

Written Testimony - Agenda Item 66

Agenda Item	Name or Organization	Position	Comments	Attachment	Created
66	Terry Parker	Oppose	<p>Testimony from Terry Parker to the Portland City Council on agenda item 66 January 24, 2024: placing a renewal of Portland's ten cent a gallon tax on gasoline on the May 21, 2024 ballot.</p> <p>To Members of the Portland City Council, History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. Automotive technicians can make 100k or more a year while bicycle mechanics in Portland make between 26k and 47k a year. Guess who needs rent subsidies in addition to being subsidized for the infrastructure they utilize. Nearly 10% of Oregon jobs are directly tied to the auto industry. The 80% of the trips made by motor vehicles in the Portland area are extremely accountable for keeping the economy humming forward.</p> <p>PBOT however has longstanding ideologies of not listening to motorists and along with neighborhoods, continually fails to include these voices in the public engagement planning process. Bicycle activists providing lip service on behalf of about 12% percent of the trips have become the ad hoc directors of PBOT. The outcry is for safer roads. However any amateur observer can easily spot bicyclists riding through red stop signals or finding their way around them, traveling against traffic in bike lanes, blowing through STOP signs when cars are at intersections, and many other traffic violations bicyclists accuse drivers of making. What do motorists get for the extra ten cents a gallon in Portland? Narrowed unsafe lanes that wide trailers and big trucks and buses do not fit in, and travel lanes removed or streets closed, often to make room for bus only or bike lanes. All these motor vehicle infrastructure reductions create more residential cut through traffic adding VMTs and congestion which increases fuel consumption and emissions. One two-axle transit bus does as much damage to the roadways as 1200 cars. Pre-pandemic TriMet made 223 trips a day on 82nd Avenue. It would have taken 267,600 cars in a 24 hour period traveling the entire length of the street to do the same amount of roadway wear and tear. Add the weight of batteries and electric buses will do even more damage. Today's fares only cover about 19% of the operating costs.</p> <p>A total package is needed that includes ending PBOT's negative bias towards the automobile; mandatory inclusion of proportional seats at the table for motorists on all PBOT committees calculated by the mode split; and adhering to comprehensive plan policy 8.28** by ending the socialistic dependency on motorist paid taxes and fees to fund transit and bicycle infrastructure only to have the user beneficiaries bite the hands that feed them. Applying policy 8.28 must include transit riders helping to pay for the damage buses do to the roads, possibly with a surcharge on fares, and bicyclists equitably paying for bicycle infrastructure, possibly with registration and license fees which would require legislative approval. Without a total package, this gas tax renewal needs to be rejected!</p> <p>Respectfully, Terry Parker Northeast Portland</p> <p>** PORTLAND COMPREHENSIVE PLAN Policy 8.28: Shared costs: Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.</p>	No	01/21/24 9:58 PM

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66	City of Portland Bicycle Advisory Committee	Support	The City of Portland Bicycle Advisory Committee supports Fixing Our Streets III and to urges Council to vote in favor of PBOT's proposal to refer it to voters in May.	Yes	01/23/24 1:49 PM
66	AARP Oregon	Support		Yes	01/23/24 6:06 PM
66	1000 Friends of Oregon			Yes	01/24/24 9:06 AM

# Portland Bicycle Advisory Committee

*Working to Make Bicycling a Part of Daily Life in Portland*

1001 SW 5<sup>th</sup> Avenue, Room 1300  
Portland OR 97204



January 23, 2024

Mayor Ted Wheeler  
Commissioner Mingus Mapps  
Commissioner Dan Ryan  
Commissioner Carmen Rubio  
Commissioner Rene Gonzalez

Dear Mayor and Commissioners,

As you know, the Bicycle Advisory Committee (BAC) advises City Council and all other City bureaus on all bicycling-related matters and thus has a role in bicycle planning, budgeting, parking, storage, design, and implementation activities. Additionally, *the BAC supports the City Council and PBOT in efforts to improve safety for all people riding bicycles throughout Portland.*

**We are writing to express our support for Fixing Our Streets III and to urge you to vote in favor of PBOT's proposal to refer it to voters in May of this year.** Fixing Our Streets (FOS) has delivered projects that benefit people riding bicycles, especially school aged children who love riding bicycles to school and elsewhere in the city and other neighborhoods. FOS II will soon install six new neighborhood greenways to strengthen our low stress, low speed network for people bicycling and walking: N Delaware Ave, Parkrose, NE Mason / Skidmore, NE Knott / Sacramento, SE 60s Greenway, and SW Bertha Boulevard. FOS also makes improvements to sidewalks, streets, traffic signals and street lighting to increase safety. This is critical now more than ever as 2023 was, for the third year in a row, the deadliest on record for people on City roadways in the past three decades.

