

From: [Terry Parker](#)
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Mapps](#); [Ryan, Dan](#); [Commissioner Rubio](#); [Commissioner Gonzalez Office](#)
Cc: [City Auditor, Simone Rede](#)
Subject: Testimony on City Council Agenda item 101 Wednesday, February 1, 2023 related to the bid for the Seventies Greenway Project.
Date: Saturday, January 28, 2023 1:17:08 PM

To Members of the Portland City Council,

I oppose accepting the bid for the Seventies Greenway Project because the project has not been "properly" vetted with motorists and the communities surrounding the Rose City Golf Course. Instead of PBOT just checking off the box that presentations were made, motorists and community residents have a right to be heard and then actually be listened to.

Closing off Northbound 72nd Drive to motor vehicle traffic through the golf course will have a negative effect on the surrounding residential neighborhoods, especially for the households that are located between the golf course to the North and I-84 to the South. As many as 1200 cars a day use this connection daily for access to the Safeway Store and the business community around 70th and Sandy Boulevard. Cutting off half of this artery will significantly increase motor vehicle traffic on NE Tillamook Street between 62nd and 82nd (which is also a bikeway); increase the number of cars on 62nd Avenue around Rose City Park and the playground, Snake Hill and the 60th Avenue hill; and add traffic to 82nd Avenue - a high crash corridor where the street passes directly in front of a high school. The shortsightedness of this closure is that it will increase VMTs which is just the opposite of PBOT goals!

As a friend of mine put it: "PBOT seems determined to shrink Portland's infrastructure, and make driving as difficult as possible to force compliance with its (own) transportation overview." This type of non-democratic social engineering includes a reputation of only listening to the bicycling community who directly pay nothing in bicycle related taxes, comprise only about five percent* - down from 12 percent - of the trips in the City, but are allowed to direct public opinion with a loud voice thereby allowing PBOT to put forward the way it is going to be for everybody else!

What is truly needed at PBOT are proportional seats at the table for motorists on all advisory committees. What is truly needed on 72nd Drive through the golf course is the construction of a multi-use path on the East side of the roadway which includes a new way for pedestrians and bicyclists to ascend and descend the Sacramento Bluff. Furthermore, it should be paid for by the bicycling community instead of continuing to extort funds from motorist paid tax dollars. It is long overdue for the bicycle community to become financially accountable and pay their own way instead of just providing lip service!

Respectably Submitted,

Terry Parker
Taxpayer, Senior Citizen and Lifetime Portlander

* The five percent figure came from a recent TV interview with a bicycle activist.