Ensure staffing</li> </ul>	<p style="text-align: center;"><b>2017</b></p> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>• Test application and review process</li> <li>• Develop applicant forms and information</li> <li>• Train staff and frequent applicants</li> <li>• Consider expanding TDM plan requirements to multifamily residential zones</li> </ul> <p style="text-align: center;"><b>2018</b></p> <p><b>Refinement</b></p> <ul style="list-style-type: none"> <li>• Consider expanding TDM plan requirements to large commercial development outside Central City.</li> <li>• Performance reporting</li> <li>• Applicant and neighborhood feedback</li> <li>• Adjustments as needed</li> </ul>

Another view of the flow from high level to specific details is shown on page 6.

Title 17 Amendment

December 18, 2015

Transportation System Plan Update: Proposed Draft

**Section 14: Transportation and Parking Demand Management 5**

## Commentary

### TDM Plan Development Process

High Level ("Trees") TSP Stage 1	Medium Level ("Shrubs") TSP Stage 2	Details ("Groundcover") Implementation
<p>Comprehensive Plan and Transportation System Plan establish the policy support for TDM (goals, policies, objectives). City Council is holding public hearings on these elements in December 2015 and January 2016.</p>	<p>Title 33 (zoning code) establishes the type and size of development requiring a TDM plan.</p> <p>Title 17 establishes TDM plan required components. Planning &amp; Sustainability Commission hearings start in February 2016.</p>	<p>Administrative Rule establishes details for TDM plans, such as service provider options, performance targets and multimodal financial incentive levels.</p> <p>Administrative rule development and stakeholder engagement initiated in 2016.</p>

### Who might provide each TDM service?

TDM plan review	City
Establish project in tracking system	City
Provide education & information materials	City
Provide multimodal financial incentive	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Conduct employee/resident surveys	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Work with building to ensure compliance, and implement adaptive management plan if performance falls below targets	City, other public agency, Transportation Management Association (TMA), building manager, or other City-certified organization
Conduct enforcement, if building fails to participate	City
Produce annual TDM program reports	City

### Draft TDM Administrative Rule Outline

#### TRN - xx.xx Transportation and Parking Demand Management Standards for Development

1. Purpose
2. Required Elements of a Transportation and Parking Demand Management Plan
3. Performance Targets
4. Site Improvements
5. Education & Information
6. Multi-modal Financial Incentives
7. Transportation Coordinator/Service Provider
8. Ongoing Participation
9. Performance Monitoring
10. Adaptive Management
11. Compliance & Enforcement
12. Approval Criteria (if needed)
13. Fees

Title 17 Amendment

December 18, 2015

Transportation System Plan Update: Proposed Draft

**Section 14: Transportation and Parking Demand Management** 7



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## Commentary

**Outstanding Questions:** There are several outstanding questions which will be decided in 2016, including those below. Decisions on these elements are likely to be incorporated into the Administrative Rule and/or Pre-Approved TDM Plan. We welcome comments on the following:

- **Service delivery:** who should provide TDM services, such as delivery of transit passes and bikeshare membership benefits, to residents and tenants/employees in buildings with a TDM plan? Options include City staff, Transportation Management Associations (TMA's), and organizations certified by the City;
- **TDM Plan Duration:** Should the TDM plan requirements be in effective for 10 years, 20 years, 30 years, life of building?
- **Ongoing participation:** How to ensure the TDM plan requirements run with the property, regardless of ownership?
- **Performance Targets:** What are the appropriate mode share and auto ownership performance targets for different areas of the city? Areas with different zoning designations, land use and transportation characteristics, described as "pattern areas" in the comprehensive plan, chapter 3.
- **Site Improvements:** Should site improvements, such as bikeshare stations or lockers and showers, be required? If so, do they belong in Title 33 or the TDM Pre-Approved Plan?
- **Multimodal Financial Incentive:** What elements should be required in a Multimodal financial incentive, e.g. bike and walk bucks as an option to a transit pass? What is the optimum amount and duration for a financial incentive?
- **Responsible Party:** Who should be responsible for employee multimodal incentives, the building owner/manager or the employer?
- **Affordable Housing:** Should qualified affordable housing projects be required to have a TDM plan? To provide multimodal financial incentives to tenants? What methods could we use to reduce costs to building owners while providing multimodal incentives to residents of affordable housing projects? Affordable housing tenants tend to have lower automobile ownership rates and to be more transit dependent, so would disproportionately benefit from receiving multimodal incentives. The intent would be to reduce overall housing + transportation costs for building management and residents.
- **Transportation System Development Charges:** Can projects providing multimodal financial incentives receive a credit on their TSDC charges?
- **Adaptive Management:** Should buildings that consistently fall below performance targets be required to expand multimodal financial incentives to improve performance? If so, under what circumstances?
- **Compliance and Enforcement:** PBOT prefers working with building owners to ensure they have the resources they need to be successful. How should we establish an effective "compliance" program to limit enforcement to only those buildings that choose not to meet the ongoing participation requirement?
- **TDM for Existing Buildings:** Is there a method to fund TDM programs for existing buildings, particularly low income building residents?
- **Relationship to Parking Requirements:** We received multiple comments requesting that we integrate parking and TDM requirements. How do we best do so?
- **Fees:** Should the City charge one larger, up-front fee at the time of development review for application review and ongoing performance monitoring, or a smaller fee at the time of development review (only for application review) plus a small fee each time performance reports are reviewed and if adaptive management, compliance and enforcement are required?

Title 17 Amendment

December 18, 2015

Transportation System Plan Update: Proposed Draft

**Section 14: Transportation and Parking Demand Management** 9

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## Commentary

Draft TDM Pre-Approved Plan for By-Right Development (The Outstanding Questions on prior commentary page will be addressed and specific details determined with development of the administrative rule in 2016)

### 1. Application Information

Applicant(s): \_\_\_\_\_

Contact Information: \_\_\_\_\_

Development Site Address or Location: \_\_\_\_\_

Site tax account numbers: \_\_\_\_\_

### 2. Project Description (focus on the topics below; form will be revised to meet BDS needs)

Project Description (include site and building square footage by use, number of residential units, proposed auto parking stalls, proposed short term and long-term (secure) bike parking and parking types, other bicycle facilities): \_\_\_\_\_

Approvals Required: \_\_\_\_\_

### 3. Performance Targets

The project shall achieve the following performance targets:

- Area-specific mode share targets provided by the City, based on Portland's adopted 70% citywide non-SOV mode share target, modified to reflect land use patterns and travel options, pro-rated over time.
  - Commute Non-Auto Mode Share (employment only)
  - Daily Non-Auto Mode Share (residential only)
- Auto Ownership (residential only) target could average ~ 30% and will reflect land use patterns, projected growth, and available travel options)

Regular monitoring to gather data and track ongoing participation:

- Frequency and duration of monitoring (every year, 5 years, etc.)

4. **Site Improvement:** Building owner (select one or encouraged) to implement one or more physical site improvements. The intent is to offer incentives for building owners to build improvements, including the following, which go above and beyond minimum code requirements:

- Transit supportive plaza
- Bike sharing station
- Carpool and carshare vehicles

Title 17 Amendment

December 18, 2015

Transportation System Plan Update: Proposed Draft

**Section 14: Transportation and Parking Demand Management 11**

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## Commentary

### 5. Education & Information Requirement

- Offer every new resident within x weeks of move-in the opportunity to order free PBOT-approved TDM materials to tenants at move-in and to employees at hire. Information includes but is not limited to transit schedules and system maps; bicycle infrastructure information and maps; building bicycle facilities; pedestrian infrastructure and maps; carpool and car sharing resources.
- Deliver information and conduct conversations with participants about transportation choices and information requested.
- Send personalized follow-up communications with targeted messaging based on materials ordered and/or conversations to continue reinforcing transportation choices.
- Offer an order form reminder to all new residents that have not ordered transportation information.
- Send 2-4 newsletters highlighting community events, active transportation opportunities, and healthy living information.
- Continue quarterly communications promoting transportation choices to participants who elect to continue to receive.
- Conduct at least two guided walks highlighting the active transportation network and neighborhood amenities that support healthy living for the building residents and/or in collaboration with other buildings in the area. Alert building residents about the clinic.
- Conduct at least two guided bicycle rides highlighting the active transportation network and neighborhood amenities that support healthy living for the building residents and/or in collaboration with other buildings in the area. Alert building residents about the clinic.
- Conduct at least two bicycle repair, safe riding, and/or trip planning clinics in the building and/or in collaboration with other nearby buildings. Invite building residents to the clinics.

### 6. Advertising Requirement (discuss whether or not this would produce results)

Provide PBOT-approved advertising for no-car and low-car households on building website and any other building advertising.

### 7. Transportation Coordinator/Service Provider

Building owner shall engage a PBOT-certified service provider or PBOT to conduct transportation management activities. Please identify your service partner:

- PBOT  
 Other

If Other please document the company or organization's expertise to provide this service.

### 7. Multimodal Incentive Requirement

Building owner(s) shall offer financial incentives to new residents and/or employees (pro-rated by full-time equivalency) equal to the value of a TriMet pass for at least the first one – six (to be determined) month(s) of their tenancy/employment. Each new resident or employee shall be offered a choice to use this multimodal incentive for one or more of the following:

- TriMet pass
- Portland Streetcar pass
- Portland Bikeshare membership and/or use credits
- Bicycle & Walk Bucks (for use to purchase bicycling and walking gear)

### 8. Automobile Parking

Title 17 Amendment

Building owner(s) shall "unbundle" the cost of any automobile parking from leases so that end users pay the area market price, or a minimum of \$\_\_ per (day/week/month) for an automobile parking stall.

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## Commentary

### 9. Performance Reporting

Building owner(s) shall provide a performance report on the schedule in section 3, above, meeting the minimum requirements in TRN 10.xx (administrative rule section covering questions to be asked, when survey will be done, survey response rate, etc.)

### 10. Adaptive Management

If the building does not meet one or more of the performance targets in section 3, the building owner(s) agrees to the following until PBOT-verified Performance Reporting shows the building meeting all performance targets: extend multimodal incentives equivalent to 50% of the current TriMet retail annual pass cost to all current residents and employees (pro-rated to full-time equivalency). The building owner(s) may choose to provide an annual performance report in non-required years.

### 11. Ongoing Participation

Building owner(s) agree to ongoing funding to meet the requirements of this plan and TRN 10.xx (administrative rule section covering by right TDM plans) for 20 years from building certificate of occupancy. TDM plan ongoing participation shall be recorded on the title with the county in which the building is located.

### 12. Enforcement

Building owner(s) acknowledges and accepts the enforcement provisions for a TDM Plan in Title 17.106.060, Enforcement and Penalties.

### 13. Signature and date blocks

Title 17 Amendment

December 18, 2015

Transportation System Plan Update: Proposed Draft

**Section 14: Transportation and Parking Demand Management 15**



## Commentary

### Centers & Corridors Parking and Transportation Demand Management

Portland's Centers and Corridors Parking Project has recommended an expanded residential permit parking system as a tool to better manage parking in mixed use areas and surrounding residential neighborhoods. City staff worked with a Stakeholder Advisory Committee throughout 2015 to develop the project recommendations.

The committee recommended capping the number of permits issued in each permit area, to ensure that parking does not become completely saturated, and to provide enhanced TDM services in areas that opt-in to the permit system. The committee also recommended factoring the cost of TDM services into the base price of a parking permit (in addition to the cost of administration and enforcement) and to develop an escalating fee structure, where the 2<sup>nd</sup> permit issued to the same address costs more than the 1<sup>st</sup>, etc. The additional revenue would be dedicated to providing TDM services in the area, with a focus on residents and businesses that do not have access to permits, either because they are outside the permit area, or because no permits are available because the cap has been reached. Staff anticipates bringing the recommendations to City Council in early 2016.

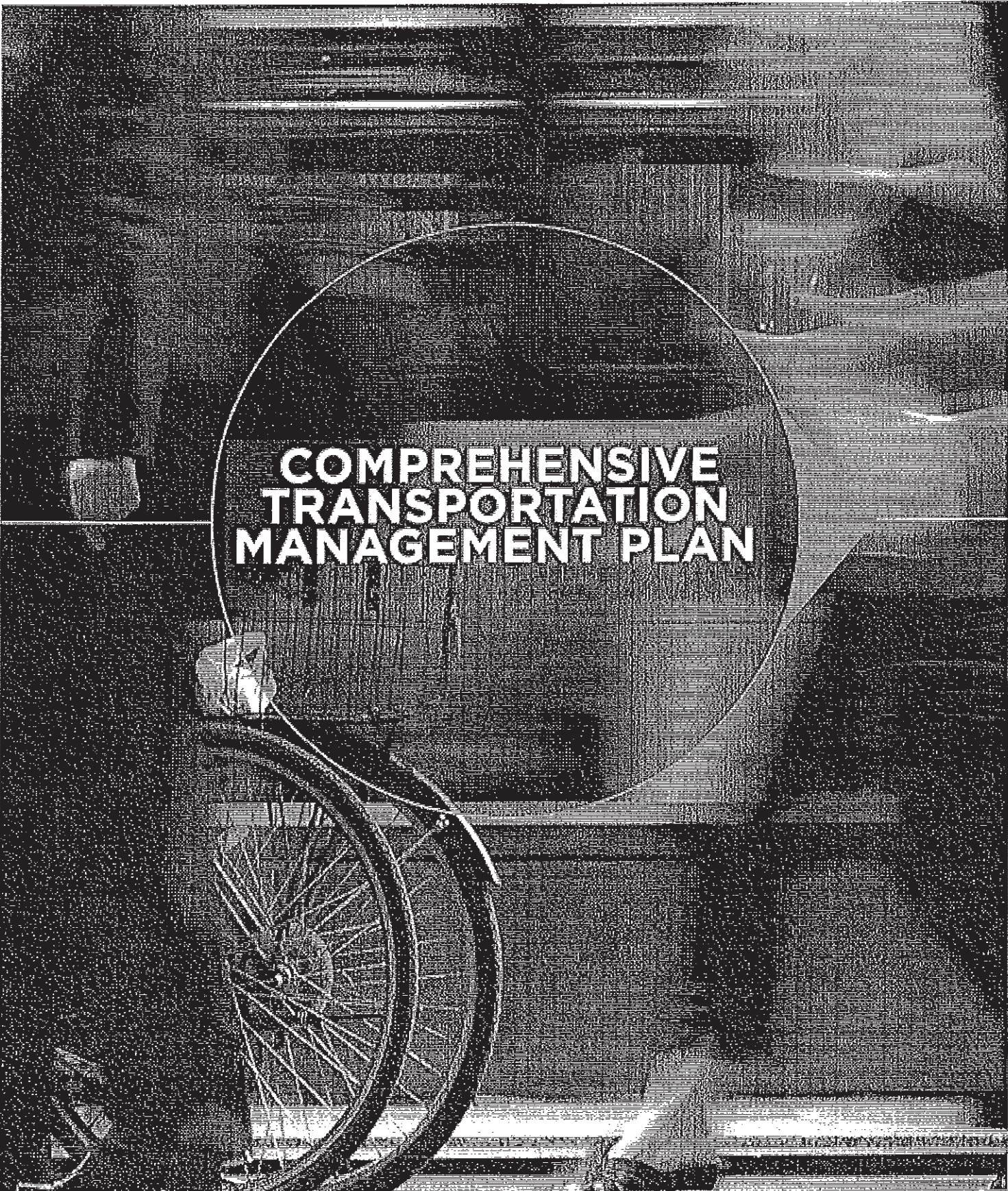
### How Does Portland TDM Compare With Other Cities and Counties?

To inform our work on TDM proposals, City staff researched TDM best practices in other US cities and counties. The chart below summarizes key elements of other agencies' programs. These charts are a high level overview lacking implementation details. The first chart summarizes other agency requirements for new multi-family and mixed use development.

TDM Requirements Summary - Residential						
Agency	Incentive Duration	Incentive Amount	Service Provider	Fee	CC&R/ Deed	Performance Monitoring
Portland, OR						
Arlington County, VA	One time at initial occupancy	\$70	Municipality	Annual review		X
Berkeley, CA	Ongoing for building life	\$100/year	TMA			X
Boulder, CO	3 years	up to \$120/month	Developer			X
Contra Costa County, CA	Ongoing for building life	\$100/year	Property Owner		X	X
Pasadena, CA	Ongoing for building life	Specified by applicant	Property Owner	Initial and annual review	X	X
Redmond, WA	One time at initial occupancy	\$117	Owner or TMA		X	X
Rockville, MD	Specified by applicant	Specified by applicant	Developer	Initial	X	X
Santa Monica, CA	Ongoing for building life	\$55-\$110/month	TMO/A	Annual review		X

The second chart, below, summarizes other agency requirements for new employment development.

