

Amend the 2035 Transportation System Plan; amend the 2035 Comprehensive Plan in compliance with the Regional Transportation Plan; adopt findings of compliance

If you wish to speak to Council, please print your name, address and email

Name (PRINT)	Address and Zip Code (Optional)	Email (Optional)
✓ TERRY PARKER		parker20R@gmail.com
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✓ Charles Bridgeway JOHNSON		
✓ Edith Gilts		
✓ Debbie Small	2521 SW Bertha Blvd.	dsmallskr@gmail.com
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Subject: Testimony to the Portland City Council related to the changing the bikeway classification on Sandy Blvd, January 29, 2020

Changing the classification of Sandy Blvd from a City Bikeway to Major City Bikeway is not a minor TSP update. For NE Portland it is a major update that will have negative impacts on livability. Removing a full service traffic lane to add dedicated lanes of privilege for bicyclists, which is what I understand PBOT wants to do, will significantly increase congestion, increase fuel consumption and increase emissions.

Although some drivers will disperse to other already congested routes, the plan will not reduce the number of cars. Cut through traffic will increase. Any removal of on-street parking, possibly due to the Rose Lane Project, will create a negative impact for the small and minority businesses that line Sandy, and double the negative impacts on nearby residential streets.

It is my understanding PBOT and ODOT have a (MMI) binding agreement whereby PBOT can not make a change to a surface street that would add congestion to I-84. Since Sandy is a relief valve for I-84, in particular for Washington traffic using the I-205 Glenn Jackson Bridge, PBOT can not reduce the motor vehicle capacity on Sandy without the state being involved.

Where is the necessary environmental impact statement? There has not even been a full motor vehicle count on middle Sandy since October of 2015. Why weren't impacted neighborhoods directly notified before the planning commission railroaded it's ivory tower recommendation? The question also needs to be asked; since the director of PBOT lives just off Sandy and rides a scooter to work, is this a self-serving railroad job?

Finally, almost every time PBOT is mentioned at community meetings, somebody makes the comment "you can't work with PBOT anymore" or "PBOT just does what ever they want". PBOT has lost the trust of the community. In my neighborhood, ignoring objections, PBOT chose the most unsafe route for the 60's bikeway.

Removing traffic lanes or on-street parking are excellent reasons for tax paying motorists to vote **NO** on renewing the City's ten cents a gallon gas tax. The reclassification of Sandy as a Major City Bikeway needs to be rejected!!!

Respectfully submitted,

Terry Parker
Northeast Portland

From: Don Baack <dhbaack@gmail.com>
Sent: Tuesday, January 28, 2020 11:15 AM
To: Council Clerk – Testimony; Wheeler, Mayor; Commissioner Fritz; Commissioner Hardesty; Eudaly, Chloe
Cc: Runkel, Marshall; Lofgren, Todd
Subject: Testimony on including the full Slavin Alternative route of the Red Electric in the TSP Changes 1 29 2020
Attachments: 2020 1 29 Tertimony on the TSP Mayor Wheeler and Commissioners.docx

Attached is a copy of my testimony on the need to include **Slavin Road route of the Red Electric including the connections to Parkhill Drive and Nebraska/Terwilliger on the south and the Hooley Bridge on the north.**

Don Baack

Mayor Wheeler and Commissioners

My name is Don Baack, I am speaking today on behalf of SWTrails and the many low income people living along Slavin Road and many others who would make use of a pedestrian trail along the alignment of the future Red Electric multimodal trail. **I ask you include and formally map the Slavin Road Route of the Red Electric including connections to Parkhill Drive and Nebraska/Terwilliger.**

Below is a note from a Parks Staff Person in December 2019 in response to SWTrails request to build an inexpensive temporary pedestrian trail along the Himes Park, Newbury Structure and Slavin road Red Electric alignment:

Hi Don, the two things we are concerned about are:

1. To build the proposed trail connections properly would involve significant engineering (retaining walls, potentially piles, shoring, and concrete work) so that the trail is permanent, structurally sound, and easy to maintain. This requires professional licensed, bonded, and insured expertise, and the heavy equipment necessary to perform the work.
2. Liability – if we let a volunteer group build a non-structured trail (just earthen work, with wood steps, for example) on such a steep and unstable slope, it might not hold up over time, could deteriorate quickly, and open the City up to lawsuits or claims of potential injuries due to inadequate construction and maintenance. The recreational immunity does allow us some protection, but not enough, especially if the City as property manager and owner of the trail doesn't manage the construction and have a registered engineer design, produce, permit, and stamp the plans. We would also need professional construction managers to oversee the work being done by licensed contractors.

