

NOMINATE 7 TRANSPORTATION PROJECTS FOR REGIONAL FUNDING

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

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Item # 887

TESTIMONY

37031

Nominate 7 Projects - TransportationIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email (optional)
✓ JOEL SIEVERS	Homeless	
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Date 9-18-13Page 2 of 2

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Mayor Hales Members of the Commission

I am here today to encourage you to vote yes on Resolution 887 to Nominate six projects for FY 2016-18 Regional Flexible Funds and one project for the Regional Economic Opportunity Fund.

At the Bicycle Transportation Alliance we have been working with business and community leaders to build support for safe bicycle facilities all across the city. We were very engaged in setting the policy direction that ensures 75% of available Regional Flexible Funds are available to the city for Active Transportation and Complete Streets projects and we are now engaged in making sure those projects are successful.

Among the projects under consideration for funding, I'd like to specifically mention the benefits of the Central City Multimodal Safety Improvements. Portland's Central Business District has the highest daily bike ridership of anywhere in the city.

Currently when downtown bike commuters cross one of the major bridges to the west side of the river, depending on where they are going, the bike lanes disappear and the pavement condition gets dangerous. In addition to the need to address safety concerns for people who ride bikes, we also have an opportunity to promote bicycle related economic development. Some research based statics for your consideration:

- Bicycle-riding customers visit more often, and spend more on average.
(<http://otrec.us/project/411>)
- 10 customers' bicycles fit in the same space as 1 customer's car.
([http://bikeportland.org/wp-content/uploads/2010/05/PDX Bike Corral Study.pdf](http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf))
- People traveling in Oregon and planning to ride bikes spend approximately \$1.2M per day.
(<https://olis.leg.state.or.us/liz/2013R1/Downloads/CommitteeMeetingDocument/22451>)

Based on the current unsafe conditions and the benefits that Portland stands to receive from improving safety for people who ride bikes daily and visit Portland to tour by bike, the BTA strongly supports the city's plan for Central City Multimodal Safety Improvements and all of the projects in Resolution 887.

Sincerely,



Gerik Kransky
Advocacy Director



BUILDING OUR FUTURE

A Blueprint for World-Class Bicycling



ROLL ON,
FUTURE CITY





ROLL ON, FUTURE CITY

INTRODUCTION

The Bicycle Transportation Alliance (BTA) is committed to making bold changes in how we invest limited transportation dollars to help Oregonians be happier and healthier while spending less of their own money on transportation. In pursuit of these goals we intend to help guide our region into building a world-class bicycle network.

In 2005 the BTA launched the Blueprint for Better Biking which listed 40 key projects to improve conditions for active transportation in our region. Our 2011 Status Report on the Blueprint found that more than 75% of the projects were either complete or in-progress.

Project Status

After 5 Years



9 Success



22 In Progress



6 Static



3 Denied

In 2013 we are launching a campaign across the Portland-Metro region to build the safest, most accessible, and forward-thinking bicycle network in North America. This campaign outlines four key areas for action that need to be addressed: Make Big Streets Safe, Let's Fix It, Create Neighborhood Greenways, and Build Inspiring Trails.

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FULL TRANSIT CENTER BIKE BOX. COVER PHOTO:
GREG RAISMAN / FLICKR / CREATIVE COMMONS

DYNAMIC DUO. COVER PHOTO MIDDLE:
THEOELLIOT / FLICKR / CREATIVE COMMONS

SMILES ON THE BIKE TOUR. TOP LEFT PHOTO:
GREG RAISMAN / FLICKR / CREATIVE COMMONS

MASS TRANSIT. COVER PHOTOS:
TRIMET / FLICKR / CREATIVE COMMONS

I SAID, TRY TO LOOK 'URBAN'. OPPOSITE TOP RIGHT PHOTO:
HEIDI SWIFT / FLICKR / CREATIVE COMMONS

LATTE-VANA. BOTTOM RIGHT PHOTO:
KENNY LOUIE / FLICKR / CREATIVE COMMONS

Oh so
conveniently
close to
everything



VISION FOR THE REGION

Our vision for the Portland-Metro region is one where people of any age and any comfort level can use a bicycle to meet their daily transportation needs. Whether it's riding to work, to the corner store, or simply going out for a recreational ride on the weekend, we need safe and accessible facilities in every community, in every neighborhood, and on every street in the region.

Make Big Streets Safe

We want our large, arterial streets to have safe space for all types of traffic, both motorized and non-motorized.

Let's Fix It

We want our aging infrastructure replaced with the safest options for our children, parents, coworkers, neighbors, and friends.