TDM Requirements Summary - Employer						
Agency	Incentive Duration	Incentive Amount	Service Provider	Fee	CC&R/ Deed	Performance Monitoring
Portland, OR						
Arlington County, VA	One time at initial occupancy	\$70	Municipality	Annual review		X
Bellevue, WA	Ongoing for building life	\$15/month	Property Owner		X	X
Berkeley, CA	Ongoing for building life	\$100/year	Employer or TMA			X
Boulder, CO	3 years	up to \$120/month	Employer			X
Cambridge, MA	life of special permit	Specified by applicant	TMA			X
Contra Costa County, CA	Ongoing for building life	\$100/year	Property Owner		X	X
Pasadena, CA	Ongoing for building life	Specified by applicant	Property Owner	Initial and annual review	X	X
Rockville, MD	Specified by applicant	Specified by applicant	Developer	Initial	X	X
Sacramento, CA	Specified by applicant	\$50-\$100/month	Employer			X
Santa Monica, CA	Ongoing for building life	\$55-\$110/month	TMO/A	Annual review		X



**COMPREHENSIVE  
TRANSPORTATION  
MANAGEMENT PLAN**

# PROVIDENCE'S VISION

CREATING HEALTHIER  
COMMUNITIES

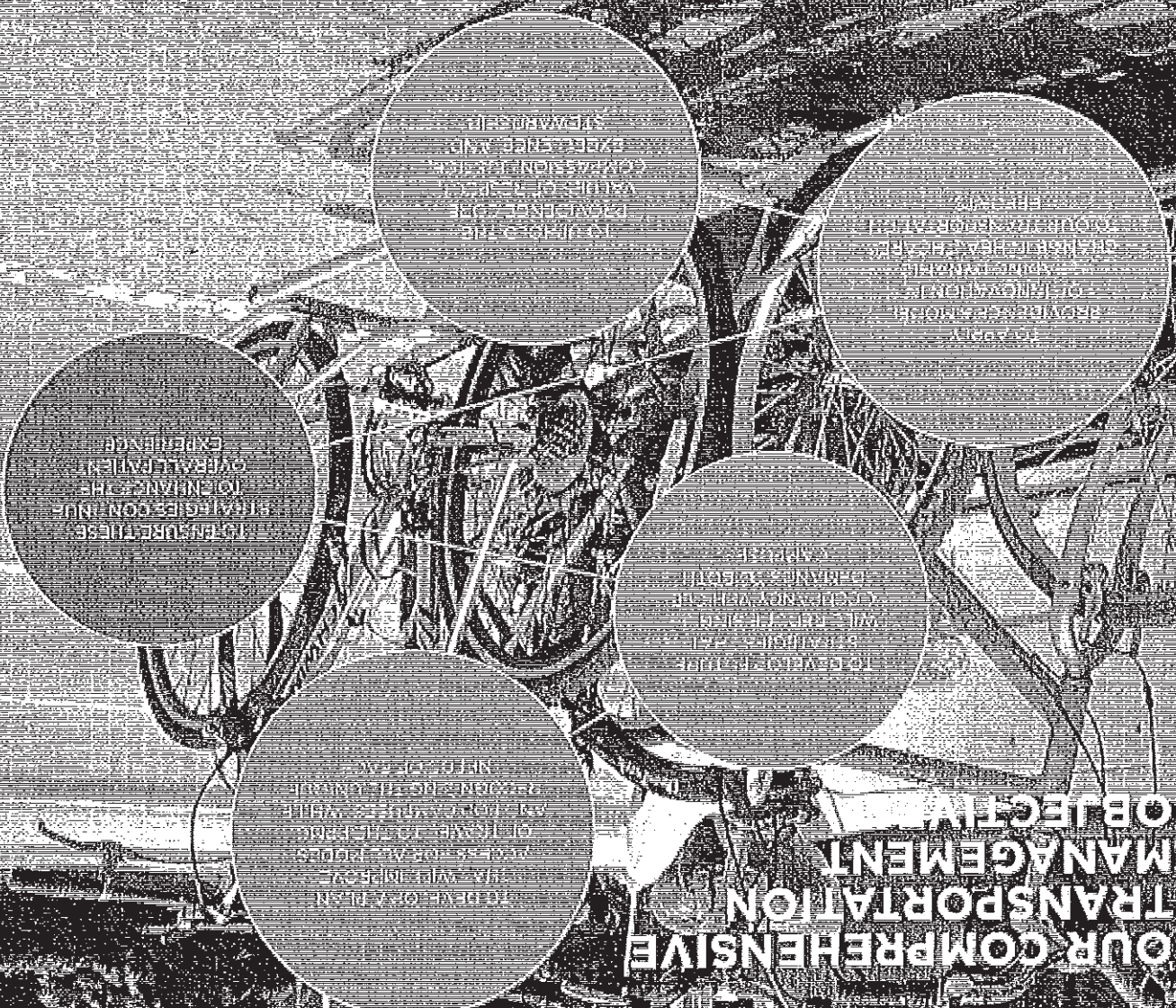
## PROVIDENCE'S MISSION

As people of Providence, we reveal God's love for all, especially the poor and vulnerable through our compassionate service.

Providence Health & Services is a not-for-profit health system committed to providing for the needs of our communities across Alaska, California, Montana, Oregon, and Washington. With a system of over 76,000 caregivers, we strive to provide compassionate care to our patients in places of healing ranging from large hospitals and medical centers to private residential homes. In creating places of healing, we strive to minimize our impact to those who live near our campuses by developing trusting and lasting relationships with our community partners as we continue to expand our care to those who need it most.

This Comprehensive Transportation Management Plan (CTMP) exemplifies our vision to create healthier communities by identifying ways we can continue to reduce single-occupancy vehicle trips to our Providence Portland Medical Center (PPMC) and Providence Office Park (POP) campus through both education and the creation of alternative transportation resources. As stewards of our environment, we have developed this CTMP in the hope of influencing how our employees, visitors, and staff frequent our campuses. Additionally, we hope this plan continues to bridge our relationships between our communities as strategies develop and evolve.

# OUR COMPREHENSIVE TRANSPORTATION MANAGEMENT OBJECTIVES



# PRINCIPLES THAT GUIDE OUR FUTURE ACTIONS AND DECISIONS

Our CTMP is based on a set of "Guiding Principles" that will help us prioritize how we invest our transportation resources (time and dollars) over time. These principles are based on our commitment to provide our patients, visitors, physicians and employees the ability to walk, bike, ride public transit, ride our shuttle, use carshare or use technology to travel to the PPMC and POP campuses.



Enable users to choose and easily use the mode of travel they desire to access our campuses.



Reduce automobile trips to our campuses by providing alternative options that are convenient and practical.



Provide convenient parking for patients and visitors.



Ensure that access and circulation within our campuses is safe, well lit, and easily understood by all.



Promote transportation options that value sustainability and reduce greenhouse gas emissions.



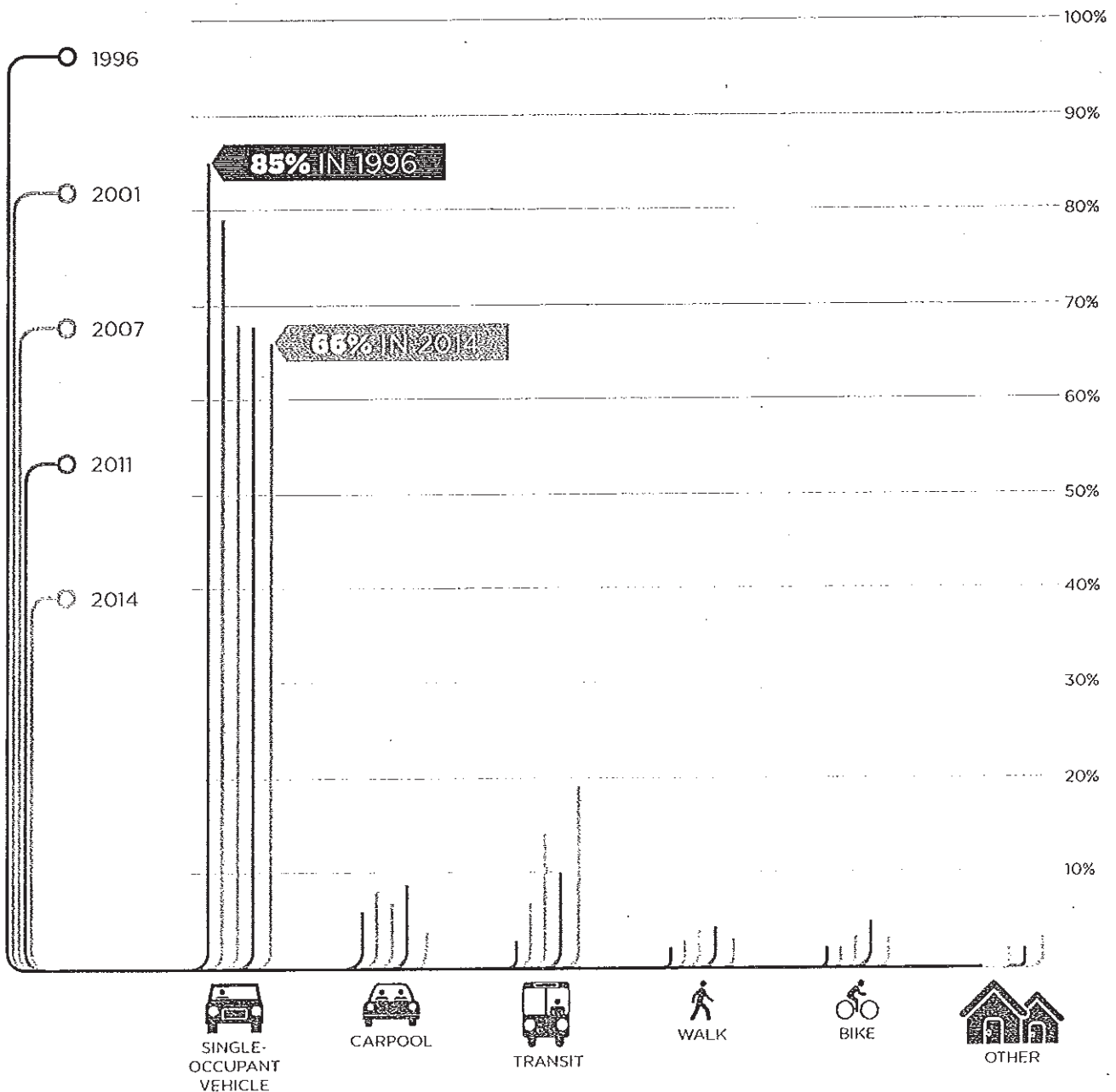
Support transportation options that enhance individual and community health and well-being.



Collaborate with the neighborhoods and the city to provide a transportation system that is convenient, comfortable, and environmentally and fiscally responsible.

# WHERE HAVE WE BEEN?

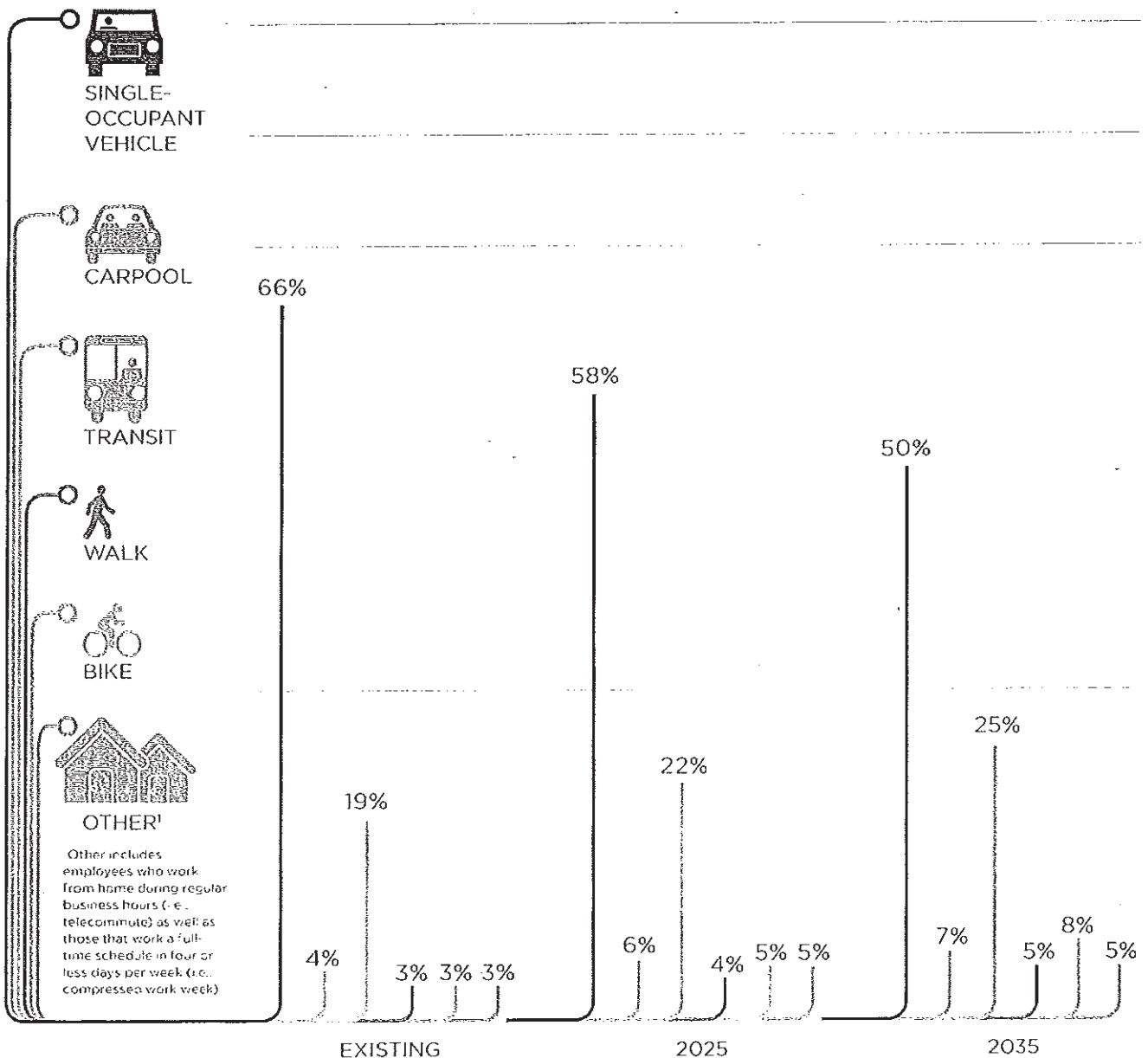
Since 1996, PPMC and POP have made significant progress toward reducing the percentage of people that drive alone to campus from 85% in 1996 to 66% today. This significant reduction in drive alone trips has occurred through collaboration with TriMet and the City of Portland as well as commitments to sustainability by physicians and staff. Despite this progress, a more deliberate approach is needed to continue decreasing auto trips to campus.



# HOW WE WILL TRACK OUR PROGRESS

We will use quantifiable targets to help define success of our Plan. Progress moving toward these targets can be measured via the Employee Commute Options (ECO) survey that is administered by the Oregon Department of Environmental Quality and TriMet.

## DESIRED MODE SPLIT TARGETS



# WHAT DO WE HAVE PLANNED?

Below is a summary of what we are doing now, what we want to begin in the next two years, and what we may consider in the longer term to help us achieve our goals.

CURRENT STRATEGIES	STRATEGIES PLANNED IN THE NEXT TWO YEARS	OTHER MEASURES WE MAY CONSIDER
1. Free TriMet Employee Passes	15. Transit Tracker Displays	21. Bike Sharing Stations
2. Emergency Ride Home Program	16. Bicycle Tune-Up Program	22. Bike Sharing Membership Subsidy
3. Bike/Pedestrian Coordinator	17. Self-Service Bicycle Repair Areas	23. Carsharing Membership Subsidy
4. Preferential Carpool Parking	18. Providence TDM Manager	24. Bicycle Hub
5. Staff Telecommuting Options	19. Dedicated Carsharing Parking	25. Fill Infrastructure Gaps
6. Hollywood Transit Center Shuttle	20. Website Improvements	
7. Electric Vehicle Charging Stations		
8. Cycling Facilities		
9. Reduce On-Street Parking at NE 53rd and Glisan		
10. Provide Neighborhood Hotline		
11. Good Neighbor Agreement		
12. Partner with Neighborhoods on Requests for Transportation Improvements		
13. Provide Valet Parking on the PPMC Campus		
14. Require Annual Parking Permits for Caregivers on PPMC Campus		





# WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

## 1. FREE TRIMET EMPLOYEE PASSES



### WHAT IT IS:

All Providence employees receive an annual TriMet pass as part of their benefits package.

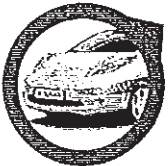
### WHAT IT DOES:

Free passes encourage employees to commute by public/mass transit, as there is no out-of-pocket employee cost.

### FUTURE PLANS:

Providence will continue to provide this employee benefit.

## 2. EMERGENCY RIDE HOME PROGRAM



### WHAT IT IS:

An employee who commutes by a mode other than via his/her car can receive a free taxi ride from their workplace (within the TriMet district boundary) in case of illness or a family emergency (e.g., sick child at school).

### WHAT IT DOES:

The program provides peace of mind for commuters who choose not to drive alone, as they know they can quickly get home in case of illness or family emergency.

### FUTURE PLANS:

Providence will continue to provide this employee benefit.

## 3. PPMC BICYCLE/PEDESTRIAN COORDINATOR



### WHO HE/SHE IS:

A designated Providence employee who promotes bicycle and pedestrian commuting to employees in addition to his or her regular duties.

### WHAT HE/SHE DOES:

Raises awareness of commuting options among Providence employees. Helps to coordinate activities that incent others to commute via cycling or walking.

### FUTURE PLANS:

This role is planned to become a part of the Providence Oregon Transportation Demand Management Manager position.



## WHERE DO WE GO NEXT?

We have formed a dedicated team to continue to evaluate, implement and monitor the strategies outlined in the plan. We look forward to working with the community as we continue to refine our plan over time.

TESTIMONY OF MIKE ROBINSON ON BEHALF OF PROVIDENCE HEALTH &  
SERVICES – PORTLAND AT DECEMBER 15, 2015 PORTLAND PLANNING AND  
SUSTAINABILITY COMMISSION (“PSC”) PUBLIC HEARING ON THE PROPOSED  
CI-2 LAND USE REGULATIONS

Good evening, Chair Baugh.

My name is Mike Robinson. My mailing address is 1120 NW Couch Street, Tenth Floor,  
Portland, OR 97209-4128.

I am here on behalf of Providence Health & Services-Oregon, which owns and operates Portland  
Providence Medical Center (“PPMC”).

I have submitted a letter to the PSC dated today. Please review it before you deliberate and  
make a recommendation to the City Council.

Providence appreciates the time that staff has given them and addressed many of Providence’s  
issues and we appreciate their assistance and professionalism. There is a lot that is right with the  
land use regulations and Providence appreciates that.

Providence would like you to consider two (2) issues:

1. Eliminate the proposed code language that terminates the CUMP before its 2022  
expiration date. PPMC’s CUMP is valid through 2022 and Providence wants the CUMP to  
remain valid for its entire 10 year period.
2. Eliminate the proposed code language requiring a new Transportation Demand  
Management Plan until we have seen how that requirement will be implemented by PBOT.  
Providence’s Comprehensive Transportation Plan for PPMC is attached to our letter.

Thank you for your time tonight.

Language to be added is underlined  
 Language to be deleted is shown in ~~strikethrough~~

1. The TIA must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;
2. Any approved TIA must be reflected in the BDS tracking report;
- D. Traffic forecasts and distribution;
- E. Primary traffic access routes to and from the study area;
- F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;
- G. Recommended mitigation measures, including transportation system management, transportation and parking demand management, and needed transportation improvements; and
- H. Evaluation of:
  1. Impacts on street function, capacity and level of service;
  2. Impacts on on-street parking;
  3. Access requirements;
  4. Impacts on transit operations and movements;
  5. Impacts on pedestrian and bicycle routes and safety; and
  6. Impacts on the immediate area and adjacent neighborhoods.

**33.85207.110 Approval Criteria for ~~Cascade Station/Portland International Center~~  
 Transportation Impact Analysis Reviews**

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

- A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area, as shown by the TIA. Evaluation factors include street capacity, level of service, access to arterials; connectivity; transit availability; availability of pedestrian and bicycle networks; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety.
- B. Adequate transportation demand management strategies will be implemented plan is recommended that includes measures to reduce the number of trips made to the site by single-occupant vehicles, especially during peak commuting hours.

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## Commentary

### 33.852.115 Duration of a Transportation Impact Review

Please note that a ten year expiration date has been added since previous versions to recognize changes to the surrounding transportation network and development that may have an impact on the transportation system.

