

City Club of Portland

NO TURNING BACK

The City Club Bicycle Advocacy Committee



Portland is a city that moves. Whether by foot, car, bus, MAX, Streetcar or bicycle, transportation options provide residents with the tools they need to lead healthy, happy and productive lives. Providing more of these options for more residents, safely and conveniently, should be a key goal of a 21st-century city.

In a historic, landslide vote, the City Club of Portland has concluded that bicycling is an affordable and efficient means of transportation in Portland and is essential to the continued growth in the local economy and overall quality of life for Portland residents.

Key findings from the research study

- Portland has the highest bicycle ridership of any major city in the nation. Six percent of Portlanders commute to work by bicycle, and 11 percent of those working in the Central Business District do. Such numbers may even undercount total ridership.
- Bicycle riders benefit local businesses and spend just as much as shoppers in cars, and may be better customers for some kinds of businesses.
- Between 1994 and 2010, only 2 percent of transportation spending in Portland was on bicycle and pedestrian projects.
- User fees make up less than half of all roadway funding in the City of Portland, and their contributions are declining.
- Bicycle routes that are physically separated from automobile traffic (cycletracks, paths, bicycle boulevards, etc.) produce more ridership than painted lanes and road shoulders. Women, youth, and communities of color consistently cite perceived lack of safety as a barrier to bicycling.
- Facilitating safer bicycling through methods like better signs, safer travel speeds, and clearly defined intersections and rights of way, also improves safety for pedestrians and motor vehicles.
- Portland's bicycle economy generates \$90 million annually. The bicycle industry directly supports between 850 and 1,150 jobs in the city, and is growing.



Where do we go from here?

Bicycling has an important role to play in Portland's transportation system. It is affordable, efficient, healthy and environmentally friendly. The Portland Bike Plan and Climate Action Plan call for 25 percent bicycle ridership and 70 percent combined active transportation (biking, walking, transit, etc.) by 2030. But how do we get there? What can Portland do to go the extra mile?



Our Advocacy Efforts

The City Club adopted a report with wide-ranging recommendations addressing many facets of the City's transportation system, planning, and funding.

The City Club Bicycle Transportation Advocacy Committee will spend 12-18 months advocating for recommendations in the report. Our 10 members are working with elected officials, planners, advocacy organizations, business leaders, community groups, and other stakeholders to identify effective strategies for making bicycle transportation safer, more inclusive, and more integrated into the City's overall transportation system.

Our committee has begun its work by focusing on five priority areas...

Safer Infrastructure

Support plans and projects in the City, Region and State that reflect our recommendations for infrastructure, including low-stress bikeways, neighborhood connections, and fixing unsafe links in the current bike network. Build support in the business community for these outcomes.

Safer Users

Work with businesses and government partners to incentivize safe bike riding and voluntary education programs.

Diversity

Improve diversity in City transportation planning and advisory committees, to ensure outcomes that serve the whole community and reflect its interests.

Data

Support the collection of more reliable, public data throughout the City, using tools like bike counters.

Transit


Work with TriMet to support better integration of our cycling network with public transit.

Read the full adopted report

No Turning Back: A City Club Report on Bicycle Transportation in Portland can be accessed online at bit.ly/city-club-bikes.

Contact our committee

To get in touch with our committee, contact Chair Craig Beebe at (971) 227-6220 or craigwbeebe@gmail.com



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Everything Oregon

Whether motorist, cyclist or pedestrian, Portland's moving with a new mobility: Guest opinion

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April Brown (left) and Corinne Lavinder, both of Portland, walk their dogs on the Springwater Corridor. Walkers, runners, strollers, dogs and cyclists all compete for space on the 10-foot-wide trail. *(Randy L. Rasmussen/The Oregonian)*

Guest Columnist By Guest Columnist**Follow on Twitter**

on June 29, 2013 at 12:00 PM, updated June 29, 2013 at 12:02 PM

By Craig Beebe and Rob Sadowsky

It is time to change how we think and talk about bicycles in Portland.

It is time to move beyond a zero-sum battle over turf, beyond outmoded definitions of "cyclist" and "motorist" and "pedestrian" as separate people with separate interests and separate responsibilities.

We aren't that city anymore (if we ever were). More Portlanders get around in a variety of ways: driving one day, bicycling the next, taking transit the third. And no matter who we are, we all need safe places to walk.

Call it the new mobility. It is now our reality, and solid evidence indicates such flexibility is only getting more important to Portland's future affordability, competitiveness and efficiency.

In the past few weeks, the City Club of Portland and the Bicycle Transportation Alliance have adopted landmark reports filled with ideas for moving our transportation conversation forward to reflect this new mobility -- specifically the role of bicycles in it.