We also want to express our sincere appreciation to PBOT staff for taking the time to talk with us about this extremely important program. We do have questions related to implementation, and look forward to engaging with staff in the near future to learn more about the projects and begin working together in their development. We are excited for future conversations around how bicycle facilities, traffic calming, and safety measures can be incorporated into FOS III projects, particularly repaving projects and neighborhood greenways.

Thank you for your time, consideration, and all that you do for Portland.

A handwritten signature in black ink that reads "Ally Holmqvist".

Ally Holmqvist  
Chairperson  
Portland Bicycle Advisory Committee

A handwritten signature in black ink that reads "Joseph Perez".

Joseph Perez  
Vice Chairperson  
Portland Bicycle Advisory Committee

"In 2030 Portland is a clean, thriving city where bicycling is a main pillar of the transportation system and more than a quarter of all trips are made on bicycles because bicycling is prioritized." - Portland Bicycle Plan for 2030



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**Fixing Our Streets**  
**Stacey Triplett, Engagement Director, AARP Oregon**  
**January 24, 2024**

On behalf of over 65,000 AARP members residing in the City of Portland, AARP Oregon offers these comments in support of Portland's Fixing Our Streets.

AARP Oregon has consistently advocated for livable and age-friendly communities which includes transportation and mobility options and safe streets for all people. Older adults desire personal independence, the ability to age-in-place, and to fully participate in community life. Key to this is the opportunity for everyone, regardless of age or ability, to travel safely. Access to housing, senior centers, libraries, parks, and vital public safety services that allow the 50+ and their families to age-in-place all depend on a safe transportation system.

Portland has experienced an alarming increase in traffic fatalities over the last few years. 2018 saw 34 fatalities and 2023 closed out with over 70, more than doubling in the last 5 years. Data shows that older adults, people of color, people with lower incomes and unhoused people are disproportionately more likely to be killed or injured in a pedestrian, bike or vehicle crash.\*

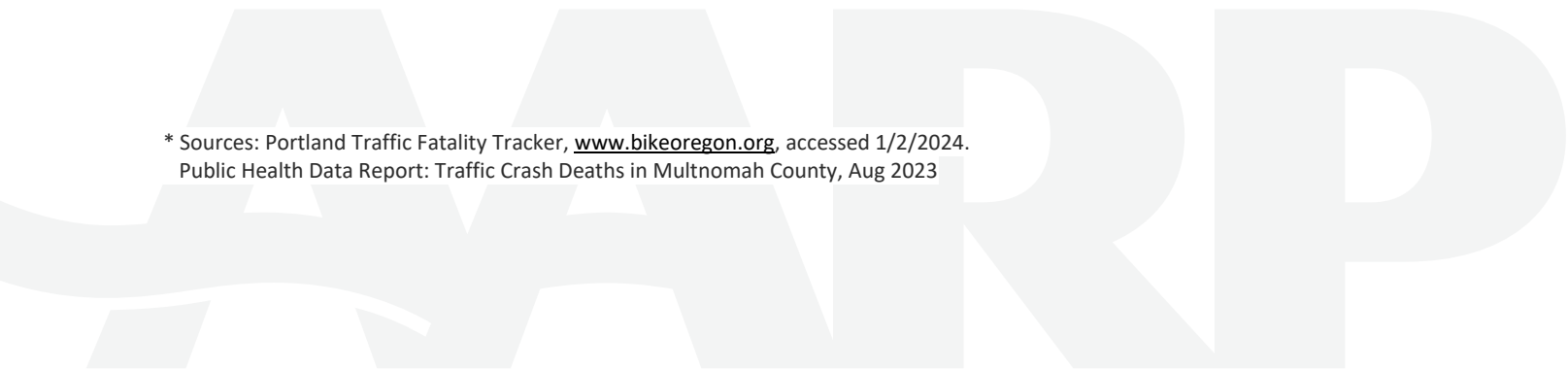
Now more than ever we need to invest in our streets and close major gaps in maintaining our critical infrastructure. Fixing Our Streets reflects a careful balance of investments critical to PBOT's ability to not fall farther behind in meeting the needs of all our city's residents, especially the most vulnerable users of our streets.