Language to be added is underlined  
Language to be deleted is shown in ~~strikethrough~~

- C. Adequate measures to mitigate on- and off-site transportation impacts are proposed ~~recommended~~. Measures may include, ~~but are not limited to the following:~~ transportation improvements to on-site circulation, public street dedication and improvement or private street improvements, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements; and
- D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

**33.852.115 Duration of a Transportation Impact Review**

An approved Transportation Impact review remains in effect for ten years or until development allowed by the review has been completed whichever occurs first.



# WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

## 4. PREFERENTIAL CARPOOL PARKING



### WHAT IT IS:

Providence provides close-in parking spaces reserved for designated carpools and vanpools.

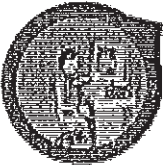
### WHAT IT DOES:

Encourages carpooling by providing convenient, consistently located parking spaces for those who participate. Employees benefit from reduced commuting expenses.

### FUTURE PLANS:

Providence will continue to provide reserved carpool spaces.

## 5. TELECOMMUTING OPTIONS FOR SELECT STAFF



### WHAT IT IS:

Employees who can perform their job from home do so on selected days.

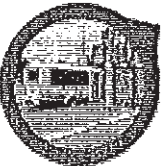
### WHAT IT DOES:

Reduces car travel to Providence facilities by allowing employees to perform their functions from home. Employees benefit from reduced commuting time and expense.

### FUTURE PLANS:

Providence will continue to provide this option to those employees who are capable of performing their function from home.

## 6. HOLLYWOOD TRANSIT CENTER SHUTTLE



### WHAT IT IS:

Providence provides shuttle service between PPMC and Hollywood Transit Center for use by employees, patients, and visitors.

### WHAT IT DOES:

Removes a barrier to using transit, by eliminating the need to walk up to a half-mile from the transit center to the campus.

### FUTURE PLANS:

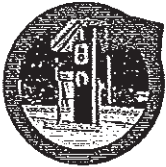
Providence will periodically evaluate the schedule for route adjustments.



# WHAT WE ARE DOING NOW

We have a number of current strategies in place and other projects that we plan to continue.

## 7. ELECTRIC VEHICLE CHARGING STATIONS



### WHAT IT IS:

Providence provides 10 charging stations at PPMC, two at POP, and two at the NE 53rd and Glisan parking lot.

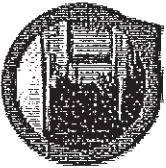
### WHAT IT DOES:

Promotes a more environmentally friendly commuting option by allowing vehicle owners to charge their electric car for their return trip from a Providence facility. This measure does not reduce vehicle travel to Providence facilities or the need for on-site parking, but it does help Providence and the region achieve sustainability objectives.

### FUTURE PLANS:

Providence will periodically assess the usage of these stations and the need to expand the number of stations.

## 8. CYCLING FACILITIES



### WHAT IT IS:

Providence provides secure bicycle parking, bike racks, and changing and showering facilities for those that commute via walking, running, and cycling, as well as employees who may exercise at lunch.

### WHAT IT DOES:

Supports walking and bicycle commuting by providing on-site bike parking and facilities to shower and change into work clothes.

### FUTURE PLANS:

Providence will continue to provide these facilities and monitor the need to expand them as demand grows.

## 9. REDUCE ON-STREET EMPLOYEE PARKING AT NE 53RD AND GLISAN



### WHAT IT IS:

Providence is committed to proactively monitoring and addressing employee parking at the 53rd and Glisan medical office building.

### WHAT IT DOES:

Focuses employee parking demand on-campus, not in the adjacent neighborhoods.

### FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

# WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

## 15. TRANSIT TRACKER DISPLAYS



### WHAT IT IS:

Video monitors (connected to a computer with Internet access) are placed in high-visibility locations and display the next departure times for nearby TriMet lines.

### WHAT IT DOES:

Helps employees, patients and visitors plan their departure from the campuses, particularly during inclement weather or at night.

## 16. BICYCLE TUNE-UP PROGRAM



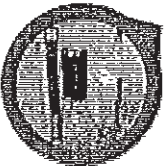
### WHAT IT IS:

Providence sponsors a bike mechanic to visit periodically (e.g., twice annually, spring and fall) to provide free bicycle tune-ups for employees.

### WHAT IT DOES:

Removes a barrier to bicycle commuting by keeping employee bicycles in good working order, and by providing the service at a time that is convenient for employees. Employees save some money and avoid the need for special trips to a bike shop to drop off and pick up their bicycle.

## 17. SELF-SERVICE BICYCLE REPAIR AREAS



### WHAT IT IS:

A stand for holding a bicycle, with tools for performing minor adjustments and repairs and for inflating tires. Stands would be located at the primary bicycle parking areas at PPMC and POP in areas with video monitoring. In addition to repair equipment, Providence could provide charging stations for electric bicycles.

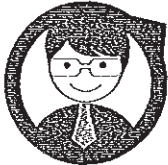
### WHAT IT DOES:

Supports bicycle commuting by providing tools for bicycle commuters to make simple repairs to their bicycles on-site, prior to their trip home, rather than having to leave their bike on-site and find an alternative way to get home. Eliminates the need for employees to charge their electric bicycles in their offices or other locations within the PPMC and POP buildings.

# WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

## 18. PROVIDENCE OREGON TDM MANAGER



### WHO HE/SHE IS:

A full-time employee responsible for managing, monitoring, and promoting Providence's TDM initiatives. The person should be an active user of non-auto travel modes in order to establish credibility and incentive others.

### WHAT HE/SHE DOES:

This person could lead employee orientation and training sessions; develop and promote TDM information; work with the neighborhoods, the City and TriMet; monitor existing TDM programs; and identify changes/refinements to the TDM program to ensure its long-term success for all.

## 19. DEDICATED CARSHARING PARKING SPACES



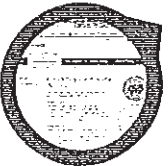
### WHAT IT IS:

Providence dedicates a set number (e.g., 2) of on-site parking spaces to carsharing companies, such as Zipcar, whose model involves returning the car to a designated parking space.

### WHAT IT DOES:

Provides staff with an additional on-site mobility option for business travel during the day, reducing the need to drive to work because of an off-site meeting during the day. The cars would also be available for non-Providence carsharing members to reserve.

## 20. TRANSPORTATION OPTIONS INFORMATION ON PROVIDENCE WEBSITE



### WHAT IT IS:

Easy-to-find information for staff and visitors on the available options for traveling to Providence facilities.

### WHAT IT DOES:

Particularly for visitors, raises awareness of the various non-auto options available for getting to Providence facilities.

# WHAT WE ARE DOING NOW

We have a number of different strategies in place on our campuses that we plan to continue.

## 10. PROVIDE 24-HOUR HOTLINE FOR NEIGHBORS TO REPORT PARKING CONCERNS



### WHAT IT IS:

Providence provides a 24-hour telephone hotline that neighbors can call to report parking problems. Reinforces to Providence employees the need to park on-campus.

### WHAT IT DOES:

Provides a process for neighbors to report concerns about employee parking directly to PPMC.

### FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

## 11. GOOD NEIGHBOR AGREEMENT



### WHAT IT IS:

As part of the Conditional Use Master Plan, PPMC entered into a Good Neighbor Agreement with the Laurelhurst and Mount Tabor Neighborhoods to establish a process of collaboration on land use and transportation issues.

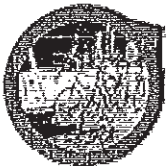
### WHAT IT DOES:

Provides a "foundation for on-going communication and collaboration among the parties and the community at large."

### FUTURE PLANS:

Providence has a long-term commitment to the GNA.

## 12. PARTNER WITH NEIGHBORHOODS ON REQUESTS FOR TRANSPORTATION IMPROVEMENTS



### WHAT IT IS:

PPMC has committed to working with the Transportation Working Group (TWG) to identify possible transportation improvements that have mutual benefit to residents, PPMC, and other area visitors and employees.

### WHAT IT DOES:

Provides a forum for TWG and PPMC to collaborate on ideas and provide a "mutual ask" to the City of Portland, TriMet, and/or other public agencies.

### FUTURE PLANS:

Providence will continue to participate in these activities with the TWG.

# WHAT WE ARE DOING NOW

We have a number of current strategies in place on all campuses that we plan to continue.

## 13. PROVIDE VALET PARKING FOR PATIENTS AND VISITORS ON THE PPMC CAMPUS



### WHAT IT IS:

PPMC operates valet service at the parking garages for patients and visitors.

### WHAT IT DOES:

Enhances the patient experience by minimizing the frustration of trying to find available parking on-campus. Helps PPMC to make more efficient use of existing parking supply.

### FUTURE PLANS:

Providence will continue to provide this service, and possibly expand over time.

## 14. REQUIRE ANNUAL PARKING PERMITS FOR CAREGIVERS ON PPMC CAMPUS



### WHAT IT IS:

PPMC Caregivers are required to register their vehicles and receive an annual parking permit during the annual TriMet pass distribution.

### WHAT IT DOES:

Ensures registered caregiver cars are parked in employee parking.

### FUTURE PLANS:

Continue education and enforcement of parking regulations.

## OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

### 21. BIKE SHARING STATIONS



**WHAT IT IS:**

The City of Portland plans to start a bike sharing program in 2016. The program would likely start in the central city and expand over time. Providence could offer a location at PPMC for a public bike sharing station at the time the program expands eastward.

**WHAT IT DOES:**

For Providence staff living within the bike sharing program area, a bike sharing station could provide a new commuting option. For all PPMC and POP staff, the station would provide an opportunity to run short errands at lunchtime without using a car. The station would also serve residents of the adjacent neighborhood.

### 22. BIKE SHARING MEMBERSHIP SUBSIDY



**WHAT IT IS:**

Providence could sponsor a portion of the cost of an employee's annual membership in Portland's future bike sharing program.

**WHAT IT DOES:**

Provides unlimited bike rentals for one year (usage beyond a set time, such as 30 minutes per rental, costs extra).

### 23. CARSHARING MEMBERSHIP SUBSIDY



**WHAT IT IS:**

Providence could subsidize a portion of the cost of an employee's membership in a carsharing program.

**WHAT IT DOES:**

Provides an option for having access to a car when needed makes it easier for employees to own fewer (or no) cars and to use alternative modes for the majority of their commuting.

## OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

### 24. BICYCLE HUB



#### WHAT IT IS:

A staffed facility at PPMC that could offer secure bicycle parking, bicycle repair services, bicycle accessory sales, and bicycle-related training (e.g., flat repair, brake and gear adjustments).

#### WHAT IT DOES:

Makes it easier for employees to commute by bicycle, by offering a variety of bicycle-related services on-site.

### 25. FILL INFRASTRUCTURE GAPS ON ACTIVE TRANSPORTATION ROUTES



#### WHAT IT IS:

Providence would provide financial support for completing missing links (e.g., missing bicycle lanes on NE Glisan Street, signaling difficult street crossings) on active transportation routes to Providence facilities.

#### WHAT IT DOES:

Removes barriers to active commuting to Providence facilities. Benefits the broader community.

## OTHER STRATEGIES WE ARE NOT CONSIDERING AT THIS TIME

As we developed our plan, we also identified a number of strategies that are not under consideration in the near-term but we may re-evaluate in the future. Some examples of these include:

- Vanpool for Providence staff;
- Mode choice incentives for non-auto use;
- Paid parking for employees; and
- Adjusting employee schedules.



Portland Pedestrian Advisory Committee  
1120 SW 5th Avenue, Suite 800  
Portland, OR 97204

March 8<sup>th</sup>, 2016

## MEMBERS

### Chairs

Rebecca Hamilton, Co-Chair

Roger Averbeck, Co-Chair

### Members-At-Large

Chase Ballew

Anthony Buczek

David Crout

Mandia Gonzales

Arlene Kimura

Doug Klotz

Scott Kocher

Brenda Martin

Rod Merrick

Eve Nilanders

Elaine O'Keefe

Suzanne Stahl

SUBJECT: Support of Transportation Demand Management requirements in the proposed Transportation System Plan

Dear Planning and Sustainability Commissioners,

The Portland Pedestrian Advisory Committee supports expanding Transportation Demand Management (TDM) requirements from campuses and institutions to mixed use zones and to employment sites within the Central City, as proposed by the Portland Bureau of Transportation as part of the Transportation System Plan update.

TDM is a relatively quick, inexpensive, and effective strategy to increase walking, bicycling, and transit use in Portland. TDM is a critical strategy for managing traffic and parking demand. TDM is especially effective not only when combined with expanding pedestrian, bicycle, and transit infrastructure and service, but also when it includes disincentives to single-occupant auto use such as priced or restricted parking.

We support key elements of the TDM proposal, including the requirement for residential and office buildings over a certain size threshold to provide residents and employees a "Mobility Incentive." We support allowing employees and residents to choose how they want to use their Mobility Incentive, whether it's for supporting walking, bicycling, or transit. We support the Incentive being substantive enough to change travel behaviors. The six month, \$600 incentive level seems reasonable, as does providing incentives to new residents and new employees over time.

Thank you for your consideration.

Sincerely,

Rebecca Hamilton  
PAC Co-Chair

Roger Averbeck  
PAC Co-Chair

CC: Art Pearce, Planning & Active Transportation Manager  
Peter Hurley, Senior Transportation Policy Planner  
[TSP@PortlandOregon.gov](mailto:TSP@PortlandOregon.gov)



Portland Shoupistas  
4540 SE Yamhill St.  
Portland, OR 97215  
March 8, 2016

Andre Baugh, Chair  
Planning and Sustainability Commission  
1900 SW Fourth Ave.  
Portland, OR 97201

## Comment on NW District Parking Update Project

Chairman Baugh and Commissioners:

We oppose the proposed amendments to require on-site parking for new developments with more than 30 units for areas covered under the Northwest District Plan. On-site parking requirements make housing more expensive, reduce density in complete neighborhoods, and encourage more driving which has deleterious effects on the environment and public health. Furthermore, such requirements are often ineffective at alleviating issues caused by parking congestion. We support code changes to allow for more flexible and efficient use of structured parking that currently exists and suggest the city continue to pursue more modern parking management policy as a solution to near-term parking issues.

Portland is experiencing a critical shortage of affordable housing. Minimum parking requirements impact the housing market in several ways. The cost of building and maintaining on-site parking can add significantly to the total construction costs, and consequently rental or purchase prices.<sup>1</sup> Furthermore, on-site parking reduces the housing supply. Surface lots and tuck-under parking stalls take up valuable space that could support more rental units. Underground parking takes away fewer units, but is far more expensive, adding hundreds of dollars in additional rents per space.

In 2013 this commission recommended minimum parking requirements for new multi-family housing along transit corridor with more than 40 units. City council amended these recommendations and imposed minimum requirements starting at 31 units. To our knowledge, no research has been done by the city to determine any effect the previous policy change may have had on housing supply and prices. It seems irresponsible to enact policy that can exacerbate the current housing crisis without such data.

Recently researchers at the University of Connecticut found strong evidence that more parking is a “likely cause” of more driving<sup>2</sup> and a 2013 study by Dr. Daniel Chatman at UC Berkeley found that scarcity of off-street parking is a primary factor in reducing car-ownership rates.<sup>3</sup> Requiring on-site parking is contradictory to long-term planning and climate action goals of the city and regional governments; with more available parking it is less likely that we will meet our city-wide mode-split targets for transportation. Even if building underground parking cost no money, there would be no additional road capacity to support the additional car traffic. Many areas of the Northwest District are transit rich, complete, and walkable neighborhoods. Additional off-street parking will degrade the safety and air quality of these neighborhoods. Curb cuts for parking garages will break up the continuity of sidewalks, and garage entrances potentially take up space in mixed-use developments that could be designed for active uses.

In December of 2015 the Centers + Corridors Parking Study Stakeholder Advisory Committee (SAC)

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<sup>1</sup> <https://www.portlandoregon.gov/bps/article/420062>

<sup>2</sup> <https://www.washingtonpost.com/news/wonk/wp/2016/01/15/the-problem-with-parking/>

<sup>3</sup> <http://www.accessmagazine.org/articles/fall-2015/does-transit-oriented-development-need-the-transit/>

made recommendations for an updated residential permit program to more efficiently manage parking supply in dense neighborhoods.<sup>4</sup> These recommendations seek to correct several deficiencies in the current Area Permit Program (APP) which is in effect in much of NW Portland. Among the suggested improvements:

- Set a base price which includes funding for Transportation Demand Management
- Implement progressive pricing for permits (the second will cost more than the first, etc).
- Set a cap on the number of available permits based on a percentage of supply.
- Allow for later hours of enforcement for permits.

Currently the APP permits are \$5/month, there is no limit to the number sold, and enforcement ends at 7pm. Rather than dictating the amount of structured parking to developers, a more sensible plan would be to update the APP with the new recommendations. Limiting the supply of permits and charging closer to a market rate would require developers to account for the limited supply in their plans and build, or price, accordingly. Indeed, the Northwest Parking Update Project draft states that in 70% of new developments with 10 or more units in NW Portland “parking was provided, though none was required.” This “is in part an acknowledgement that on-site parking is a valuable amenity in this constrained on-street parking environment.”<sup>5</sup> Properly pricing the valuable on-street parking can be beneficial in other ways; revenues above recovery costs can be used to make safety and transportation improvements in the neighborhoods in which they are collected.

Codifying minimum requirements will tie the hands of future developers at a time of dramatic social and technological change. In 2013 when Portland last debated required parking, transportation network companies like Lyft and Uber were relatively unknown entities. Self-driving cars are coming closer to market every day. It is easy to imagine a Portland in 2030 in which a large percentage of our citizenry rarely drive at all, and an even larger percentage drive someone else’s car when they do.<sup>6</sup> We run a real risk of building excess structured parking now that will be a financial albatross in the future, taking space and demanding maintenance, but with no demand to fill the spaces.

Recommending additional minimum parking requirements in transit-rich complete neighborhoods is a step backwards. Instead of bringing NW Portland into alignment with the reactionary code changes of 2013, the city should bring NW Portland’s permit program into alignment with the recommendations of the Centers + Corridors SAC. Instead of requiring more on-site parking, we support the suggested code amendments to allow for more flexible use of existing parking structures and parking lots. Finding a parking space in NW Portland in the late evening hours is difficult, but extending meter enforcement hours on commercial corridors to encourage turnover and better utilization of existing supply is a better solution than more required parking.

We’ve been here before, let’s not make the same mistake twice.

