

**ESTABLISH EMERGENCY SAFETY SPEED FOR OUTER SE STARK ST**IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ TERRY PARKER		parker2012@gmail.com
✓ Robert West		
✓ Nathan Clark		nathan-clark@mul+co.us
invited ✓ Ken Marks	16162 SE Stark	
invited ✓ Yanna Molina	<del>15984 SE</del> 15984 E Burnside A	
✓ Dr. Harman	Portland, OR 97214	
✓ MARY SIPE		

188889

**Lori Stegmann**  
Multnomah County Commissioner  
Representing East County, District 4



Mayor Wheeler & Commissioners,

Thank you for considering this life-saving ordinance. And a special thank you to Commissioner Saltzman for bringing forth this important issue. I represent District 4, East Multnomah County, which begins at approximately East 148th in Portland and extends all the way to Bonneville Dam. While I have just a small portion of East Portland in my district, this ordinance if passed, will have a big impact on the safety of our community members. Since the beginning of 2016, there have been 99 traffic deaths in Portland. 11 have been in my district, and three of those were on Stark. One of the recent deaths on this section of the street was of a woman who was trying to cross safely in a designated crosswalk, but was struck by a vehicle.

As residents have been pushed east in an effort to find more affordable housing, many folks are transit dependent even though this area and our infrastructure is much more accessible by car. As you travel further east, our arterials change to four lanes, marked crosswalks become less frequent, and many residents walk along roadways to access transit, work and school. All of these community members deserve to safely travel to their jobs, their schools, and their places of worship. Lowering the speed limit on Stark Street from 35 MPH to 30 MPH will undoubtedly save lives.

Thank you for the opportunity to submit my testimony. I look forward to our continued partnership with the City of Portland to ensure an active transportation plan that is safe for pedestrians, bicyclists, and motorists.

Commissioner Lori Stegmann  
District 4, Multnomah County  
East Multnomah County Transportation Committee, Chair

**Subject: Testimony to the Portland City Council related to reducing the speed limit on SE Stark Street, April 11, 2018**

Bicyclists not stopping at STOP signs.  
Pedestrians ignoring walk - don't walk signals.  
Bicyclists not stopping for pedestrians in crosswalks.  
Pedestrians not looking both directions before stepping into the street.  
Bicyclists ignoring traffic signals and other traffic control devices.  
Pedestrians crossing thoroughfares mid-block just a few feet from a crosswalk.  
Bicyclists riding against other traffic on the wrong side of the street.

These are just a few of the bicyclist and pedestrian infractions I observe every time I am out and about. Failing to look at the entire picture, all that comes from PBOT is profiling drivers and making it more difficult for them to get from here to there.

Road diets, slower speeds and increased densities all add up to more congestion, More congestion means engines are idling more and running longer thereby increasing fuel consumption and emissions. With ~~the~~ PBOT creating more congestion, linking up motor vehicles with air quality issues must be fake news.

Similar to congestion being self-inflicted by reducing instead of increasing motor vehicle capacity; many of the hazards of biking and walking are self-inflicted in part due to the culture the city has created. Some of it is defined in the comp plan which includes the discriminatory mode hierarchy. With no enforcement along with the city's obvious car hater mindset, bicyclists and pedestrians have been given card blanc to ignore both the rules and common sense. Equity is absent!

With the housing emergency, the current policy is to build a way out of it with density. The reality is with more housing comes more cars and a need for more room for cars which includes off-street parking to store them when not in use. Without more places for cars, more conflicts will occur and more people will be hurt.

One of the failures of the political oratory and agenda is not initiating a discussion connecting population growth with homelessness, poverty, climate change, sustainability, etc.; and yes, congestion and Vision Zero. For everybody's health and safety, a continuing conversation needs to take place about how to start managing population growth, preferably with the public voluntarily accepting smaller families.

Yesterday I drove on eastbound SE Stark Street from Mall 205 to 162nd heading towards one of my out and about destinations. Watching my speedometer while keeping up with a moderate traffic flow, my average speed was about 32 MPH. I view this speed change as a feel good do little way that for the most part fritters away transportation dollars that could increase through traffic on residential streets.

Respectively submitted,

Terry Parker  
Northeast Portland



**Parsons, Susan**

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**From:** Chris FICK <chris.fick@multco.us>  
**Sent:** Tuesday, April 10, 2018 8:19 PM  
**To:** Commissioner Fritz; Commissioner Saltzman; Commissioner Eudaly;  
ted@portlandoregon.gov; Commissioner Fish; Council Clerk – Testimony  
**Cc:** Hayden MILLER  
**Subject:** Stark Street speed limit testimony from Commissioner Vega Pederson  
**Attachments:** JVP - Stark Street speed reduction testimony.pdf

Mayor Wheeler and Commissioners,

Attached is Commissioner Vega Pederson's testimony in support of lowering speed limits on outer Stark.

Chris Fick  
Chief of Staff  
Commissioner Jessica Vega Pederson  
Multnomah County - District 3  
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188889



**Jessica Vega Pederson**  
Multnomah County Commissioner

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April 11, 2018

Dear Portland City Council,

Our streets must be made safer, and one proven strategy to improve safety is to reduce speeds on dangerous stretches of roadways. That's why I'm writing to express my strong support for reducing speeds on outer Stark Street between 109th and 162nd from 35 to 30 miles per hour.

As many of you know, I live in outer east Portland, between Stark and Division, two of the most dangerous roads in our region. I know firsthand how treacherous these roads can be. And I know how this danger impacts the lives of those of us who live here. I don't let my ten-year old daughter ride her bike to the Midland Library alone, despite it's close proximity to our house - and in the face of her begging and pleading - because of my concerns for her safety. She doesn't understand why her friends can ride their bikes throughout their neighborhoods, but we won't let her ride alone in our east Portland neighborhood. She doesn't think it's fair, and it's not.

But it doesn't have to be this way. We can do better, and the city's efforts, investments, and advocacy are key.

Since November 2016, there have been four people killed on Stark between 109th and 162nd. Speed kills. Reducing speeds on Stark is a small, but important step we can take to improve safety and further our Vision Zero goals.

I urge you to pass this important ordinance.

Sincerely,

Jessica Vega Pederson  
Multnomah County Commissioner