AARP Oregon supports accountability for public investments. We appreciate that Fixing our Streets funds are designated for planning, designing, and building roads that respond to the needs of all users which will provide older adults a variety of options for getting around, whether walking, taking public transportation, driving their own cars, or sharing rides with family and friends. We also appreciate that the City maintains an Oversight Committee of Portland residents to advise and support the City council to ensure public dollars are spent effectively in alignment with stated goals.

Fixing Our Streets provides much needed investments and tools Portland needs to make our streets welcoming and safer for people of all ages and abilities. That is why AARP Oregon supports Portland's Fixing Our Streets initiative.

We appreciate the opportunity to share our perspective and we look forward to working to creating safe streets for Portlanders 50+ and their families.

\* Sources: Portland Traffic Fatality Tracker, [www.bikeoregon.org](http://www.bikeoregon.org), accessed 1/2/2024.  
Public Health Data Report: Traffic Crash Deaths in Multnomah County, Aug 2023





January 24, 2024

1000 Friends of Oregon  
133 SW 2nd Ave,  
Portland, OR 97204

**RE: Referral for Fixing Our Streets 3**

Dear members of the Portland City Council

Since 1974, 1000 Friends of Oregon has worked with Oregonians to enhance our quality of life by creating livable, affordable, safe, and healthy communities. At 1000 Friends of Oregon, our mission is to create healthy, affordable, safe, and livable communities through smart land use and planning. We firmly believe that Fixing Our Streets 3 aligns with these core values and initiatives, making it imperative to be referred to voters. We also supported FOS 1 and FOS 2 in their referral to voters and during the ballot initiative.

A crucial aspect of Fixing Our Streets 3 is its intentional focus on addressing decades of under-investment and disinvestment in East and North Portland communities. These areas, home to the largest populations of black, indigenous, communities of color, and other marginalized communities, stand to benefit significantly from the proposed measures.

Committing to equity in investments and contracting is pivotal for fostering a healthy, affordable, safe, and livable environment across Portland. We commend the City of Portland for persisting in this direction with Fixing Our Streets 3. While Fixing Our Streets 3's primary goal is to ensure our roadways' safety and maintenance, the actual impact extends beyond. Research consistently demonstrates that offering a diverse range of sustainable multimodal transportation options leads to reduced driving, increased walking and biking, greater use of public transit, improved air quality, and enhanced academic performance for children with safer travel options to school.

Investments in pedestrian and other active transportation elements, such as lighting, sidewalks, greenways, and crossings, collectively contribute to the foundation of a transportation system that caters to the needs of all Portlanders.

However, reaping these benefits requires a deliberate prioritization and investment in diverse and sustainable transportation and the resources to maintain our current system. The improvements proposed in Fixing Our Streets 3 are just part of the comprehensive policy options necessary to create healthy, livable, and safe communities. Concurrent initiatives, including upzoning and increasing density along transit lines, robust anti-displacement policies, transit service, and infrastructure enhancements, and access to natural spaces, among others, are essential to realizing the full potential of Portland's streets.

In conclusion, the investments outlined in Fixing Our Streets 3 reflect a inclusive vision of Portland, where communities can navigate safely, cyclists can share the roads with cars, and dependence on automobiles is reduced. Every neighborhood in Portland deserves these essential elements, and as such, 1000 Friends of Oregon strongly endorses referring Fixing Our Streets 3 to Portland voters, empowering them to take action on the immediate needs of their communities.

Sincerely,

Brett Morgan  
Transportation Director  
1000 Friends of Oregon

**Portland City Council Meeting - Wednesday, January 24, 2024 9:30 a.m.**

<b>Agenda Item</b>	<b>First Name</b>	<b>Last Name</b>
66-1	Aaron	Kuehn
66-2	Sanga (Demetria)	Mkbaklene (Hester)
66-3	Terry	Parker
66-4	Stacey	Triplett
66-5	Mary-Ann	Schwab
66-6	Kiel	Johnson
66-7	Robert	Galanakis
66-8	Melissa	Kostelecky
66-9	Mayra	Torres
66-10	Claire	Vlach