Create Neighborhood Greenways

We want to see 50% of our urban population living less than a half-mile from a low-traffic, low-stress neighborhood greenway.

Build Inspiring Trails

We want accessible, inspiring trails connecting our town centers.

Investing in this network is a smart way to use public resources: bicycle facilities cost less to build and less to maintain, move more people per dollar, and help people save on the costs of owning and maintaining a motor vehicle by providing safe transportation options. When more people ride bicycles, we burn less gasoline and more calories – increasing our community benefits when evaluated alongside automobile infrastructure.

In thousands of conversations with BTA members, community residents, and stakeholders across the entire metropolitan region, we collected hundreds of ideas for new and improved bicycle facilities. We left no stone unturned in our search for the best ideas and the most transformational projects. After a robust public outreach effort that included over a thousand survey responses and hundreds of in-person conversations, we selected 16 projects to demonstrate our four key areas for action.

With a broad geographic spread, and wide range of forward-thinking goals, the projects included in this document are some of the most important investments we can make to provide non-motorized transportation options that are safe and convenient.

Our vision is bold and it will take countless hours of work to bring the needed safety improvements to all the streets, trails, and destinations in the region. The list of projects is the start of a comprehensive approach to developing initial phases of a bicycle transportation network in areas of the region that need it. We envision raising our existing network to the next level to ensure that riders of all abilities, regardless of destination, have access to a safe place to ride.

▲ Make Big Streets Safe

- a N/NE Broadway
- b Downtown Portland
- c SE Foster Road
- d Tualatin-Valley Highway

★ Let's Fix It

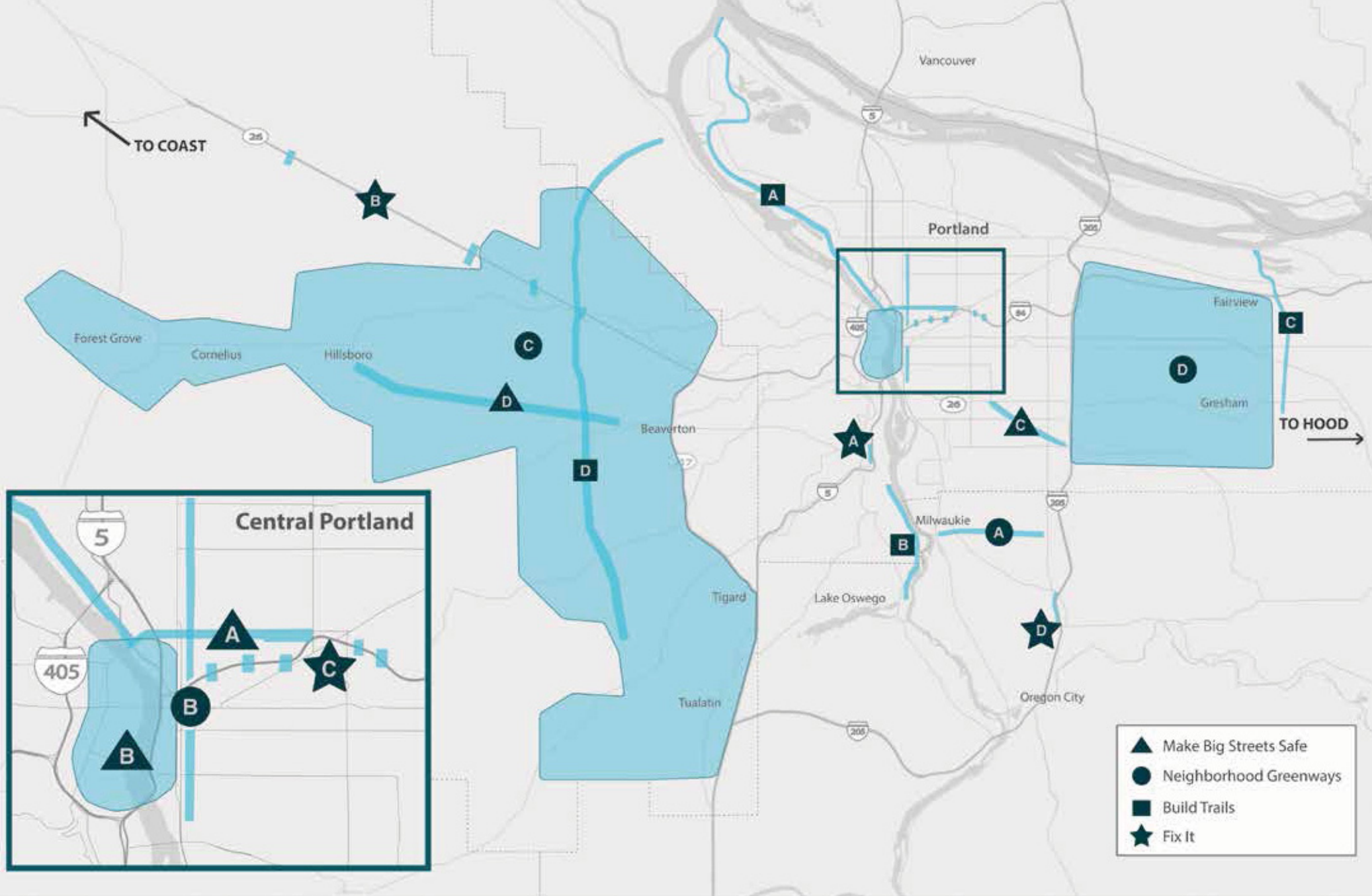
- a Barbur Boulevard
- b Highway 26 Crossings
- c Sullivan's Gulch Crossings
- d I-205 Path Gap