The reports come from different perspectives. City Club's bicycle transportation report, overwhelmingly approved by its members, is the result of a yearlong, data-based research study; BTA's is an advocacy-driven checklist of priorities, developed from thousands of comments from hundreds of residents in the region.

The two reports come at an important time for Portland's metropolitan region. We are facing new opportunities and challenges to both maintain a balanced transportation system and prepare for a growing economy. Both reports embrace a vision that will better prepare our region for that future.

Bicycling has progressed beyond subculture to become an integral part of how Portland gets around. Yet Portland's transportation system, and the way we talk about it, has yet to progress beyond priorities and definitions better

sulted to the past century.

The result is bad for all of us. People riding bikes and people walking are especially vulnerable, but no one is served as well as they should be.

We have a dangerously disconnected system that needlessly puts people in conflict, dumping people on bicycles onto high-speed, low-protection arterials or through chaotic intersections. We have a network that does not serve every neighborhood's needs, and a planning process that too often contributes to inequity where it should help resolve it.

We have not made a serious enough commitment to educating Oregonians -- whether they ride bikes or not -- about how to use streets safely, nor are we doing enough to enforce laws already on the books.

And we have a hopelessly complex funding system that still prioritizes speed over safety, while artificially separating money into separate pots for separate modes.

We can do better. Giving more people the choice of safe bicycling -- daily, weekly or just occasionally -- will be a boon for the entire region: for our economy and our health, and for the capacity, safety and cost of our transportation system.

If we want to reap those rewards, we must begin by acknowledging that the hardened definitions of "motorist" and "cyclist" and "pedestrian" are dead, and no one is mourning their loss. Portlanders are moving on, but our transportation conversation and the safety of our system have yet to catch up.

It is time to make safety our priority and mobility our motivation -- in our decisions and our conversations.

Portlanders should demand no less of their leaders, and each other.

Craig Beebe is chair of the City Club of Portland's Bicycle Transportation Advocacy Committee. Rob Sadowsky is executive director of the Bicycle Transportation Alliance.

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Moore-Love, Karla

From: Craig Beebe [craigwbeebe@gmail.com]

Sent: Tuesday, June 25, 2013 9:18 PM

To: Moore-Love, Karla

Subject: Re: Portland City Council

Dear Karla,

I am writing to reserve a spot in the City Council Communications for Wednesday, August 14. I will speak about aspects of the City Club of Portland's recently adopted Bicycle Transportation Report.

Thank you, and please let me know if you have any questions.

Craig Beebe
5908 SE Reedway St., Portland OR 97206
971-227-6220

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On Mon, Jun 24, 2013 at 6:08 PM, Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov> wrote:

Hello Henry,

Sorry, we only do Communications on Wednesday mornings and all Communications spots are taken for July.

Currently, there are 3 spots available August 7th, five spots on Aug. 14, and five spots on both August 21st & 28th but Mayor Hales will be absent the 21st and 28th.

To sign up for the Communications spot of the Council agenda, each requestor must submit their own request in writing (email to me will do), fax, USPS or hand deliver.

Request have to contain their:

- Name
- Address
- Phone number
- Date they wish to speak and
- What it is they will be speaking about

Each speaker will have three minutes to speak but, they may also submit written material, please provide seven copies.

6/26/2013

Note, Communications allow the Council to hear of issues that interest our citizens but do not allow an opportunity for dialogue.

Council takes place at City Hall, 1221 SW 4th Ave., 2nd floor, Council Chambers.

Regards,
Karla

Karla Moore-Love | Council Clerk
City of Portland | Office of the City Auditor
1221 SW 4th Ave Rm 140
Portland OR 97204-1900
email: Karla.Moore-Love@portlandoregon.gov
503.823.4086 | fax 503.823.4571
Clerk's Webpage: www.portlandoregon.gov/auditor/councilclerk

From: Henry Leineweber [<mailto:henryleineweber@gmail.com>]

Sent: Sunday, June 23, 2013 10:31 AM

To: Moore-Love, Karla

Cc: Craig Beebe

Subject: Portland City Council

Hi Karla,

Several members of the City Club of Portland and I are interested in speaking to the City Council about the recently-approved City Club Bicycle Transportation Report.

What is the availability for speaking slots prior to the Wednesday City Council meetings in the next month? Also, what would be the process for requesting time to speak?

--

Henry Leineweber
[503.789.1108](tel:503.789.1108)
henryleineweber@gmail.com

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Craig Beebe
(971) 227-6220
craigwbeebe@gmail.com

Request of Craig Beebe to address Council regarding City Club of Portland
Bicycle Transportation Report (Communication)

AUG 14 2013

PLACED ON FILE

Filed AUG 09 2013

LaVonne Griffin-Valade
Auditor of the City of Portland

By 

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		