This is horsepucky!

I have been around laying out, designing and building roads and trails in steep terrain my entire 59 year career. Most of you have seen the work SWTrails has done, most of the projects, including several parks projects have been built without any supervision beyond our well qualified SWTrails volunteers.

Parks, under Director Abbatte, unilaterally and without any public comment or discussion, put in place a rule that no new trails could be built by volunteers. Why? Because, if they received capitol dollars for construction, they get a revenue stream for life to maintain the improvements. This sounds reasonable except many of the trail improvements being purchased for big

bucks could be built by well qualified volunteers. SWTrails volunteers have done the vast majority of trail maintenance in Himes Park for 25 years! The maintenance we have not done could have been done by our volunteers had we been permitted to do so. As the costs of operating Parks increases, we need to use the talents of our well qualified volunteers!

The trail we propose to build will not require heavy equipment, will not pose a risk to those using it and will not deteriorate if we use treated wood for the steps. The liability to the City of Portland will be very very low, no more than other trails in our parks.

Mayor Wheeler, since you are now in charge of the Parks Bureau, we ask that you examine this proposal to see for yourself if our SWTrails volunteers could build a temporary pedestrian trail that will serve the low income residents of Slavin Road and many others until the fully designed bicycle/ped multimodal trail is constructed.

Re the request to add and put on the TSP map the full Red Electric Connection that Ms Small has presented in her presentation:

PBOT and Parks staff have not acted as though the Slavin Road route was a desired route.

- 1. Around 2011, the manager of the ODOT division responsible for the contracting of the I5 Iowa bridge informed me he had offered to build the Slavin connection because the contract for the bridge cost much less than had been expected and he had funds available to do the construction. I am told the 3 staff people told him “they did not see a reason to build the connection”!**
- 2. During the early stages of the SW Corridor planning, I asked why the team was not addressing the obvious need to provide the connections to the Red Electric on the new bridge across the Himes (Newbury) gully. The response was that the TSP showed the route going down the slope as shown in the slides presented by Ms Small. If the footnotes contained the provision of a route going down Slavin, the Metro Planners certainly missed it!**

It should be noted that a portion of the Slavin Road is already on the TSP, The issues is the connection to the routes across the Himes (Newbury) gully and the connections to the streets on the west side of Barbur.