Sincerely,  
Tony Jordan  
Director - Portland Shoupistas

*Portland Shoupistas is an advocacy group committed to bringing the most progressive ideas on parking policy to reality. <http://pdxshoupistas.com/>*

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<sup>4</sup> <https://www.portlandoregon.gov/transportation/63980>

<sup>5</sup> <https://www.portlandoregon.gov/bps/article/563855>

<sup>6</sup> <http://www.motherjones.com/environment/2016/01/future-parking-self-driving-cars>

*Note: Signatures are individual endorsements. Signatories who hold neighborhood or other leadership positions are expressing a personal opinion which does not necessarily represent those of their affiliated organizations.*

Tony Jordan	Alan Kessler
Jim Meyer	Peter Ovington
Joe Recker	Charlie Tso
Doug Klotz	Jordan Winkler
Reuben Deumling	Marsha Hanchrow
Brian Posewitz	Brian Cefola
Chris Rall	Mike Westling
Gerik Kransky	Chris Shaffer
Paul Jeffery	Steve Bozzone
Dan Rutzick	Davida Jordan
Angel York	Kiel Johnson
Andrew Neerman	Joseph Edge
Emily Guise	Sara Long
Luke Norman	Kirk Paulsen
Bill Stites	Terry Dublinski-Milton

**From:** louise pak [mailto:louisempak@gmail.com]  
**Sent:** Tuesday, March 08, 2016 11:55 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Northwest parking hearing

I am Louise Pak,  
2046 NW Flanders street Apt 32  
Portland, OR 97209.

My suggestion is to add paint lines defining parking spaces.  
Often a two car space is only used by a single car.

Thank you,

Louise Pak

**March 8, 2016**

**TO: Portland Planning and Sustainability Commission**

**FROM: Northwest District Association Transportation Committee**  
Jeanne Harrison, Chair

**RE: Portland Transportation System Plan Comments on the Proposed Draft**

Thank you for the opportunity to comment on the December 2015 Transportation System Plan Amendments. We understand that the amendments build on the policies in the updated Comprehensive Plan.

While generally supportive of the proposed amendments, the NWDA Transportation Committee recommends the following changes to the Proposed Draft:

**Bicycle Objectives** (Section 4, Page 11)

6.27D and 6.27E

Include, “For a variety of bicycle types” to ensure that cargo bikes and bike carriers have adequate parking space.

**Bike Maps** (Section 5, Page 21)

Transportation staff told our Committee that the City Bikeways on NW Overton would be moved to NW Pettygrove and from NW Raleigh to NW Savier. The maps do not reflect these changes. The adopted NW Neighborhood Plan specifies that NW Pettygrove should be a “greenstreet” that will minimize motor vehicle traffic and emphasize pedestrian and bicycle movement. Having a City Greenway designation on NW Pettygrove is entirely consistent with our plan and the Bureau’s intention.

**Street Design** (Section 6, Page 21)

We believe that the NW Thurman Street Neighborhood Main Street designation should be extended west to at least NW 27<sup>th</sup> to include the commercial activities at that intersection.

**Refinement Plans and Studies** (Section 13)

Enhanced Transit Corridors (Pages 71-73)

This study will select two to three projects from Inner-Ring Neighborhoods in cooperation with Portland Streetcar for the next generation of higher-capacity transit service. While the study description includes NW 18<sup>th</sup>/19<sup>th</sup>, the Committee believes, based on conversations with Portland Streetcar staff, that the specific alignment may, more appropriately, be on other streets. The goal for additional streetcar service in Northwest is to serve the Con-way XP Logistics (Con-way) site

and Montgomery Park. Our understanding is that TriMet is considering new bus service on NW 18<sup>th</sup>/19<sup>th</sup> sometime in their next planning horizon. We are also concerned that the timeframe for the study -11 to 20 years – is not consistent with the rate of growth in Northwest Portland.

Northwest District Street Decoupling Feasibility Study (Page 79)

The Committee supports the inclusion of this study as it addresses a longstanding desire by members of the community to improve safety in the NW Everett/Glisan Streets and NW18<sup>th</sup>/19<sup>th</sup> Avenues corridors and configure them consistent with their Traffic classifications of local streets.

**Transportation and Parking Demand Management (Section 14)**

The Committee is very supportive ad addressing the growth in traffic and car ownership through transportation demand management and parking restrictions. We continue to have concerns that the Title 33, Title 17 and Administrative Rules are not all available at the same time and in one location.

We support the direction the new regulations are taking, but believe that there is more work to do, including adding appropriate policy objectives that create the policy basis for the regulations. Current policy language is not adequate to support the direction of the new regulations.

**Significant Projects List (included in the Comprehensive Plan)**

The Committee shares the concerns of the Transportation Expert Group (TEG) that the Comprehensive Plan and the List of Significant Projects does not sufficiently address the needs of growth. We hope that the next phase of the TSP will include new projects as needed to support increasing population and density. The Northwest District neighborhood is generating a lot of new growth, both residential and commercial, that will generate System Development Charges (SDC) dollars, which in conjunction with new parking meter revenue, can help fund these needed projects.



# Northwest District Association

March 8, 2016

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland, OR 97201

Dear Chair Schultz and Commission Members:

I am writing on behalf of the Northwest District Association (the "NWDA") to express our Board's support for the code changes presented in the Northwest Parking Update Project. As you know, rapidly increasing density throughout Portland has necessitated the application of minimum parking requirements for larger developments. The parking situation in Northwest Portland has been challenging for decades, but recent development trends have made a bad situation even worse.

At our NWDA Board meeting held on Monday, February 22<sup>nd</sup>, we voted to support the proposed code changes, subject to the recommendations made by the NWDA Planning Committee (the "Planning Committee") and the NW Portland Parking Stakeholder Advisory Committee (the "SAC"). Attached is an e-mail outlining the Planning Committee's recommendations, and a letter from the Chair of the SAC, Rick Michaelson, with their recommendations. We note that both the Planning Committee and the SAC recommended elimination of the exceptions from the proposed parking minimums set forth in Portland City Code Section 33.266.110.E.

Thank you for your attention to the parking needs of our neighborhood. We look forward to working with City staff and the SAC to implement a balanced approach to parking in NW Portland, including the recently implemented permit and meter system, parking minimums for new developments, the use of accessory parking for commercial needs, and transportation demand management strategies to lessen reliance on motor vehicles.

Very truly yours,

Gustavo J. Cruz, Jr.,  
President  
Northwest District Association

Board of Directors  
2015-2016

*President*  
Gustavo Cruz

*1st Vice President*  
Juliet Hyams

*2nd Vice President*  
N/A

*Secretary*  
Karen Karlsson

*Treasurer*  
Wayne Wirta

*Board Members*  
Carla Charlton  
Wendy Chung  
Rodger Eddy  
Don Genasci  
Brad Houle  
Page Stockwell  
Bill Welch

NW PORTLAND PARKING SAC

March 8<sup>th</sup>, 2016

Portland Planning and  
Sustainability Commission  
1900 SW Fourth Ave  
Portland, OR 97201

Dear Chair Schultz and Commission Members:

As chair of the Northwest Portland Parking Stakeholders Advisory Committee, I am writing to express the Committee's feelings about the proposed code changes which would require new residential buildings to provide parking and which would make it easier to share parking spaces. As you know, parking is extremely tight in NW Portland and is getting tighter as new developments come on line with less parking than their tenants need. We are involved in a multi-year multi task effort to maintain and improve access for residents, employees, customers, and other visitors to the district. Our goals are to make it easier to function without a car while at the same time ensuring that there is adequate parking for those who need to drive.

Parking Minimums – Council's recent adoption of parking minimums for larger residential buildings does not apply in plan districts. The proposal before you fixes that oversight and puts us on equal footing with other neighborhoods.

However, a large majority of committee members feel that the proposed regulations should be modified to eliminate the exceptions found in section 33.266.110.E. The SAC appreciates the importance of promoting alternative modes of travel in the design and management of new development. But the exceptions make it too easy to avoid building parking spaces, and we need every space we can get. Some committee members also think that the parking minimums should be reviewed in the future, with the required ratios increased and the thresholds lowered. However, we recognize that this is beyond the scope of the work done to date and should probably be looked at on a city wide basis rather than for one neighborhood.

Shared Parking – The Committee is very appreciative of the efforts to make sharing parking easier. It is extremely frustrating to see off street spaces kept empty while the streets are full instead of being available for residents, employees, and visitors. We are also supportive of the staff's efforts to limit the detail in the zoning code and allow the details to be adopted as administrative rules which are more easily adjusted as we learn from our experiences. For example, we intend to limit shared parking to residents, employees, and visitors, and not permit their use by downtown commuters. However, we believe the regulations about users should not be in the code, but in the admin rules. Therefore we believe that Section C3e should be struck. We also feel that Section C1 should be changed so that if the



committee is no longer operating, the spaces could continue to operate but under the direct supervision of the City.

There are many details still to be worked out to develop a successful shared parking program, and we will continue to work with the City on the Administrative Rules. We believe these should be simple to administer, clear to all, and have mechanisms to resolve any difficulties that arise. In addition, we think it is likely that the admin rules will require annual changes for the first few years until we get it right.

Yours truly,

Rick Michaelson

**Gustavo J. Cruz, Jr.**

---

**From:** Gustavo Cruz <gustavocruz@nobhilllaw.com>  
**Sent:** Wednesday, February 17, 2016 10:27 AM  
**To:** Gustavo J. Cruz, Jr.  
**Subject:** Fwd: parking

Sent from my iPhone (please excuse any typos)

Begin forwarded message:

**From:** John Bradley <bradleyj@ohsu.edu>  
**Date:** February 11, 2016 at 1:35:20 PM PST  
**To:** "tavocruz@nobhilllaw.com" <tavocruz@nobhilllaw.com>  
**Subject:** parking

Tavo, Board Members and SAC Parking Members;

The Planning Committee has looked over the Northwest Parking Update Project and has the following suggestions.

1. While we acknowledge the need for expediency and any constraints that there may be to adopt an already existing set of code requirements, in the near future we may want to examine the parking ratios to see if they are too liberal for our area. The ratios might be tightened by lowering the unit threshold, rising the ratio or other means yet to be suggested.
2. 33.562.280.c "exceptions" needs to be struck. These parking reduction bonuses are far too easy to achieve and do not address items we truly need.
3. The administrative rules concerning complaint mechanisms need to be further examined to insure that any problems are quickly and easily dealt with.

Thanks to everyone who has worked so hard on the vexing parking problem, this is a great start. We support it.

For Planning

John Bradley

**From:** Carl Larson [mailto:carl.s.larson@gmail.com]  
**Sent:** Tuesday, March 08, 2016 10:20 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony (NE 7th Avenue bikeway)

Planning and sustainability commissioners,  
I'm writing today about a very specific and relatively minor element in the proposed Transportation System Plan: the proposed "Major City Bikeway" on NE 9th Avenue.

When driving between Industrial Southeast Portland and inner-Northeast neighborhoods, the best route is fairly obvious: MLK/Grand. When riding a bicycle, however, it's not so simple. Portland is in need of a long-running north-south bike route parallel to MLK/Grand.

The Bicycle Transportation Alliance, in their "Blueprint for World Class Bicycling" identified NE 7th as the ideal route north of Sullivan's Gulch. This would connect to a southern bikeway via the proposed bike/ped bridge across Sullivan's Gulch.

The Lloyd District, led by Go Lloyd, has identified construction of this new bridge as a high priority and they've already invested in NE 7th as the primary bike route through the district.

Meanwhile, further to the north, residents in the King, Irvington, and Eliot neighborhoods have expressed frustration with the fact that NE 7th carries far more traffic than a neighborhood street should. It's an attractive rush hour cut-through route for drivers wishing to avoid MLK.

The City of Portland has an opportunity to address this neighborhood issue while creating a top-notch and much-needed bike-friendly alternative to MLK on NE 7th. 7th already has speed humps, traffic calming islands, and costly signals. All it needs is traffic diverters to direct non-local traffic back to MLK.

Unfortunately, the proposed TSP identifies NE 9th, not 7th, as a major city bikeway. The 9th Avenue alignment has multiple problems:

- bumpy concrete paving in Irvington
- unnecessary hills including a very steep hill between Fremont and Irving Park
- no signalized crossings of busy streets
- poor connection with existing Lloyd district bikeways and the future bridge, both on 7th

I fear that PBOT has chosen NE 9th as their proposed route because it's already a quiet street. It doesn't require traffic diverters which, though cheap, can be controversial. I know that PBOT staff want to do the best work they possibly can and I submit that there is far more support for these treatments on 7th than the bureau realizes. **I encourage the city to do the right thing -- the bold and fiscally-responsible thing -- by marking and prioritizing NE 7th as a Major City Bikeway from Sullivan's Gulch to NE Sumner.**

Thank you.

--

Carl Larson  
1615 NE Going Street, Portland, OR 97211  
[carl.s.larson@gmail.com](mailto:carl.s.larson@gmail.com) | 503.935.6278

To Bureau of Planning and Sustainability,

I do not support the NW parking update plan in its current form. The current plan will increase air pollution, congestion, and decrease the livability of the district. Instead of mandating minimums we should look to what forward thinking cities in other countries have done. Zurich and Budapest have capped the number of parking spaces in their cities. If a developer wants to build a parking space another one has to be removed somewhere else. The purpose is to create a livable city that is not dominated by cars. Many other cities have adopted parking maximums, limiting the number of parking spots a developer can create. These cities realize that increasing the amount of parking spots lessens the attractiveness of their cities.

Successful cities like London, Paris, Berlin, Sao Paulo have all abolished parking minimums. Instead of accepting the logic that the only way to increase retail business is through mandating additional auto parking they have encouraged businesses to promote density, livability, and more efficient means of travel than private automobiles.

I am considered that these new regulations will stifle development and increase the cost of housing. There is nothing in this report that talks about what these regulations will do to the cost of housing. Nor how these rules will help businesses. The proposed rules exempt buildings built within 500 feet of frequent transit lines. Why 500 feet? Are people not able to walk 501 feet?

Thanks you for your consideration,

Kiel Johnson  
1509 NE 10<sup>th</sup> ave #301  
Portland Oregon 97232

**From:** Soren Impey [mailto:sorenimpey@gmail.com]  
**Sent:** Tuesday, March 08, 2016 3:40 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Attn: NW District Parking Update

I would like to voice my strong opposition to plans to extend "citywide minimum residential parking requirements" to NW Portland. Portland is in the midst of a housing availability crisis and mandating parking requirement serves to markedly increase the cost of affordable housing. Mandating parking will only make our neighborhoods less equal. This proposal also contradicts the sustainability and climate goals in the Portland Plan and Climate action plan. We will never reach our carbon reduction and active transportation targets if we mandate parking in a dense urban neighborhood.

Best,  
Soren Impey  
2440 SE Main  
Portland, OR 97214  
Phone 503-381-9854



March 8, 2016

Commissioners:

Housing Land Advocates, a nonprofit organization, encourages policies that support affordable housing and the development of sustainable communities. Our organization opposes the current proposal to add new parking requirements into zoning rules for the Northwest Plan District.

At its core, reducing parking requirements lowers the costs of housing, diversifies housing types, and encourages active transportation and transit use. Research from by Portland's planning bureau has shown that parking requirements raise housing costs. Apartments in buildings without on-site parking are priced \$50 to \$700 per month lower than comparable developments with on-site parking, according to the BPS analysis, and significantly more units are created on the same site. (*Cost Comparison: Parking Prototype Impacts on Form and Affordability*, Portland Bureau of Planning and Sustainability, November 2012.) The current Northwest Plan District policy generates more housing at a lower price than if the proposed change is put in place.

Incumbent property owners worry about their access to street parking, even with the new permit system. This is a transportation problem, not a housing problem. Managing parking demand with permit pricing and availability is a far better and more flexible approach to the problem. In addition, current rules separate the cost of car ownership from the cost of housing. Proposed changes are primarily a concession to existing, car-owning residents, and do not address the relationship between parking and housing affordability.

HLA questions the ability of the current proposal to address the following issues.

#### **A. Equity**

Lower-income Portlanders own fewer cars and are more dependent on transit, on average. Less expensive units without parking are more attractive to lower-income people. However, the proposed change to parking policy does not obligate developers to keep any of the units affordable. HLA would support a policy where developers are required to set aside some units as affordable, using HUD standards, if their buildings do not include parking--a form of voluntary inclusionary zoning. Mandating parking spaces is an indirect and inefficient method of helping those lower-income people who do own cars.

Many factors besides parking influence household decisions about car use and auto ownership. Requiring parking to be bundled with housing increases car dependency for every household, in situations where many people might make different choices. Integrating transportation policy

and affordable housing policy is critical to achieving city goals, and is not addressed in the proposed changes.

### **B. Incentives**

The proposed threshold the Northwest Plan District to require on-site parking begins in buildings with more than 30 units. Smaller buildings would have no parking requirement. Because parking is so expensive to construct, this policy creates an incentive to build smaller buildings with fewer units, even in situations where larger ones would be appropriate. Encouraging smaller buildings and less housing is contrary to Portland's stated land use goals. Portland push to increase density will help meet future population growth and support transit.

### **C. Consistency**

The expressed rationale for the proposed change is to make the plan district consistent with a set of rules applied to transit corridors elsewhere in the city three years ago. However, these rules came in response to short-term development pressure, were essentially arbitrary, and no analysis has been done since showing how they have affected housing costs or unit production. The Central City, including the Lloyd District, has no minimum parking requirements for residences. If that area of the city were the comparison, it would be more consistent to maintain the existing hands-off approach taken by the plan district.

Within the BPS recommendation, there is an account of recent residential housing production within the Northwest Plan District. This shows that current zoning rules still produce residential parking at 0.48 parking spaces per dwelling unit, about the same level that would be required by the proposed rules. If that's the case, these proposed rules really have only one target: new buildings without on-site parking. Thus, the rules serve to ban buildings most likely to be affordable, because of their lower construction cost.

The success of the Northwest Plan District, which has some of the highest property values and population densities in the state, comes in part because of its history and zoning, which includes no parking minimums. Many of the most-beloved residential buildings in the area are only possible without parking mandates. The proposed change would make these buildings non-conforming, and, going forward, forbid any others like them. Two examples are shown here:

No-Parking Buildings in Northwest Portland





Is banning the construction of buildings like these a desirable public policy objective?

HLA believes all citizens should have access to housing in Portland's residential neighborhoods. Adding housing in existing neighborhoods where demand is high creates opportunities for a wider segment of citizens at all levels of age, ability, and economic status. Conversely, increasing parking requirements reduces the amount of housing, and tilts the neighborhood even further toward high prices and the assumption of universal auto ownership. This is a step in the wrong direction, away from equity and fairness.

Respectfully,

A handwritten signature in black ink that reads "Benjamin Schonberger". The signature is written in a cursive style with a large, prominent initial 'B'.

Ben Schonberger

Board Member

Housing Land Advocates

To The Portland Planning and Sustainability Commission:

My name is Kevin Alden and I reside at 109 N. Lotus Beach Drive, in the Hayden Bay Homes on Hayden Island. I was recently notified that the City of Portland is considering changing the walking path to a combination walking path and bike path.

