

**From:** [Reza Michael Farhoodi](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Warner, Chris](#); [Aebi, Andrew](#); [Cohen, Scott](#); [Harpole, Sarah](#); [Hendrickson, Elise](#)  
**Subject:** Testimony for Agenda Item 124: Naito Parkway LID  
**Date:** Wednesday, March 3, 2021 10:11:20 AM  
**Attachments:** [CCTestimony\\_AgendaItem124\\_RM\\_F\\_030321.docx](#)

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Hello,

Please see my testimony attached for today's City Council meeting, Agenda Item 124.

Thank you,  
Reza Farhoodi

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March 3, 2021

RE: Agenda Item 124, Naito Parkway Local Improvement District

To the Members of Portland City Council:

My name is Reza Farhoodi, I live in the Pearl District and am Co-Chair of the Pearl District Neighborhood Association's Planning and Transportation Committee, but this testimony represents my personal views. The Naito Parkway Local Improvement District project has provided enhanced mobility and safety for all modes along this important transportation corridor, resurfacing the roadway and converting two general travel lanes to protected bicycle lanes and on-street parking. This new bicycle connection has increased transportation options in a community with high concentration of historically marginalized populations (including over 2,000 regulated affordable housing units) and has improved access to employment and other destinations for people who both live and work in NW Portland. The Naito LID has also rebuilt the signals at 9<sup>th</sup>, 15<sup>th</sup> and 17<sup>th</sup> avenues, improving crossings and making it easier for people to get to and from the waterfront, one of our most underappreciated assets in the Pearl District and Central City. In addition, the project included a new pair of Line 16 bus stops to serve a mixed-use residential project under construction, reducing the spacing between existing stops and increasing transit access to downtown and St. Johns.

During project design and construction, PBOT staff and their consultant team worked closely with the neighborhood to solicit feedback and were responsive to our concerns and suggestions for improvements. This included changes to the 9<sup>th</sup> Avenue intersection to shorten signal cycles and create safer left turns into the neighborhood for people on bicycles, as well as identifying drainage problem spots that needed to be addressed. And although the project was not able to construct the missing sidewalk on the south side of Naito Parkway as requested by the community, the LID installed conduit for streetlights and set the stage for sidewalk infill by the City and/or Prosper Portland as part of the future Union Station rehabilitation project. Ultimately, what was once considered a simple repaving project became something greater, helping to transform the bicycle network in this part of NW Portland, an area that has much lower bicycle commute mode share compared to other inner neighborhoods.

However, in order to fully unlock the cycling benefits of this \$3M project, there is one key link missing along a four-block section of NW Thurman (a Major City Bikeway) between 15<sup>th</sup> and 19<sup>th</sup> avenues. Currently, there is on-street parking along this stretch, in an area where there is abundant street parking and surface lots. However, repurposing the curb for dedicated bicycle lanes would finally provide a direct bicycle connection between Northwest District and Naito Parkway, and would also leverage the City's \$10M investment in the NW 20<sup>th</sup> Avenue LID project to install bicycle facilities under Highway 30 and along NW 20<sup>th</sup>. Closing this gap would not involve costly technical solutions, but instead simple paint, posts and signage, and could be completed tomorrow. Not only would it align with long-standing City policies to prioritize active transportation over car parking, but it would also connect residents and jobs in fast-growing Slabtown and Montgomery Park to downtown and the rest of Portland. I urge the Council and Commissioner Hardesty's office to direct PBOT staff to fill in this missing link as soon as possible.

CC: Chris Warner, Andrew Aebi, Scott Cohen, PBOT  
Sarah Harpole, Elise Hendrickson, Prosper Portland