SW Trails Testimony

Transportation System Plan (TSP)- Minor Update

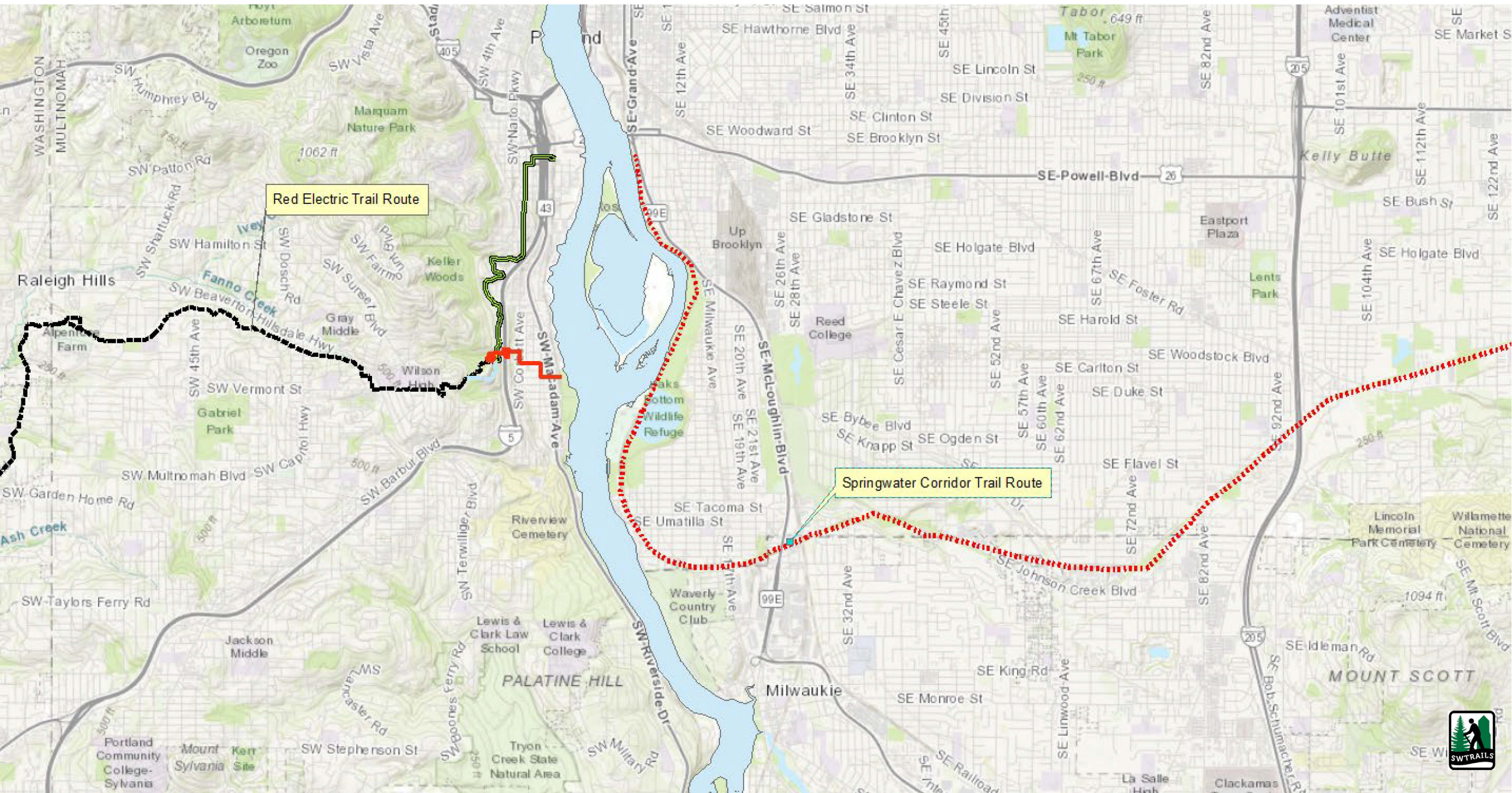
Debbie Small

Don Baack

Slides by Brian Brady