I have a great deal of experience with walking paths that have been converted to a combination walking path and bike path, due to the fact that I lived in Huntington Beach, California, and Carlsbad, California, where history dictated that the aforementioned combination isn't a safe and effective cycling solution and leads to personal injury, mainly for the cyclist and sometimes for the pedestrian.

I am a cyclist and I've observed many folks who were riding on the path, down Pacific Coast Highway, when a leashed dog suddenly lunged off the green belt on to the paved path and caused the cyclist to violently crash. This resulted in one (1) death and many concussions, during my short three (3) year residence.

Due to the fact that the proposed bike path would be open to pedestrians, joggers, baby strollers, roller-bladers, dog-walkers and other non-motorized users; the fact that this bike path is separated from traffic leads people in to a false sense of security. Bike paths, by design, are popular with families who are encouraging small children to ride. This creates a dangerous environment where the youngest and most vulnerable are at odds with cyclists who are riding fast to get to a destination, as well as pedestrians and canines, and the large group of indigenous geese that are always present, add to the liability of those who engage with each other. .

Bike paths should be based on one's desire to ride safely, get where they need to go, and to provide a transportation solution. The path behind the Hayden Bay Homes is unsafe for cycling, coupled with pedestrian and canine traffic, it does not serve as a transportation solution, and is secluded, isolated, and disconnected from meaningful destinations.

Furthermore; increasing the traffic on the existing path poses a security threat and liability to the homeowners, creates a conflict between the folks who pay to maintain and insure the property, exposes the walking public and bikers to potential injury, and causes a serious conflict with the indigenous geese. It is also an extreme hindrance to the local fire department.

The City of Portland has always created and designed amazing bike paths that are not isolated from traffic flow and are included in the mix of traffic with proper markings, lights, and people who must obey the law, in favor of the cyclist. **Bike paths are a "ride at your own risk" transportation corridor**, while streets with clearly marked bike paths, require the public who are walking, riding, dog walking, or using any other form of transportation to **obey the law**, which offers a greater level of protection from injury, liability, and lack of safety.

We are confident this project can be moved to the streets of the Island to offer protection for all concerned.

Thank you for your consideration and for your support.

Sincerely,

Kevin and Judy Alden  
109 N. Lotus Beach Drive  
Portland, OR

Mailing Address  
3439 N. E. Sandy Blvd  
# 3770  
Portland, OR 97232

**From:** Patrick Vinograd [mailto:vinograd@gmail.com]  
**Sent:** Monday, March 07, 2016 3:04 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Northwest Parking Update Project

Dear Planning Commissioners,

I am writing in regards to the proposed draft of the Northwest Parking Update Project. Specifically I am writing to urge you NOT to adopt any increase in minimum parking requirements.

Our city is in the midst of a housing crisis. The relationship between parking minimums and upward pressure on rent is well-established. It makes no sense for the city to guarantee housing for cars instead of guaranteeing housing for people.

Parking minimums are contrary to many of the goals and policies in the soon-to-be-adopted comprehensive plan. They incentivize car ownership and single-occupancy vehicle trips. The draft report states that parking demand in the area has not dropped, but this is not a reason to increase parking supply; it's a reason to double down on demand-management strategies like market-priced parking permits. Adding to parking minimums is instead throwing fuel on a fire that you are trying to put out.

I believe city council erred in increasing parking requirements in 2013. While the NWDP area was not treated identically to other parts of the city, that is not an adequate justification for now acting contrarily to the city's goals and to the moral imperative of housing our citizens, not their vehicles.

Thank you,  
Patrick Vinograd

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[vinograd@gmail.com](mailto:vinograd@gmail.com)  
2836 SE 25th Ave, Portland, OR 97202  
650-804-2530

**From:** Carol Thompson [mailto:cthomps130@comcast.net]  
**Sent:** Monday, March 07, 2016 7:48 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

As an Oregon resident and owner of my condo @ 130 N Hayden Bay Drive, Portland, OR 97217, **I strongly object to the City government deciding to reconstruct our path from the Red Lion around the Bay Marina.** This existing path serves many of us walkers, runners and dog walkers also. That in itself is such a unique gem within the motor, wheel-driven world we reside in!

This path is a gem for anyone to enjoy without the rush and speed of bikers or skateboarders adding perilous possibilities for walkers to "get out of the way" of oncoming bikes and for bikers' safety too!!

This existing path is not wide enough or long enough to serve both walkers and bikers. It is only wide enough now for two people to walk together or pass one another.

It puzzles me that anyone of the City government members would determine this short, curving, narrow path would even be a desired "biking Path!" It would be a very short, tenuous distance to go where? They can already use Tomahawk Drive successfully.

**As residents of Columbia Point East our city property taxes increased dramatically this year: \$1,000 additionally.**

It is deplorable to me that that increased revenue would serve to support this project that in reality will only serve to make this area less desirable and definitely more dangerous for all users.

**As City officials, please constructively, wisely make better choices for your use of our tax dollars and give value to something that is already a safe, lovely, short respite area from the hustle, speed of motors and wheels whizzing by.**

Thank you for considering my input and deep concerns.

Sincerely,

Carol Thompson

Resident of Hayden Bay Dr

**From:** May, David H PHD [<mailto:dmay@utep.edu>]  
**Sent:** Monday, March 07, 2016 9:50 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** [ealeman@bluestonehockley.com](mailto:ealeman@bluestonehockley.com)  
**Subject:** TSP Testimony

To: Planning Commission Members

We feel very strongly that the proposed bike pathway would not add enough significant recreational opportunities to offset the negative impacts which it could create. Our concerns focus mostly on the increased traffic, noise, and trash which can accompany more public access in what is intended as private areas.

We hope you will take these concerns into consideration and, hopefully, decide that the proposed project is neither desirable nor needed.

Thank you for your consideration.

David May and Christine Parno

209 N. Hayden Bay Drive, Portland 97217

**From:** Alex Oreschak [mailto:alex.oreschak@gmail.com]  
**Sent:** Monday, March 07, 2016 8:11 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Attn: Northwest Parking Update Project

Good evening, Commissioners. I am writing, as a resident of the Northwest neighborhood, to strongly oppose the proposed new minimum parking requirements for new construction in my neighborhood. As you know, increasing rents and affordability are issues throughout the city. One way to help combat that is through encouraging new housing supply, and especially new affordable supply. But forcing the construction of new parking on developers of larger multi family projects does nothing but negatively impact affordability by drastically increasing the costs of these units and discouraging larger-scale developments. Considering that construction of a new parking space runs in the tens of thousands of dollars per space, forcing a developer to build parking spaces will only cause them to pass those costs on to future residents, raising rents by hundreds of dollars per month to ensure they recoup the cost of their investment. Or, these high force costs could encourage developers to not build in the neighborhood, or to limit the size of their development to under 30 units to avoid this expensive new mandate. I would rather have more housing options in my neighborhood than options for housing a car, and I think this proposal will only lead to fewer, more expensive housing units for me and others to choose from.

I do support the provision in the plan to allow existing parking lots to be 'shared' between current owners and residents. If people want to bring a car to a vibrant, low-car neighborhood such as Northwest, it only makes sense that they pay for it directly by renting a space out, instead of the costs being spread among all the non-car owners in their building.

In addition, the on-street parking crunch should be helped somewhat by the newly installed parking meters encouraging turnover, but more helpful would be placing a cap on the number of resident parking permits issued. With a finite supply of on-street resident parking, allowing unlimited permits to be issued is mind-boggling to me. Also, the cost of a permit should be brought in line with the demand, much higher (I suspect) than the outrageously cheap \$60/year it is now. Instead of forcing \$200+/month off-street spaces on new residents and their non-car owning neighbors, we should be bringing the cost of on-street parking to a level that balances supply with demand, and which allows those who want a car here to know they will have a space. Perhaps by simply raising the price, or perhaps by auctioning off the permits to residents, in addition to capping the number of permits issued. This would also help the City's Vision Zero efforts by providing more funds to the City and the neighborhood to implement safer crossings or bike lanes, and use of transit, walking, and biking instead of driving.

One last thought I had was that it may be helpful, if you are set on imposing a minimum parking mandate in my neighborhood, to include a provision to waive up to 100% of the mandate on developers if they increase the number of affordable housing units they include as part of their development. That would encourage creating affordable units for residents while allowing developers to avoid undue, expensive mandates on the construction of the new development.

Thank you for taking the time to read my comments and concerns, and I hope you take them into consideration.

Regards,

Alex Oreschak  
2081 NW Everett St

**From:** Susan McIntyre [mailto:susanmcintyre@att.net]  
**Sent:** Monday, March 07, 2016 1:48 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Hello,

I have been a resident of Columbia Point Condominiums on Hayden Island for 33 years. This email is to provide comments on the proposed City Bikeway, along the Columbia River waterfront and extending around the Hayden Bay bayfront, that is currently included in the *Planning and Sustainability Commission Transportation System Proposed Draft of December 2015*.

I am opposed to that City Bikeway for the following reasons:

**UNNECESSARY -- A PUBLIC-ACCESS PATH IS ALREADY BUILT**

A primary plan goal of public access has already been met. A 1-mile-long public easement path already exists from the Red Lion hotel to the Columbia River Yacht Club, which is regularly enjoyed by both island residents and visitors for walking, jogging and bird-watching.

**LAND CONFIGURATION MAKES THE PLANNED PATH UNFEASIBLE**

There is no room for widening the path to accommodate bikes or to meet the width requirement for a City Bikeway. Multi-family homes are built to the edge of the current narrow path in many places. The water edge of that same narrow path has drop-offs of 30 feet or more at low water. Bikes and skateboards are currently prohibited due to danger both to pedestrians and to potential bike-riders. Widening the path to City Bikeway requirements would require massive landfills to build up and extend the shoreline along the Columbia River and Hayden Bay. Such a landfill would shrink the size of the bay, and displace several marinas placed close to the current shoreline.

**CONCERNS ABOUT NOISE, CONGESTION, TRAFFIC AND PRIVACY**

The Hayden Bay neighborhood hosts a quiet, largely retirement community. Multi-family and single-family homes around the bay are built with decks and windows facing -- and mostly very close to -- the path. A City Bikeway would substantially increase path traffic and noise, interfere with elderly resident walkers, and reduce privacy from resident decks and lawns.

**CONCERNS ABOUT SAFETY AND SECURITY**

The increased traffic of a City Bikeway will almost certainly draw in more transients to sleep or camp under structures, on beaches and in shrubbery, resulting in drug use, harassments, thefts and home break-ins. This will create new dangers to resident people and property, since all the homes along the bayfront and riverfront are so close to the path, and homeowners live and have property on their decks.

**WILL DEGRADE WILDLIFE HABITAT**

Hayden Bay is home and feeding ground to many marine birds, including ospreys, bald eagles, coots, mallards, Canada geese and grebs. It is also a stopover for migrating birds using the Columbia River flyway, and by marine mammals including seals, sea lions and beavers of which



there are frequent sightings. Efforts to widen the path to City Bikeway requirements would shrink the bay area, extend the river frontage into the river and disturb the river and bay banks. And added bike and pedestrian traffic would discourage marine and shore animal life and stopovers.

--

Sincerely,

Susan McIntyre  
102 N. Hayden Bay Dr.  
Portland OR 97217

**Sent:** Monday, March 07, 2016 2:56 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** ealeman@bluestonehockley.com  
**Subject:** TSP Testimony

**I am a long time resident of Columbia Point West on Hayden Island, and hope that the Commission will re-enact the ordinance banning the endeavors as listed below. Thank you, Margaret Lowles, 223 N. Hayden Bay Dr., Ptld. 97217**

**Re: Public Bike Path Issue to replace existing walking path through residential area on West Hayden Island.**

**Please do not turn a lovely, narrow walking path that is already used by residents, tourist & the general public alike into a bike path when:**

**\* In 2009, after a comprehensive study of the pathway location, safety hazards, liability risks, and cost, the Planning and Sustainability Commission enacted an**

**o  
rdinance banning such an endeavor.**

**\* Bikers, tourists, and the general public already have a several mile long, beautiful, water-**

**front path off Marine Drive from 33rd until 242nd by exits to Gresham/Troutdale.**

**\* The area proposed for a public path is located in a residential area where some condo**

**units, pools, and recreation rooms are located on or very near the existing path. Loss of privacy and security will be increased substantially. Losing this privacy and security could negatively impact property values and future sales**

**\* The single resident area on the marina is a gated community and closed to the public.**

**Homes and lots were purchased for the privacy and security a gated community provides**

**\* The existing path, lighting, and landscaping is currently being paid for and maintained by home owners. Who would be responsible if the path is made public? Who's going to pay for a public path? You the tax payer or by an increase in your HOA assessments.**

**\* A public path would be an invasion of privacy and give access to private HOA community lawns and landscaped areas. The noise created and litter produced by added traffic which includes bikers, skate boarders, and more people and pets will be increased significantly**

March 7, 2016

Planning & Sustainability Commission:

I am both a member of the Northwest Parking SAC and on the Board of the NWDA. NW Portland is a great place to live. I've lived here 42 years and I think everyone knows that we've had a parking problem in NW for a long time. But new development is happening fast and the problem is getting worse.

In the last several years 761 units have been built in buildings of 10 units or more inside the Northwest Parking Program boundaries. Fifty percent of those buildings meet or exceed the proposed parking requirements. However, when you add off-street parking in these buildings plus on-street parking permits issued it shows that at least 70% of the units have a car. This is consistent with other city studies on car ownership in rental units in the city.

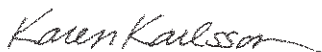
Under construction right now are an additional 406 units with 153 parking spaces. If you assume a 70% car ownership, these developments bring another 130 cars will need to find spaces on the street. How does this look? While the new buildings occupy roughly 1300 lf of street frontage, the 130 cars will occupy 2600 lf of street – TWICE the street frontage of the buildings. This is unsustainable.

A pre-application was announced yesterday in the DJC for a six to eight story mixed-use building in NW with 140-190 residential units and about 7 parking spaces. Under the proposed code this development would be required to have 46 to 63 spaces, quite a bit more than 7. Even if they provided the number of required spaces, assuming 70% car ownership that means another 52 – 70 cars will need to find parking on the street and this from one proposed development alone. And several other projects are in the pipeline.

You have heard that the Parking SAC and NWDA are asking that the exceptions in code section 33.266.110.E be dropped. You can see by the statistics I have just provided that we need every one of the spaces required. New buildings are already providing more bicycle parking than required by code, even under code 1.1 spaces per unit is required. The new Title 11 tree code is more than encouraging retention of trees. The car sharing language is out of date (Uber is far more popular and accessible than Zipcar). I doubt the bike sharing and transit supportive plazas incentives have ever been used. The exceptions may have made sense at one time but now, like housing bonuses in the Central City, we do not need these incentives. These need to be re-visited for the City as a whole. It may be more appropriate to allow reduction of spaces when affordable housing is being built or another type of City benefit. The existing exceptions are counter-productive to the need to increase parking supply.

I understand that maybe it isn't popular or politically correct to support increasing parking supply but I believe for now it is important to do this. We need these minimum parking standards and more. Every tool in the toolbox needs to be used. The shared parking as proposed in this code amendment is one of those tools. I ask you to please support the proposed amendments before you.

Thank you,



Karen Karlsson

**From:** Herman Kachold [mailto:hkachold@msn.com]  
**Sent:** Monday, March 07, 2016 8:19 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY, PUBLIC BIKE PATH

TSP TESTIMONY, PUBLIC BIKE PATH

I am writing to remind you about this issue that was looked at in 2009 and was dismissed for safety hazards, liability risks, and cost. This was a bad idea in 2009 and continues to be a bad idea in 2016 and beyond. We need sidewalks for our streets on Hayden Island.

Thank You,

Herman Kachold  
co-chair of the Hayden Island Livability Project  
representing the Hayden Island Manufactured Home Community on HINooN Board.

> From: Judy Clifford [<mailto:jjcbanks@gmail.com>]  
> Sent: Monday, March 07, 2016 10:48 AM  
> To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
> Subject: TSP Testimony  
>  
> I am writing this in regard to the proposed bike path on Hayden Island. While I encourage such projects, i think this would be a mistake for this area.  
> -this is an island with limited access, and it supports a population of 2700 and shopping area which brings in many people. Getting on and off the island is a challenge.  
> -the average age of the community is 60yrs. Adding a busy bike path, with the rest of the traffic, creates a safety concern.  
> -removal of trees and other destruction of the environment to accommodate its construction, will not be an asset to the current ecology.  
> Please, consider the long term effects to this special part of our community.  
> Thank you for your consideration.  
> Judy Clifford  
165 Hayden Bay Dr, Portland, Oregon 97217

**From:** Connie Christianson [mailto:Connie.Christianson@HomeStreet.com]  
**Sent:** Monday, March 07, 2016 2:15 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

I am writing in regards to the planned Hayden Island Public Bike Path along the Columbia River. It is my understanding that this bike path is part of a 20 year plan. However, in 2009, after a comprehensive study of the pathway location, safety hazards, liability risks and cost, the Planning and Sustainability Commission enacted an ordinance banning such an endeavor.

A bike path that barely runs 3 miles is a huge waste of tax payer money. I ask you who will load their bike up, drive to Hayden Island, try to find parking and unload their bike, to bicycle 3 miles. Portland is a mecca of bike trails including, but not limited to, the one along Marine View Drive that runs from 33<sup>rd</sup> all the way into Gresham.

To enlarge the existing walking path which is approximately 3 feet wide, to 26 feet across would encumber multiple condo units, pools, and yards. It would open a private path to outside visitors affecting our privacy, home values, damage and litter control, and require the addition of 24/7 security.

We also understand that you plan to link this path to Tomahawk Drive. To do that you would need to run the outlet through a gated community. Those homeowners bought within those gates for the privacy and security it offers.

I am totally against this proposal and ask that Portland use our dollars for the needed road repairs all over the city. I have never been in a city with such low regard for its roadways. Fix the pot holes and leave the walking path to those who pay for it, the homeowners of Hayden Island.

Connie Christianson  
126 N Hayden Bay Dr  
Portland, Oregon 97217

**From:** Karen Talbott [mailto:johnetalbott@hotmail.com]  
**Sent:** Sunday, March 06, 2016 3:27 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

As a resident of Hayden Island (324, North Hayden Bay Drive, Portland Oregon 97217) I am absolutely opposed to the proposition to make the the walking paths along the river open for bicycles. I was born with Spina Bifida and require crutches to get around. The walking paths along the area I live are just wide enough for 2 people to walk side by side safely. Bicyclists along that path would be a clear safety issue for me. The walking paths are not designed for traffic beyond slow paced walking and this change would create very clear safety issues.

The walking path is the only way for me to get our boat dock and the bike traffic would create significant safety issues for myself and service animal along with other residents of Hayden Island.

