

LIVABLE STREETS STRATEGY

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

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Subject: Testimony to the Portland City Council related to infrastructure components of the Livable Streets Strategy resolution, October 25, 2017

This resolution correctly identifies streets as public spaces to foster inclusive community connections. The primary purpose of these connections is for the movement of people and goods. When this movement is interrupted by a welcomed festival or community event, the city must ensure alternative routes are available, clearly marked and identified to minimize adding congestion. The city also must insure there is enough personnel on hand - police, staff and/or volunteers - to safely manage any detour and the event itself.

Mayor Wheeler, even though you refute it, Portland has a parking problem. Just ask and listen to about any neighborhood association that includes single family residences and has new multi-unit development taking place. 72 percent of households in developments with inadequate or no parking have one or more cars. These cars frequently belonging to weekend warriors are all too often end up filling up and being stored on the adjacent streets 24/7. This is especially true when an alternative transport mode is utilized for the week day commute.

The problem exists because the city fails to require adequate off-street parking for car storage with new residential development. Both BPS and PBOT work in fantasy land silos thereby failing to address and coordinate some of the reality check needs of the people.

In that funding for most streets and TSP projects comes from motorist paid taxes and fees, the mode hierarchy for prioritizing for transportation decisions is a form of discrimination. When designing, managing or possibly repurposing Portland streets to create opportunities for a variety of community functions, on-street parking - commonly necessary for small businesses to survive - needs to be maintained and/or replaced. Parking must also be included and/or maintained with the integration of plazas and other gathering places into neighborhoods.

Any proposed reduction of motor vehicle travel lanes must require both operational and environmental impact statements, and be disallowed if the reduction will create more congestion and/or adds to travel time thereby adding emissions.

Given the fast pace of population growth in Portland; looking through an equity lens, placemaking opportunities and permanent placemaking infrastructure in the streets designed to improve social connections must also produce improvements for the movement of people and goods, including the people driving automobiles.

Respectfully submitted,

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