January 29, 2020

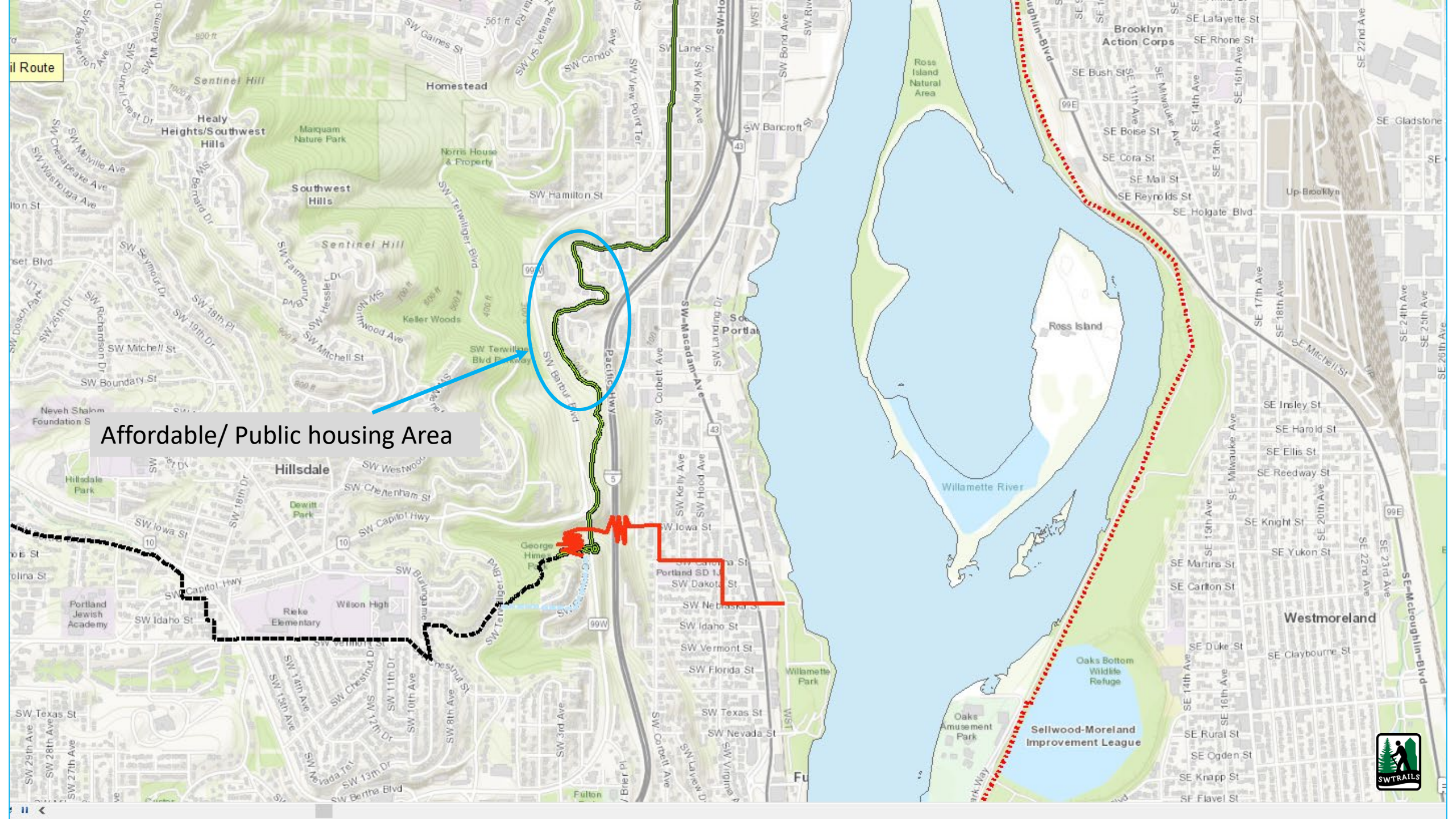




Red Electric Trail Route

Springwater Corridor Trail Route





il Route

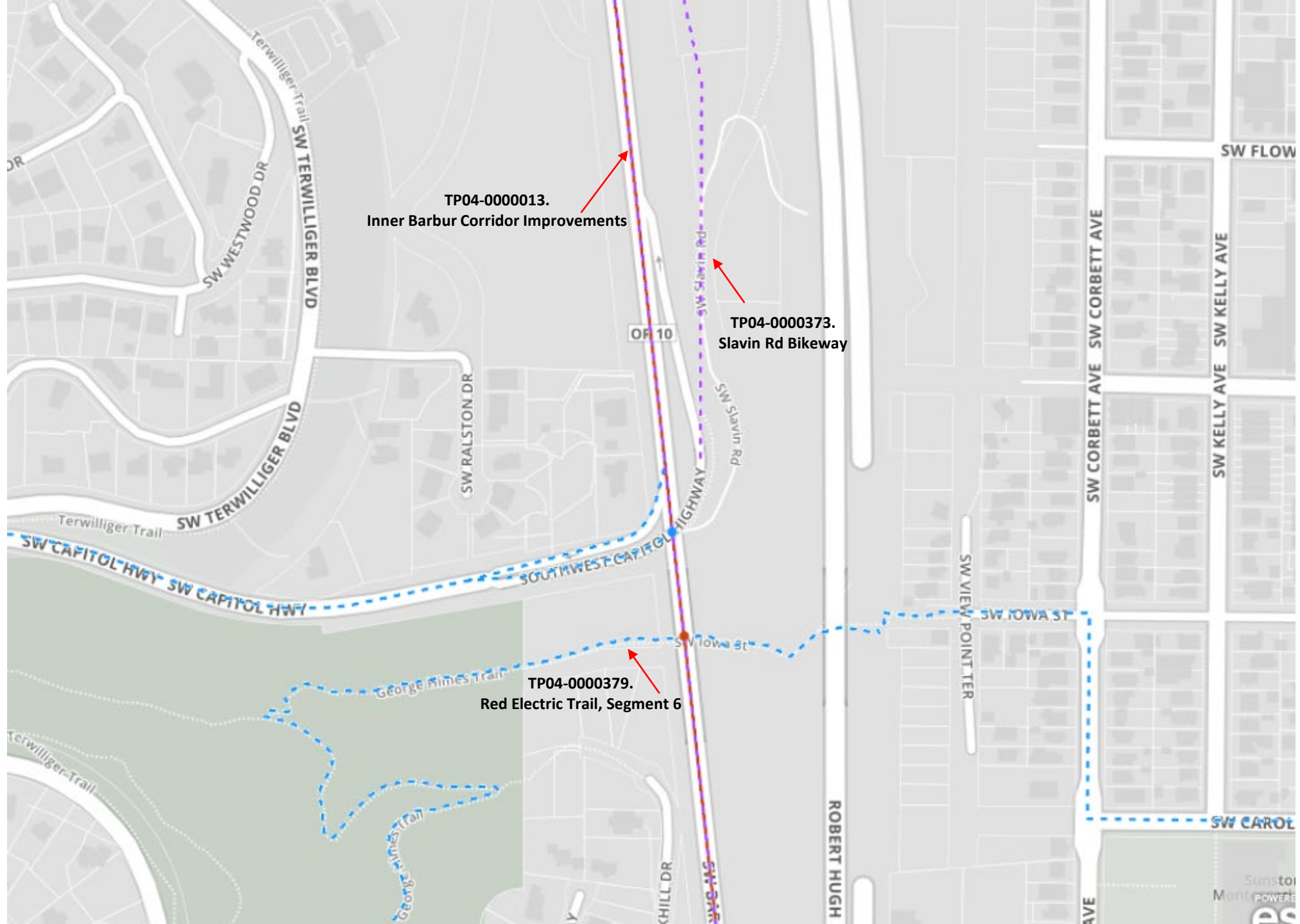