Thank you,  
John Talbott



**From:** Virgil kimmerling [mailto:[vkimmerling@gmail.com](mailto:vkimmerling@gmail.com)]  
**Sent:** Saturday, March 05, 2016 4:18 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** "TSP TESTIMONY"

I cant believe that portland is trying to make a walking path into a bicycle path. I walk this area every day for exercise and I can see the potential danger in this area. Please leave this area along...

12020 n jantzen bch av. Portland oregon 97217

**From:** Bryan Gilham [mailto:[bryanrgilham@gmail.com](mailto:bryanrgilham@gmail.com)]  
**Sent:** Saturday, March 05, 2016 4:14 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

As a resident of Columbia Point Condos, I would like to voice my opposition to the plan make our private path into a public trail. The commission should consider several facts:

1. All the condos and homes around the bay were planned and constructed to take advantage of their proximity to the river and bay. A very narrow (4 foot) path was granted an easement for walking only. Sorry, no bikes are allowed due to terrain and limited sight distances.
2. The easement is maintained by closing the path one day a year to all pedestrian traffic. To confiscate that easement for public purposes would violate the Fifth Amendment of the U.S Constitution that requires the government to provide just compensation to the owner of the property taken.
3. There is insufficient room to widen the trail into a multi-purpose MUP shared by pedestrians, dogs, bikes, and skateboarders. In many places, the lawn slopes to the path and drops off on the other side to a steep, dangerous riprap bank. To widen the path and place guard rails for safety would be very expensive.
4. There are no parks or areas create parks or rest areas.
5. Residents security would be greatly degraded if the path was made public. Images of the Springwater Trail are very likely.
6. Who would be responsible for policing the path? Maintaining it? Picking up the trash?
7. Who would compensate the current residents for greatly reduced property values?

I am an avid cyclist and would love to have more, safe bike paths, but this is not a good area for one. There are plenty of public areas for recreation that are safer, less disruptive and less expensive to develop than this. How about developing the west end of Hayden Island for multiple uses? It is huge untapped area with great potential.

Sincerely,

Bryan R. Gilham

Columbia Point resident

104 N. Hayden Bay Dr.  
Portland, OR 97217

**From:** Gaye Ann Flyer [<mailto:gazemail@gazings.com>]

**Sent:** Saturday, March 05, 2016 1:18 PM

**To:** Patricolo, Francesca <[Francesca.Patricolo@portlandoregon.gov](mailto:Francesca.Patricolo@portlandoregon.gov)>

**Subject:** [User Approved] Re: TSP amendment to bicycle classification on Hayden Is.

Thank you very much for your reply regarding the bike path around Waterside and Hayden Bay communities.

The thing that was most astounding to all of us was that we knew nothing about it, nor did people from Columbia Point or Waterside community and we're just stunned how it came out of nowhere.

As we walked the other night along the pathway from our condominium on Hayden Bay past the Red Lion to the Interstate Bridge, three abreast and holding hands, we could only marvel at the beauty and serenity and the feeling of safety that we didn't have to dodge any bicyclists.

We have also spent years walking along the path that runs beside and behind Jantzen Beach RV Park and Mobile Home Community. There is something to say about peace and serenity and the feeling of safety and the ability to stop and look at the water, watch the birds, the ducks, the geese and the squirrels as they enjoyed their peace and serenity.

We spent 12 years staying at the Jantzen Beach RV park and were always very happy to go on our walks along the waterfront and feel safe.

Yes, we do listen to the airplanes from the airport, the fighter jets, the trains, the opening and closing of the train bridge but it all became part of where we were living.

We choose not to walk along Marine Drive's path because we do not want to be dodging bicycles and other people in order to have a peaceful quiet existence.

There are miles and miles of bicycle paths in the city and I'm sure more to come but it is a shame to invade serenity.

We feel it is very wrong for the views and privacy living at the waters edge to be taken from anyone by building walking and biking paths that will just drop their land value and interrupt their peace and quiet.

There are so many places in the city that people already have access to ride and many places that will be made accessible but someone has to consider the fact that people choose to live in quiet places for reasons and enjoy every moment of their peace, quiet and serenity.

All I could think about the other evening while we were walking was what it would be like to have to dodge bicycles, more people walking, dogs that are quite often off their leashes.

Also the unfortunate fact that a good part of the people do not follow the rules that are set up for them.

If bicycles have the same rules as automobiles, they should be following the same rules as people who drive automobiles such as stopping at red lights, not riding on the sidewalk, and riding in crosswalks. This is for their safety and for the safety of pedestrians and motorists.

I say this as a person who used to ride my bicycle all over West Los Angeles and Santa Monica California when I was younger and I'm not against bicycle riders. I am against the entitlement that they feel when it comes to following rules.

I write this as I sit here looking out my window at the beauty of the water, the boats and still have the gnawing feeling of the upset that I feel when bicycles do come tearing down our path, even though it is posted everywhere that no bicycles or dogs off of leashes are allowed.

I shudder to imagine how many people will just have to explore where they're not supposed to go and wonder how they're going to keep this from happening as it is in our nature to want to see what is around the corner.

Thank you for your time and please consider all of the people who live along the water at Jantzen Beach and the guests that come to the Red Lion Hotel.

Gaye Flyer  
214 N. Hayden Bay Dr.  
Portland, Or., 97217  
Sent from my iPhone

**From:** NancyVardanega [<mailto:nancyvardanega@comcast.net>]  
**Sent:** Friday, March 04, 2016 8:58 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Timme & Laura Helzer <[helzert@comcast.net](mailto:helzert@comcast.net)>  
**Subject:** TSP Testimony

Dear Mr. Geller,

My husband and I applaud your efforts to make Portland a more bike friendly city. He is a dedicated bicyclist. We both know bicycling is a great part of our community.

However, a plan to change the walking paths to multi use paths on Hayden Island, we believe, is ill advised.

It is not like any other area of the city, which is why we chose to become residents.

Hayden Island includes a large senior/retired population which uses the walking paths to safely exercise and maintain a healthy lifestyle. The path also offers a great exercise option to low-income members of the community who can't afford a gym. It provides a link to nature and a serenity we need to manage the stresses of the world around us. It offsets the noise of planes overhead and, at times, a roaring speedway, and the often difficult commute home.

We can assure you the part of the path near our home is used extensively by walkers and people exercising their dogs. Portland, as you know, is also a very "dog-loving" community. Hayden Island is no exception.

The current path is an area where Geese and ducks, and other wildlife feed. They would be traumatized by swiftly moving bicycles. We've seen their distress when people break the rules and ride bicycles down the path.

Hayden Bay is also home to boat docking and many recreational water sports. Widening the path, and carving out a part of the bay to make a multi-use path would severely impact the environment around it, and have terrible consequences for the many people who use the water.

If the area was suitable for a bigger multi-use path we don't think people would object. But the people who actually live here do not believe it would be a responsible use of the area.

Please, choose carefully, listen to the people most affected by this. We believe our current political climate is so shattered because so many people have not been heard, have not been served and have lost faith and patience.

The most important part of a great city is caring for its residents. All of its residents.

Please, do not pursue a bike path on Hayden Island. Perhaps look at improving and extending the bike paths along Marine Drive/ The Columbia River.

Thank you for your consideration.

As Maya Angelou once said, "When you know better, you do better."

We have great confidence, as you hear and understand how the people on this Island feel about this proposal and the facts surrounding it, you will make the right choice.

Sincerely,

Nancy Vardanega

[nancyvardanega@comcast.net](mailto:nancyvardanega@comcast.net)

Dick Vardanega

[DickV77@comcast.net](mailto:DickV77@comcast.net)

216 N Hayden Bay Drive 97217  
(503) 282-9096

**From:** Mike Steinbach [mailto:steino53@gmail.com]  
**Sent:** Friday, March 04, 2016 10:39 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

My name is Michael Steinbach, I live on Hayden Island. I have recently been informed that the Portland Planning & Sustainability Commission is proposing a bike path/walking path on Hayden Island. From what I have read this path would cross over many Condominium HOA properties and extend from the Columbia River Red Lion hotel to the Columbia River Yacht Club and then onto Tomahawk Island Drive. I also understand that this path would necessitate the cutting down of up to 30 trees.

I am vehemently opposed to this plan and I wonder if anyone on the commission has ever come out to Hayden Island and walked along the existing walking path.

The existing walking path extends from The Waterside Condominiums along the Columbia River into Hayden Bay and ends at the west edge of the Columbia River Yacht Club. This walking path has signs along the way prohibiting bicycles, skateboarding, and skating. There is a very good reason for this - the majority of people who walk along this narrow path are adults ranging from age 40 up to 70 and beyond. This is a leisure walking path where people can enjoy the view and serenity of a quiet and peaceful walk without being run over or harrassed by bicycles..and we like it that way.

The walking path in and around Hayden Bay is narrow and does not have available space for bicycles. It passes by 4 condominiums and a homeowners association that all enjoy the respite from crowds of people clamoring along a narrow path with bicycles speeding along disrupting the enjoyment of a leisurely walk. This proposed bike path would bring an element of people who would disrupt a lifestyle enjoyed by people who have paid a price for their quiet environment and they should not have to endure some city bureaucrats idea for a bike path that is neither wanted or necessary.

In a city known for it's love of trees, I find it ludicrous that a city bureaucrat would think it a good idea to cut down up to 30 trees to make a bike path for a small segment of the population at the expense of those people who currently enjoy the solitude and the environment that these very trees provide.

As a resident of Hayden Island, I strongly urge the Planning and Sustainability Commission to strike down this ill conceived proposal.

Michael Steinbach  
707 N Hayden Island Dr unit 212  
Portland, OR 97217  
503-477-7961



**From:** Bowen Marc [mailto:marcbowen77@gmail.com]  
**Sent:** Friday, March 04, 2016 10:03 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Regarding the proposed bicycle path around Haden Bay:

This is a bad idea. The walking path around the bay is not big enough to accommodate bicycles. It is narrow, with frequent corners some of which are visually obscured, and way to close to residential homes to provide an enjoyable experience for either bikers, or the existing walkers and joggers.

I am a home owner on the bay with a condo adjacent to the path. Daily the path is used by walkers and joggers who often, even while passing each other need to yield to the grass to get out of the way of each other. I can't imagine what will happen when bicyclists are added to the mix.

As people walk their leashed dogs, the width of the path only allows for the walker and his/her dog. Being approached from the rear by a bicyclist will only cause havoc with the Dog and the walker, and at the same time cause the biker to either stop, yell or plow through. None of which is a good scenario.

The path as it is, doesn't really lead to any destination that Tomahawk Island drive already goes to. Tomahawk Island drive is bike friendly, has slow and infrequent auto traffic, and is a pleasant ride.

In addition to the above, myself as a homeowner is concerned about the addition of more transient visitors and the possibility of vandalism at the many properties and marinas that share Hayden Bay.

Please, reconsider this idea. There are many other areas that can accommodate the bicycles.

I'd appreciate a confirmation of receipt, as well as e-mails of any correspondence on this matter.

Regards,

Marc Bowen

[marcbowen77@gmail.com](mailto:marcbowen77@gmail.com)  
182 N Hayden Bay Drive  
Portland 97217  
503-295-3641

**From:** justikk@aol.com [mailto:justikk@aol.com]

**Sent:** Thursday, March 03, 2016 4:49 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** TSP Testimony

As a long time home owner along Hayden Bay in Portland Oregon (16 years) I am very concerned and against the plan of making the walking path around Hayden Bay a publicly accessible bicycle path. This pathway is a private, very narrow walkway that has sharp turns that go right in front of peoples homes! Having the public ride bicycles on this pathway would be very dangerous for the public as well as for home owners living on the pathway. It is called a walking path for a reason. As it stands right now, the pathway is not wide enough for 2 people to walk side by side without stopping to let oncoming walkers pass by. Having bicycles in the mix is a huge safety issue. There is not ample room to expand the pathway to even make this plan feasible.

I oppose this plan strongly, and hope you consider stopping this project for the safety of the public and for home owners along the pathway.

Thank you,

Kristin Justik  
186 N Hayden Bay Dr.  
Portland, OR 97217

-----Original Message-----

From: Randy & Sue [mailto:ransue5152@gmail.com]

Sent: Thursday, March 03, 2016 11:05 AM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: TSP TESTIMONY

TO ALL THOSE CONCERNED WITH THE PROPOSED PLAN FOR A BIKE PATH ALONG HAYDEN BAY:

AS A RESIDENT OF HAYDEN ISLAND WE STRONGLY OBJECT TO THE DEVELOPMENT OF A BIKE PATH ALONG THE BAY. THIS IS A WALKING PATH THAT HAS BEEN DESIGNED TO BLEND IN WITH THE NATURAL ENVIRONMENT. THE DISRUPTION TO THE NATURAL LANDSCAPE IS NOT ACCEPTABLE. PLEASE! ! DO NOT MOVE FORWARD WITH THIS PROJECT.

Susan and Raymond Adams  
663 N. Tomahawk Island Dr.  
Portland, Oregon 97217

Sent from my iPad

**From:** Gary Wright [mailto:gary@machinerysales.com]  
**Sent:** Wednesday, March 02, 2016 3:36 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** proposed Hayden Island bikepath?

Hi,

I'm not sure if I have the correct email but I would appreciate it you would send my email to those involved with this proposal. Thank you.

We have found out that the City is contemplating (again) making the walking path from The Red Lion Hotel to and around Hayden Bay into a destination bike path. We received no notification of this proposal but found out via Facebook. My wife and I have lived on Hayden Bay for over 12 years and it seems this horrible idea resurfaces every few years. The private path fronts six different condo associations and one group of private homes along its route. It is enjoyed by multitudes of walkers and runners, both locals and visitors. It was determined years ago that it is unsafe for bikes due to the narrowness and dangerous angle to the river. The neighborhoods have shared this path with the public, maintained it and lit it. Occasionally, a rogue bike rider will decide to ride on it and when told it is not for bikes, they many times respond with profanities, both verbal and physical. Most agree to dismount, apologize and walk their bike to the nearest exit. If what we hear is true, the city is thinking of a 26 ft. wide path to accommodate walkers, bikers and vegetation. Our deck is about 20 ft. from the path. We will not let our private property be taken by the city for a bike path to nowhere.

Hopefully, the City will rethink this idea and spend their limitless budget somewhere else. I look forward to your response.

Sincerely,

Gary Wright  
MACHINERY SALES CO., INC.  
9802 N. Vancouver Way  
Portland, OR 97217  
Phone: 503-285-6691  
Fax: 503-285-0449  
[www.machinerysales.com](http://www.machinerysales.com)



**From:** Tony Martinez [mailto:hamkmm@msn.com]  
**Sent:** Wednesday, March 02, 2016 11:35 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

To: Portland Planning and Sustainability Commission

I am writing today about the proposed addition of a new bike path on Hayden Island around Hayden Bay. Proposed TSP Amendment - Section 5 Bicycle Classification - A3 (City Bikeway)

As a avid biker and having lived on the island for over 15 years, I am very familiar with the limited road and path conditions on the Island. Due to this fact, my friends and I ride along the Marina Drive bike path that is very wide and built to safely accommodate both bikers and walkers. This bike path is accessible to all that want to safely ride a good distance with fabulous scenery.

The proposed new bike path will create a very hazardous situation for bikers. Currently, the proposed bike path is a very narrow path and is used continually by power walkers, elderly strollers, joggers, Moms with those very wide baby carriages, dog walkers, and lots of local wildlife. By opening this path up to bikers, you will be putting the current users of the path in danger AND the new bike users will ride into hazards that they will be unprepared for. I can imagine a bike rider swerving to miss a baby carriage and going down the 20' steep rocky embankment into the bay below.

On Hayden Island, as a bike rider, I can safely ride from the east end to the west end along Tomahawk Island Drive and then connect to Hayden Island Drive. Why would I need a path that is fraught with physical danger?? What I suggest is making the west end of the island into a park and create proper paths for bike riders and for walkers.

Please do not create more of a public hazard for the unknowing bike rider and keep Portland safe for all.

Thank you for your time and consideration.

Tony Martinez

Tomahawk Island Drive

**From:** Marleah Llewellyn [mailto:marleah.llewellyn@gmail.com]  
**Sent:** Wednesday, March 02, 2016 4:25 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Protest against having the bike path running

I protest the bike path crossing Riverhouse Condos  
It would take up our property and bring unwanted  
people on our property. It will not be safe for us.

Please stop the bike path!!!!

Thank you  
Marleah Llewellyn  
601 N Tomahawk Is. Dr.  
Portland, OR 97217

--

Marleah Llewellyn  
Home: 503.223.3639  
Cell: 503.309.8014  
[MarleahLlewellyn@gmail.com](mailto:MarleahLlewellyn@gmail.com)

**From:** Donna Hempstead [mailto:[enviro-eco17@msn.com](mailto:enviro-eco17@msn.com)]  
**Sent:** Wednesday, March 02, 2016 11:48 AM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Cc:** Sean Penrith <[seanpenrith@gmail.com](mailto:seanpenrith@gmail.com)>  
**Subject:** TSP Testimony - Bike Path

To the Planning Commission,

We are residents of Tomahawk Island Drive above Hayden Bay. It is our understanding you are considering taking private property to extend a bike and pedestrian path along the Bay. We have a few comments:

1. The pathway in front of Hayden Bay Condos is about 3 feet wide. Extending it to 10'-12' will adversely affect our property and take property for public use.
2. Adding the amount of Impervious Surface Area could violate both the Clean Water Act (Stormwater), and the Endangered Species Act (Salmon Recovery Program). As such, we assume you would be required to obtain a permit from Portland BES to avoid that violation.
3. The pathway is at the top of the Special Flood Hazard Zone. How do you justify further development in this zone?
4. Taking our property for public use would cause a permanent physical invasion of the private property around the Bay. We assume you will provide just compensation if the project goes forward.
5. Are you aware of the physical constraints of your plan? Most of the area around the Bay slopes down to the existing path. Cutting into that slope would require retaining walls around a substantial portion of the properties, and significantly change the character of our property.
6. The existing community is quiet and private. There is the expectation of privacy; people bought into this community with that expectation. This could cause a substantial loss in value of hundreds of property.

**Donna G. Hempstead and Victor Viets**  
*Tomahawk Island Drive*  
*Portland, OR 97217*  
[enviro-eco17@msn.com](mailto:enviro-eco17@msn.com)

> -----Original Message-----

> From: Gaye Ann Flyer [<mailto:gazemail@gazings.com>]

> Sent: Wednesday, March 02, 2016 4:15 PM

> To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

> Cc: [helzert@comcast.net](mailto:helzert@comcast.net)

> Subject: Proposed plan for bikepath how long Hayden bay and the Columbia River

>

>

> To whom it may concern:

>

> After reading an email regarding a discussion with Mr. Geller, I am horrified at his proposal. Does that mean we will have people coming right along our deck so we can hand cookies out as they ride. How will people access their boat docks, how will we access our pool and how will you keep from taking our front yards away. We were to also understand that there would be 30 trees removed. As a homeowner on Hayden Bay at Riverhouse East, we are delighted with our privacy, serenity, peace and do not want to be disrupted by people bicycling and walking right along the edge of our homes and our swimming pools. We spent a lot of money to choose to live here for the very reasons that I listed above and do not want the value of our homes to go down due to the need of the bicycles to be everywhere.

>

> There is just enough room for people to walk their pets and their strollers, walker's, elderly people's safety, the indigenous wildlife and their safety.

>

> I am strongly opposed to this plan and I cannot emphasize that enough.

>

> Gaye Flyer

214 N. Hayden Bay Dr. Portland, OR., 97217



-----Original Message-----

From: Chet Caruthers [mailto:[chetzmail@gmail.com](mailto:chetzmail@gmail.com)]

Sent: Wednesday, March 02, 2016 4:27 PM

To: Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

Subject: TSP Testimony

As a homeowner in Riverhouse East, I vehemently object to the proposed "Bike Path" from the I-5 bridge to the Columbia River Yacht Club and out to N. Tomahawk Drive. It threatens not only our property values, but the safety and security of our community. We recently purchased our home because of the privacy, view, and security of being part of an HOA and the shared private property.

Destroying the sense of community we have here goes against the spirit of Portland that we love!

Chet Caruthers

214 N Hayden Bay Dr, Portland Oregon 97217

**From:** Cheri Calvert [mailto:cheri@chericalvert.com]  
**Sent:** Wednesday, March 02, 2016 11:19 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP TESTIMONY

As a property owner at Riverhouse, I am very concerned about the injuries that will occur and the resulting liability if this walking path is used for bicycles. It is too narrow, with curves and dangerous drop-offs to the river in several areas.

Thank you for your consideration of these safety concerns!

I protest this plan. We believe that this new path would threaten our foundations, pools, Marina access and the security of our homes.

--

Cheryl D Calvert  
444 N Hayden Bay Drive  
Portland, OR 97217

Web Developer  
[www.CheriCalvert.com](http://www.CheriCalvert.com)  
208.755.2276 - Idaho  
253.448.3755 - Washington & Oregon

**From:** Edward N. Parkes [mailto:[enparkes@gmail.com](mailto:enparkes@gmail.com)]  
**Sent:** Tuesday, March 01, 2016 2:12 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Walking Path Around Hayden Bay

At present the subject path is too narrow, in places, for two people to pass each other. If bikes were added to this mix I can only foresee the path turning into a bike speedway and walkers being run over.

--

Edward N. Parkes

407 North Tomahawk Island Drive  
97217

**From:** Dr. Parker [<mailto:doctorp@ix.netcom.com>]  
**Sent:** Tuesday, March 01, 2016 10:58 AM  
**To:** 'helzert@comcast.net'  
**Subject:** Hayden Island Bike Path

Dr. Helzer: I am sending you this message to inform you of my opposition to the proposed bike path that will traverse the perimeter of Hayden Bay. As an avid biker and a resident of Hayden Island I hope you will consider what I have to say: I believe Hayden Island offers a great deal for bike enthusiasts like myself who regularly ride in the area. As a resident I am very familiar with what the area offers and the problems associated with proposing to include the walking path along Hayden Bay in the plan. There are several constricted areas bordered by the steep incline down to the water on the bay side and two existing pool/recreation areas that encroach upon the path as it existed. It is my opinion that a strong engineering and financial input would be necessary to change those choke points that would have to include bikers and foot traffic that already requires single file passage in those areas. You may find my next point to be somewhat amusing but to us residents the flocks of geese that claim the bay and bordering lawns and pathway are a real problem in that they have not responded to any attempts to move them or discourage them from raising their young there and copiously defecating on the walking path. The large population of geese inhabiting Hayden Bay and their activities makes the walking path virtually unusable from early spring to early fall as the amount of feces on the path discourages anyone from walking let alone biking there during that time. I believe the West end of the Island offers a much better option for biking and extending access to a wonderful undeveloped area. Thank you for your consideration!

Arthur L. Parker DMD  
275 N. Lotus Beach Dr.  
Portland, OR 97217

-----Original Message-----

From: Kara Mills [mailto:karamills@sbcglobal.net]

Sent: Tuesday, March 01, 2016 11:10 AM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Cc: Sean Penrith <seanpenrith@gmail.com>

Subject: Tsp testimony

Hello-

We are property owners at hayden bay condominiums and were recently made aware that the city of portland wants to exercise eminent domain & somehow acquire our biking path. We are 100% against this idea. Transients & theft & other crimes is a significant problem on hayden island & we only envision making our path more of a public thoroughfare would exacerbate this exponentially.

To restate, we are 100% against this idea.

Kara & Brady Mills

405 N Tomahawk Island Dr.

Sent from 503.709.8966

From: Timme Helzer <[helzert@comcast.net](mailto:helzert@comcast.net)>  
Sent: Friday, March 4, 2016 9:37 PM  
Subject: Re: Hayden Island Plan council files  
To: Igarta, Denver <[denver.igarta@portlandoregon.gov](mailto:denver.igarta@portlandoregon.gov)>  
Cc: Timme Helzer <[helzert@comcast.net](mailto:helzert@comcast.net)>

Thank you, Denver, for the insightful conversation late Friday afternoon, and these hyperlinks from your PBOT archives. All of it will help me communicate most accurately and completely with my many neighbors who have been very surprised, under-informed, and quite upset with the re-emergence of the city's bike path "plans" for Hayden Island. Some may even have imagined hearing D-12 Cat engines revving in the background.

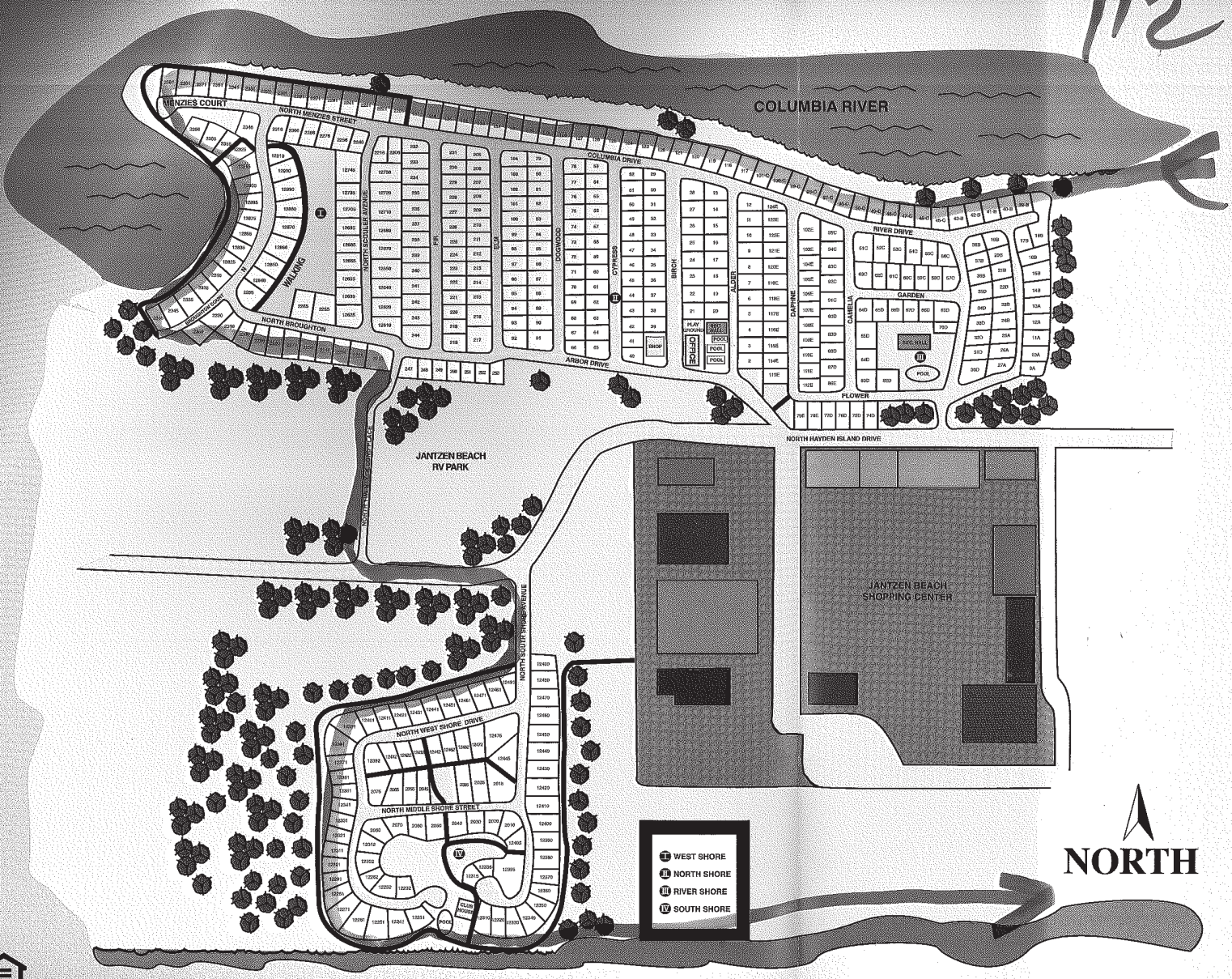
Although you and your colleagues have brought out many clarifications and timely changes in the last few days, many safety, accessibility, and feasibility issues remain, mainly along the Columbia River, from The Waterside and Red Lion Hotel west, all the way to Granny's Cove near the railroad bridge, around the west end of the Manufactured Home Community, and east through the Jantzen Beach Mall.

I look forward to continuing our conversations about these remaining issues in the weeks ahead, to work for their mutually agreeable resolution.

Best regards,

Timme

112



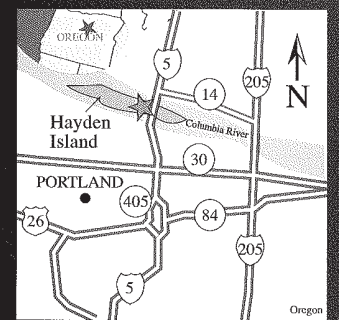
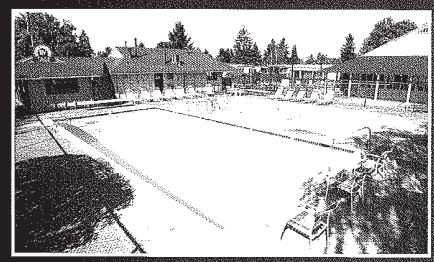
# Hayden Island

**HUDDON BOARD**  
**TIMME A. HELZER, Ph.D.**

Professor and Consultant  
 Systems Thinking, Learning, Research  
**OFFICE (503) 247-0303**  
**MOBILE (971) 678-9925**  
**PORTLAND, OREGON**  
**HELZERT@COMCAST.NET**  
 Credentials on LINKEDIN

## Community Features:

- Large riverfront lots
- 3 clubhouses with kitchens and activity rooms
- 3 heated swimming pools "in season"
- Scenic nature trails



1503 North Hayden Island Drive  
 Portland, Oregon 97217  
**(503) 289-8753**



**From:** Alisa Owens [mailto:owensalisa5@gmail.com]  
**Sent:** Monday, February 29, 2016 10:13 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony in Regards to Bicycle Classification Maps Hayden Island

Hello

This is in regard to the proposed Bicycle Accessibility on the North Hayden Bay Walking Path. My husband and I are homeowners at the Hayden Bay Condos which are situated directly along the North Hayden Bay Walking path. It has come to our attention that the city of Portland is proposing to make this walking path accessible to public bicycle traffic and general public accessibility. We are avid walkers, runners and bikers, yet we believe this is an extremely ill conceived idea and needs to be prevented. The following are just a few of the reasons this is NOT a good idea.

1. Approximately 40% and possibly more of the path is not wide enough for 2 pedestrians to walk shoulder to shoulder let alone a bicycle or two. We frequently run and walk this path and need to move to single file around the narrow curves around the bend in the bay and the two pools that are located on the bay. There are several places where it would be nearly impossible for a bicycle to safely navigate around the bends without danger of going down a rocky embankment. If there were any other pedestrians, bicyclists, dog walkers, parents with strollers it would become nearly impossible for anyone to pass each other.
- 2) There is limited access to the path through private property with no parking related to it which would cause problems for not only homeowners, but would inhibit emergency workers from getting to anyone in case of an accident - and I can assure you with the design of this path which was intended only for a walking path, there WILL be an accident. There is NO vehicle access to the path AT ALL, including the paths from the Marina parking lots to the path, which only accommodate persons and carts to move things from the lot to the marina.
- 3) While the path is lit at night with path level lights, please trust me that it is still very dark, as there are no lights other than those and some ambient Marina light.
- 4) The homes and condos along the path have no barrier between them and the path, which leaves them vulnerable to unwanted public bicycle and pedestrian traffic crossing their private property when they can't navigate the path or find the paths for Ingress and egress. It would most certainly provide an opportunity for even more crime and vandalism than we are experiencing today, including frequent thefts and vandalism, including but not limited to a recent incident of a boat owner in one of our marinas reporting a bullet hole in his windshield.
- 5) There is a significant amount of indigenous wildlife on the island in general, and the Bay in particular - wild geese, wild ducks, blue herons, to name just a few. These birds, particularly the geese nest here and frequently are on the paths with their youngsters, which would be VERY hazardous for bicyclists as well as the geese. You may or may not know this, but geese pretty much eat and poop, that's about it, and the path is frequently covered in slimy goose poop, making walking and running quite a challenge and bike riding would be a whole new level of danger. The grade down to the bay is steep around its entirety and it is covered by rocks, gravel, weeds and gravelly dirt to prevent erosion.

There are probably numerous other reasons why this is a very bad idea. I am sure that if you took the time to actually visit this walking path which you are proposing to turn into a bike path, you will agree with my husband and me, as well as our neighbors that this is not a feasible idea and would provide no benefit to anyone - Hayden Island homeowners, the public, walkers, joggers,



children, parents with strollers and most certainly not bicyclists who rarely cycle alone and would be in more danger than anyone else while sharing the path at any given time.

I urge you to reconsider this idea and take into consideration the uniqueness of this area, the wildlife, and the Walking Path around it, as well as the residents of Hayden Bay.

Best Regards

William Martin Owens and Alisa Owens

545 N Tomahawk Island Dr

Portland, Or 97217

503-419-7371

**From:** Scott Huff [mailto:scotthuff29@gmail.com]

**Sent:** Monday, February 22, 2016 3:26 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** TSP Testimony - Comments on Section 5: Bicycle Classification Maps, Page 7, Hayden Island

Portland Planning and Sustainability Commission Members and Staffers,

In reviewing the Transportation System Plan Update - Stage 2, I noted that the map on page 7 of Section 5: Bicycle Classification Maps shows "City Bikeway" on the northeast side of Hayden Island, running southeast from I-5 to Hayden Bay, then around Hayden Bay, and then some how reaching Tomahawk Island Drive. This leads me to ask the following questions.

1. Since the existing path in that area is privately owned by six or seven homeowner associations (which prohibit bicycles on the path and which close the path one day a year to maintain private ownership) how does the city plan to acquire the land?
2. Since the existing path is quite narrow and adjacent to steep embankments, how does the city plan make improvements that would provide a path wide enough to safely accommodate both bicyclists and pedestrians?

Thank you in advance for any guidance you can provide.

Scott Huff  
619 N Tomahawk Island Dr  
Portland, OR 97217  
[scotthuff29@gmail.com](mailto:scotthuff29@gmail.com)  
503.481.4748

**From:** Sabolch Horvat <[sabolch.horvat@gmail.com](mailto:sabolch.horvat@gmail.com)>  
**Sent:** Friday, February 19, 2016 10:45 PM  
**To:** Planning and Sustainability Commission  
**Subject:** Public comment on proposed parking changes in Portland NW

Dear PSC,

I am writing to oppose the proposed minimum parking requirements for new buildings of at least 30 units. Parking and vehicles are privileges, not rights that should be required for implementation by builders.

The proposed rules would encourage more congestion and would be bad for the environment. Public transportation and active transportation options such as bicycling should be expanded instead of requiring a minimum number of parking spaces for large buildings.

Thank you for reading my comments,  
Sabolch Horvat  
3137 NE 11th Ave #A  
Portland, OR 97212

Cevero Gonzalez  
Portland Bureau of Transportation  
1120 SW Fifth Ave, Suite 800  
Portland, OR 97204  
cevero.gonzalez@portlandoregon.gov

Feb 10, 2016

RE: NE 7th Ave Neighborhood Greenway

Dear Cevero,

The King Neighborhood Association would like to add to the chorus of voices advocating for the designation of NE 7th Ave as a north/south neighborhood greenway between Sullivan's Gulch and Alberta St. 7th Ave is currently being used as a cut-through by automobile users trying to avoid congestion on MLK Blvd just a few streets over. It is also a heavily used route for bicyclists and pedestrians and is unsafe and dominated by cars in its current condition. With the likely addition of a bike/ped bridge over I-84 in the Lloyd District it will be even more important to make 7th a safe corridor for all ages and all travel modes.

Although 9th Ave has been proposed as an alternative, this idea has been thoroughly discredited by surrounding neighborhoods and, in particular, bicyclists. 9th has a steeper grade north of Broadway and also requires riding through Irving Park. Irving Park has inappropriate infrastructure for a greenway, has a very unsafe crossing at Fremont/9th, and is also not a favored route for people, especially women, traveling alone at night. Furthermore, 9th south of Broadway has no infrastructure for bicycles and passes by the Lloyd Center Mall parking garages. The mall has already stated that they are opposed to the idea of multi-modal improvements there.

7th Ave, in contrast, has a mellower grade, is efficient and direct, and has existing bike infrastructure south of —and across— the Broadway/Weidler couplet. Most importantly, 7th is *already used extensively by people on foot and on bike*. The KNA was assured as recently as last month by PBOT engineer Scott Batson that the only thing standing in the way of turning the street into a neighborhood greenway is political will.

If Portland is going to achieve a 25% mode split for bicycling by 2030 (as outlined in the Portland Bicycle Plan enacted in 2010), this project is an ideal example of the sorts of investments PBOT must make to allow people of all experience levels and all ages to safely traverse the city. The time is now. We look forward to working with PBOT and our fellow neighbors in making this smart, urban vision for 7th Ave a reality as soon as possible.