Affordable/ Public housing Area

Hillsdale

Westmoreland

Sellwood-Moreland Improvement League





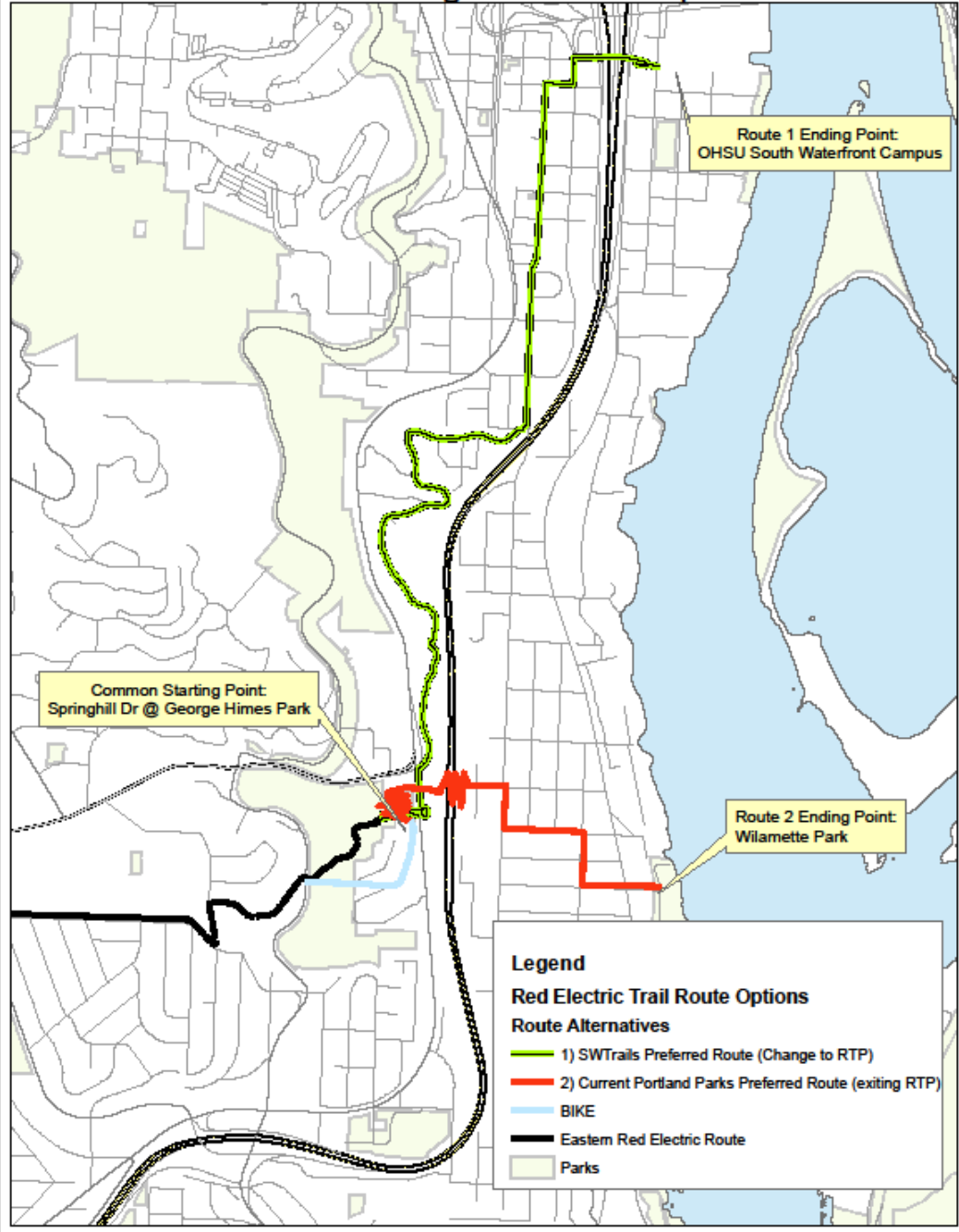
TP04-000013.
Inner Barbur Corridor Improvements

TP04-0000373.
Slavin Rd Bikeway

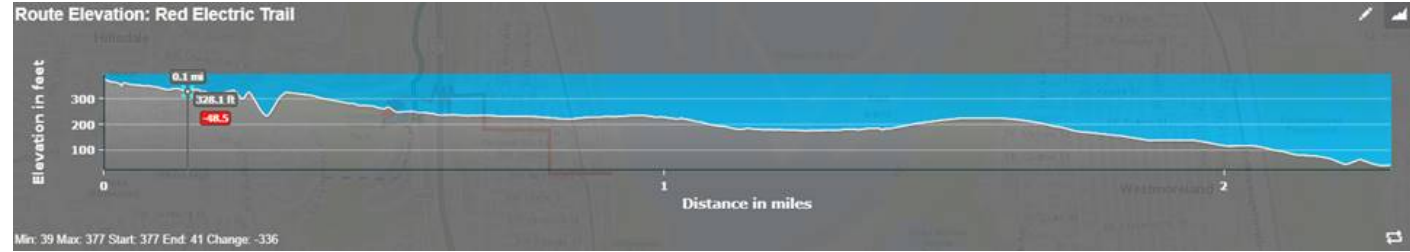
TP04-0000379.
Red Electric Trail, Segment 6