Thank you,

Andrew Neerman  
KNA At-large Rep/author

Nicholas LaRue  
KNA Board President

Blaire Ottobani; Matt Anderson; Diego Gioseffi; Derwin Cunningham; Eileen Kennedy

**From:** [fuecarlos@gmail.com](mailto:fuecarlos@gmail.com) [mailto:[fuecarlos@gmail.com](mailto:fuecarlos@gmail.com)] **On Behalf Of** Carlos Fuentes  
**Sent:** Wednesday, February 10, 2016 7:30 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony

Hello,

I'd like to provide testimony regarding the bike lane gap between Cully and Alderwood crossing Columbia Boulevard.

This stretch was part of my daily bike commute, and is still a route I use regularly when visiting the office near Cascade Station. The crossing of Columbia and the stretch through the golf course are the most dreaded part of this route. Jockeying with semis and high-speed traffic makes me stay out of traffic as much as I can, and instead gingerly use the narrow, glass covered sidewalks on Columbia. When going through the golf course on Alderwood, cars frequently pass me on the limited-visibility curve just before the stoplight.

I've had many co-workers cite the general difficulty of crossing the Columbia and making to the Cascades Parkway as the reason they do not bike commute to work, even though they only live a couple miles away.

Please invest in making this crossing safer and more welcoming.

Thank you,

-Carlos Fuentes  
1803 SE 41st Ave  
Portland, OR 97214

**From:** Mary Reese [<mailto:uuspirit@yahoo.com>]  
**Sent:** Friday, February 05, 2016 9:13 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** TSP Testimony - NE 148th - Castlegate

Portland Planning and Sustainability Commission

SUBJECT: TSP Testimony - NE 148th - Castlegate

February 5, 2016

I have lived in Rivercliff Estates condos since 1999, which is right across NE 148th from where the Van Buren's beautiful home will be demolished and the Castlegate Ghetto will be built. I can't believe how crowded the blueprint looks. No room for trees or anything. *(Please don't let them cut down the grand old chestnut tree too - is nothing sacred anymore? It just wants to live, along with the hundreds of daffodil bulbs in the ground underneath it.)*

There doesn't seem to be any visitor parking in the ghetto plan, and even the insufficient regular parking will overflow onto Rose Parkway on the Argay side *(have you seen how many houses have gone up for sale there?!)*, and onto the #23 bus stop and Rose Parkway between the condos on the Wilkes side of 148th. It's going to be a noisy slum with lots of crime and people dashing on foot across 148th with no crosswalk or sidewalks.

Regarding 148th, it's russian roulette every time I try to turn left from Rose Parkway. My former roommate got his car totaled there. My neighbor got rear-ended by a car flying over the blind hill. These things are the tip of the iceberg. That hill - it's got to be leveled out a bit, before someone dies.

NE 148th between Glisan and I-84 is a nice 4-lane road plus a center shared turn lane, sidewalks and bike lane. Too bad the railroad built such a narrow bridge, so the road HAS to narrow down to two lanes there. But there is PLENTY of land north of the RR bridge along 148th between I-84 and Sandy to continue with the center turn lane and have sidewalks & bike lane. Not enough room for five lanes, but at least we could have three. How wonderful it would be for all of us who have to run the dangerous gauntlet every day in order to turn left from the numerous cross streets and driveways.

Thank you.

Mary M. Reese  
[uuspirit@yahoo.com](mailto:uuspirit@yahoo.com)  
503-929-7788  
15125 NE Rose Parkway  
Portland, OR 97230

**From:** Chris Whelpley [mailto:crwhelpley@gmail.com]  
**Sent:** Tuesday, January 19, 2016 11:28 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** TSP Testimony

Hello,

My name is Christopher R Whelpley and my address is 6755 N Salem Ave. Portland, OR 97203.

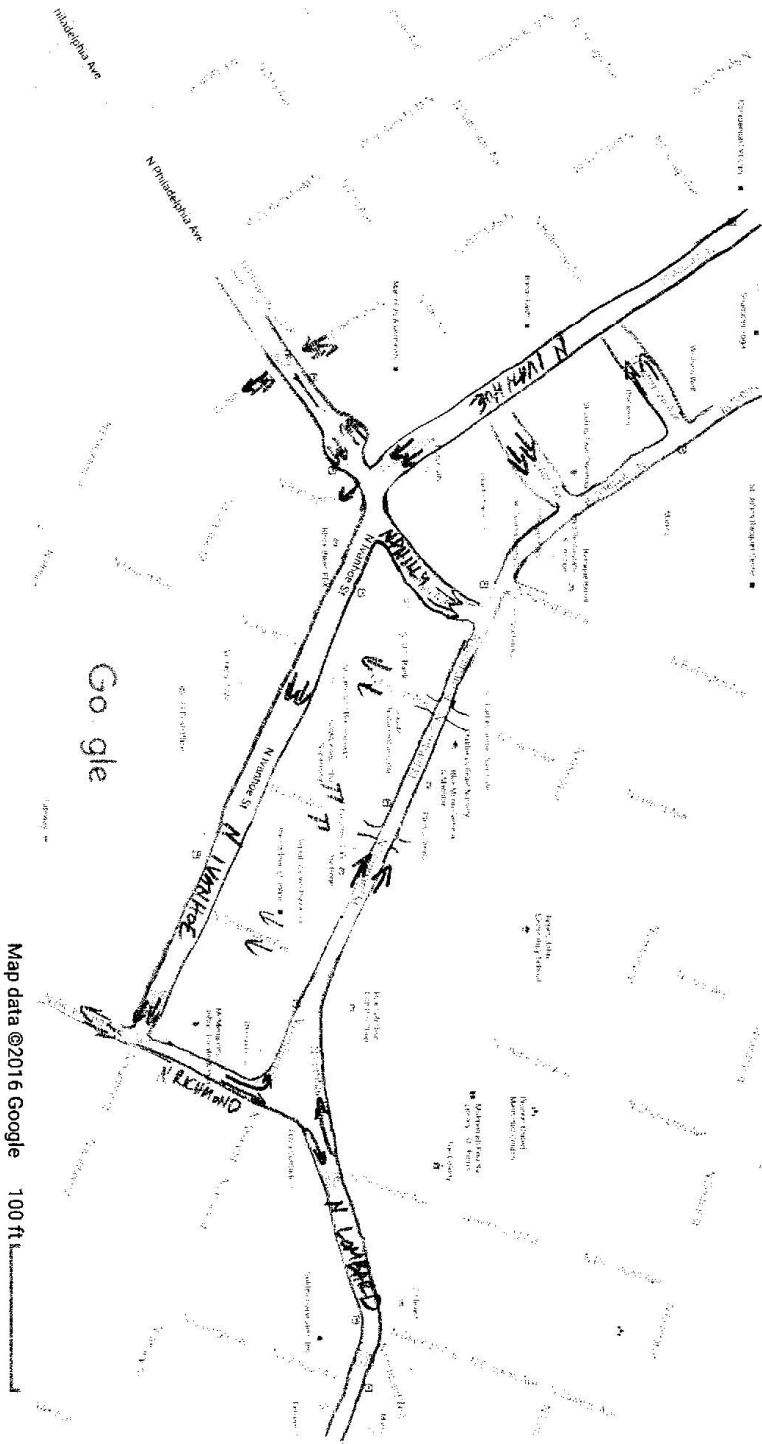
I am emailing because we need a series of One Way Streets creating a "St. John's Loop." This will correct the congestion of the Temporary St. John's Truck Strategy, difficult driving conditions for Trimet buses and allow for safer bicycle and pedestrian paths.

Creating the "St. John's Loop" will be accomplished by connecting N Ivanhoe, N Richmond, N Lombard and N St. Louis as a dual lane one way loop. This will allow trucks greater turning radius at intersections and create a more direct path from N Columbia Blvd to N Columbia Way to N Fessenden continuing onto N St. Louis.

Thank you for your time,

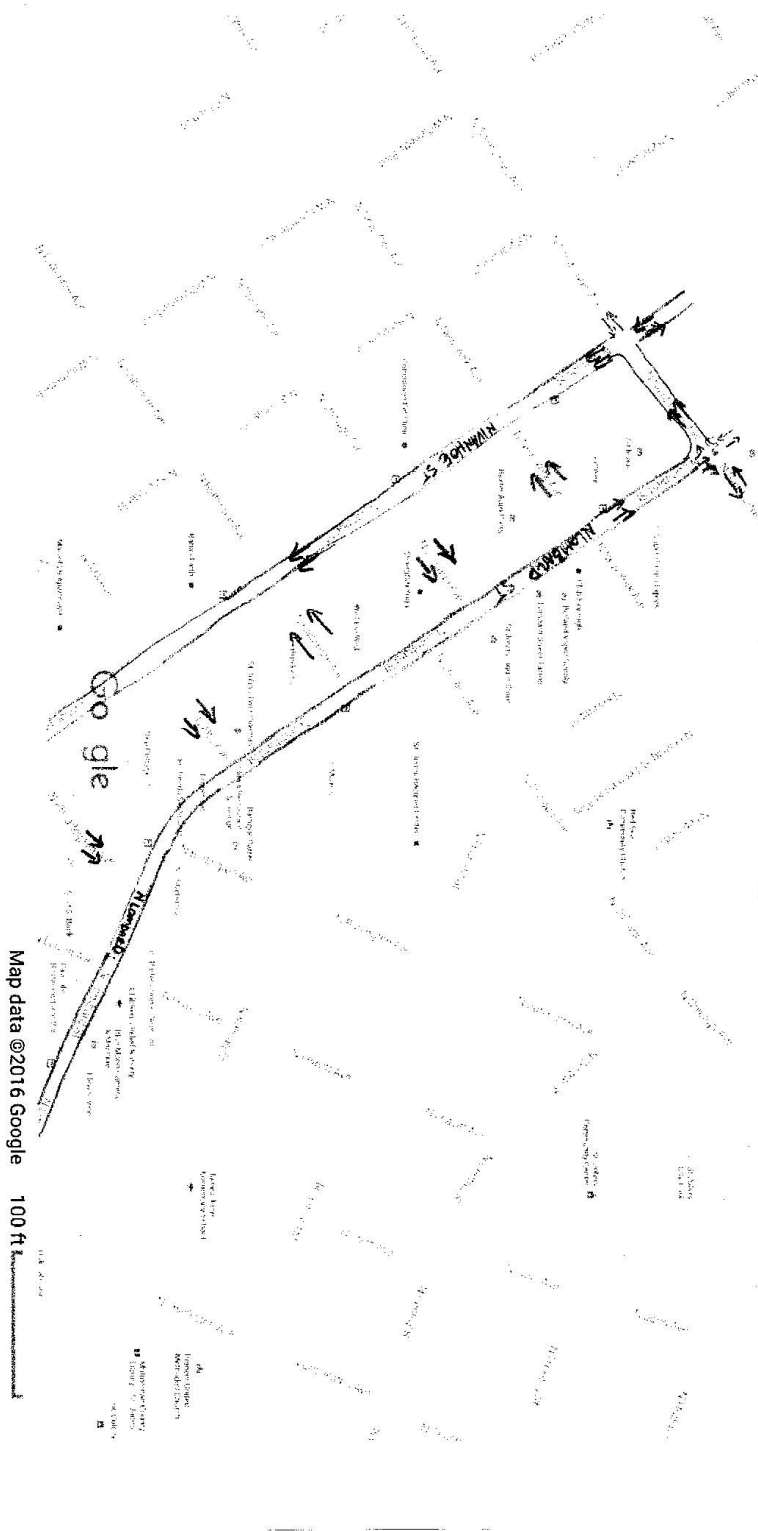
Chris Whelpley

# Google Maps





# Go gle Maps



**From:** Wagner, Zef  
**Sent:** Thursday, January 21, 2016 3:05 PM  
**To:** [elaine\\_okeefe@comcast.net](mailto:elaine_okeefe@comcast.net)  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>; Igarta, Denver <[Denver.Igarta@portlandoregon.gov](mailto:Denver.Igarta@portlandoregon.gov)>  
**Subject:** RE: TSP Update - Map Error

Hi Elaine,

Thanks for bringing this error to our attention. We will correct the map before the next TSP draft is released.

--Zef

**Zef Wagner**  
Associate Planner  
Policy, Planning, & Projects Division  
Portland Bureau of Transportation  
[Zef.Wagner@portlandoregon.gov](mailto:Zef.Wagner@portlandoregon.gov)  
503-823-7164

**From:** Transportation System Plan  
**Sent:** Thursday, January 21, 2016 2:53 PM  
**To:** Wagner, Zef <[Zef.Wagner@portlandoregon.gov](mailto:Zef.Wagner@portlandoregon.gov)>; Igarta, Denver <[Denver.Igarta@portlandoregon.gov](mailto:Denver.Igarta@portlandoregon.gov)>  
**Subject:** FW: TSP Update - Map Error

**From:** Elaine O'Keefe [[mailto:elaine\\_okeefe@comcast.net](mailto:elaine_okeefe@comcast.net)]  
**Sent:** Friday, January 15, 2016 12:09 PM  
**To:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Cc:** [transportation-l@sellwood.org](mailto:transportation-l@sellwood.org)  
**Subject:** TSP Update - Map Error

I've been reviewing the Transportation Plan Update, and have discovered an error in one of the maps, specifically Section 7: Street Design Classification Maps, grid D3 on page 31. The map labels the primary north/south route as SE 17th Avenue. This is incorrect. Although the route begins as SE 17th Avenue at the county line, it swerves west at SE Spokane and becomes SE Milwaukie Avenue. SE 17th is residential north of SE Spokane; SE Milwaukie is primarily commercial and the main route through the neighborhood.

The line on the map correctly shows SE Milwaukie as the intended Neighborhood Main Street, but the label is incorrect. Please correct the map to avoid confusion now and for years to come. BTW, the online version of the map is correctly labeled as SE Milwaukie. Thank you for your attention to this matter.

Elaine O'Keefe / 503-781-1168

**From:** PBOT Traffic Safety and Livability  
**Sent:** Friday, January 08, 2016 10:53 AM  
**To:** Will Marra <[marra.will@gmail.com](mailto:marra.will@gmail.com)>; Molly Harding Marra <[harding.molly@gmail.com](mailto:harding.molly@gmail.com)>  
**Cc:** Transportation System Plan <[TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov)>  
**Subject:** RE: SW 30th Safety Concerns

Dear Molly and Will,

Thank you for reaching out to 823-SAFE regarding your concerns about SW 30<sup>th</sup> Avenue.

SW 30<sup>th</sup> is one of many locations in the City of Portland that have identified substandard transportation facilities. Unfortunately, there is no funding identified for any improvements at this time, and any changes that would improve this area are outside of the budgetary ability of the Traffic Operations Division. There is an open request for enforcement for this area at the Police Bureau Traffic Division, which has been referred to an officer for response.

SW 30<sup>th</sup> between BH Hwy and Vermont St was identified in the 2007 Transportation System Plan (TSP) for improvements to bike and pedestrian facilities. The TSP is currently being updated and you can find information about that update and opportunities to be involved [here](#). If you have questions about the TSP Planning process or providing feedback, you can contact PBOT Transportation Planner & Public Involvement Specialist Francesca Patricolo at (503) 823-5282 or [tsp@portlandoregon.gov](mailto:tsp@portlandoregon.gov).

I would also suggest that you contact your neighborhood association ([Hayhurst](#) or [Hillsdale](#)) or coalition ([SWNI](#)) to stay in touch on Transportation and other neighborhood issues.

Your interest in improving your neighborhood is greatly appreciated.

Best regards,  
Eileen

**Eileen Dent**  
**Portland Bureau of Transportation**  
**1120 SW 5th Avenue # 800**  
**Portland OR 97204**  
**(503) 823-7687**  
**[eileen.dent@portlandoregon.gov](mailto:eileen.dent@portlandoregon.gov)**

**From:** Will Marra [<mailto:marra.will@gmail.com>]  
**Sent:** Tuesday, December 29, 2015 10:05 AM  
**To:** PBOT Traffic Safety and Livability <[safe@portlandoregon.gov](mailto:safe@portlandoregon.gov)>  
**Subject:** Re: SW 30th Safety Concerns

Hello,

I am emailing PBOT to express my concerns with the safety of the segment SW 30th Avenue between Beaverton-Hillsdale Highway and SW Vermont Street. I am a homeowner on SW Illinois Street between SW 30th and 32nd. I often take walks around our neighborhood with my family, including our almost 2 year old daughter. The majority of the roads we walk are very safe with either low traffic, sidewalks, or adequate measures to slow traffic is areas of pedestrian use. However, SW 30th is almost an unavoidable part of our walk, and it is always a danger.

One definite problem is the speed at which cars travel up and down the hill. The posted speed limit is 30mph with a very short segment of 15mph at the crest of a blind hill. It is very rare that cars slow down in that 15mph segment to drive safely enough to avoid an accident as they drive across the crest of the hill, unable to see traffic or pedestrians either above or below the hill. It is a very strong suggestion of mine and many of my neighbors that I have spoken with to take measures to reduce the speed on SW 30th between Vermont and BHH. This might include lowering the posted speed limits, increasing the length of the 15mph zone, and most effectively add speed bumps in the areas of higher pedestrian traffic.

The sidewalks are also very unorganized and disjointed. There is no continuous stretch of sidewalk the entire length of the road. Sometimes the sidewalk is on the left, sometimes the right, and sometimes there is no sidewalk at all. And most importantly, when the sidewalk switches to the other side of the road there are no crosswalks or even signs alerting cars of pedestrian traffic. This is a problem that I see every day as numerous people are using SW 30th to walk to bus stops on BHH or SW Vermont.

As a resident and taxpayer, I strongly suggest improvements to this segment of SW 30th Avenue in order to ensure pedestrian safety and provide the local community a way to feel safe while enjoying the wonderful neighborhood they chose to live in.

Will Marra

On Mon, Dec 28, 2015 at 8:33 AM, Molly Harding Marra <[harding.molly@gmail.com](mailto:harding.molly@gmail.com)> wrote:  
To Whom it may Concern,

I am writing to express my concerns regarding the safety of SW 30th Ave between Beaverton Hillsdale Highway and Vermont/Capitol Hwy. We own a home on SW Illinois between 30th and 32nd. Because I work downtown, I frequently walk to the bus stop on the corner of 30th and Beaverton Hillsdale Highway. The only feasible walking route is down 30th.

On SW 30th, the sidewalks are noncontinuous and in places there is virtually no shoulder. There are no crosswalks to allow pedestrians to cross to and from the side of the street that has a partial crosswalk. Additionally, the traffic moves very quickly, particularly on the downhill (northbound) portion of the street. Due to the geography of the area, there are areas where both pedestrians and drivers are unable to see oncoming traffic until the approaching cars are quite close.

As a resident and taxpayer, I would like to see safety improvements on SW 30th Ave. I suggest these include continuous sidewalks and measures to slow down traffic (speed bumps, additional speed limit signs). Please contact me if there is a way I can help facilitate improved safety on SW 30th.

Molly Marra  
SW Illinois St  
[541.633.9095](tel:541.633.9095)