Red Electric Trail: Changes to RTP Proposal 11/19/19



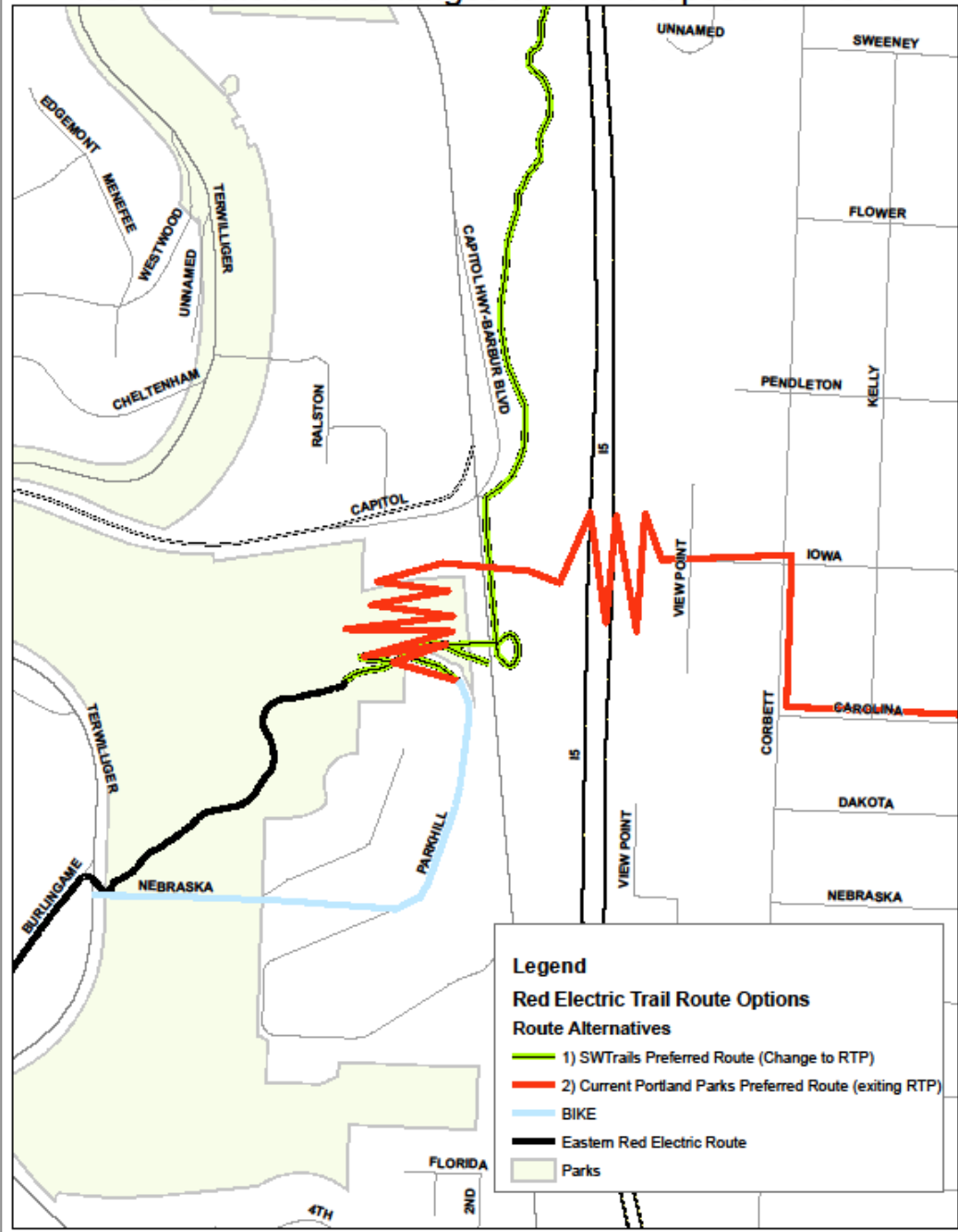
Elevation Profile: Route 1



Elevation Profile: Route 2



Red Electric Trail: Changes to RTP Proposal 11/19/19



Legend
Red Electric Trail Route Options
Route Alternatives

- 1) SWTrails Preferred Route (Change to RTP)
- 2) Current Portland Parks Preferred Route (exiting RTP)
- BIKE
- Eastern Red Electric Route
- Parks

Project

TP04-0000379.

Project Name

Red Electric Trail, Segment 6

TP04-0000373.

Slavin Rd Bikeway

TP04-0000013.

Inner Barbur Corridor Improvements



Further details on SWTrails Proposed Route:

<https://swtrails.maps.arcgis.com/apps/InteractiveLegend/index.html?appid=7d18cfd1eef47dd8f358e9277873649>