● Create Neighborhood Greenways

- a Monroe
- b NE 7th & SE 9th Avenues Corridor
- c Washington County
- d East Portland

■ Build Inspiring Trails

- a North Portland Greenway
- b Portland to Lake Oswego
- c Gresham-Fairview Trail
- d Westside Trail





PEOPLE TRY TO FIND SPACE TO RIDE ALONG A BIG STREET NEAR THE EDGE OF WASHINGTON COUNTY.
PHOTO: W.VANLUE / FLICKR / CREATIVE COMMONS



BIG STREETS LIKE NE BROADWAY, SHOWN ABOVE AND IN THE RENDERING AT THE RIGHT CAN BE MADE SAFER WITH A FEW IMPROVEMENTS.
PHOTO: S. ANDERSON

MAKE BIG STREETS SAFE

People on bicycles offer opportunities for our region's bistros, boutiques, banks, and barber shops.

Most destinations, particularly for work and shopping, tend to be on big, busy streets – the same streets where walking and bicycling often feel unsafe. As a result, people riding bicycles tend to detour around our most vibrant commercial areas.

This is not because people on bicycles do not frequent bistros, boutiques, banks, and barber shops. In fact, studies have shown that customers travelling on bicycles tend to visit bars, restaurants, and shops more frequently and spend as much or more money overall than those arriving by any other mode.

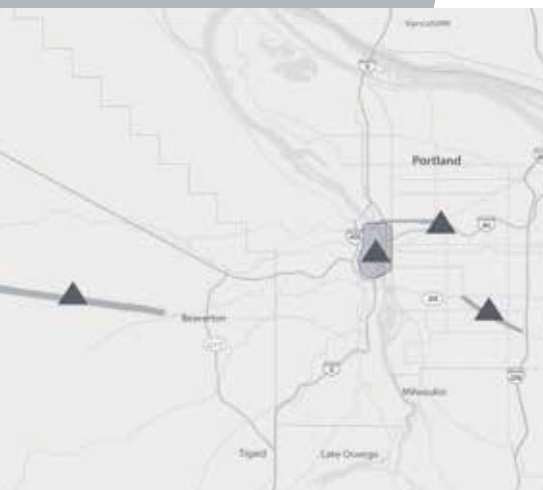
Wide roads with high volumes of speeding traffic necessitate more space, physical separation, and dedicated signals at intersections for people riding bicycles.

This type of robust, protected facility, frequently called a “cycle track,” is the only way to provide safe bicycle access to destinations on big streets. Cycle tracks also give guidance to people on bicycles, helping them ride more predictably with other traffic.

N/NE Broadway

NE Broadway (and its eastbound couplet NE Weidler Street) is full of destinations that benefit from customers who shop there despite poor bicycle access. Because many of these customers tend to ride on quiet nearby NE Tillamook Street, they do not always notice new businesses' signs and advertisements.

The 2.5-mile NE Broadway/Weidler couplet between the Broadway Bridge and the Hollywood District is one of the east side's most frequented retail corridors. Building physically separated cycle tracks with dedicated signals on both streets will finally make this corridor a safe and popular destination for everyone as well as increase visibility of businesses in the neighborhood.







DOWNTOWN PORTLAND IS HOME TO MANY LARGE STREETS WITH NO PROTECTED SPACE FOR PEOPLE WHO USE A BICYCLE FOR TRANSPORTATION.
PHOTO: TRACKTWENTYNINE / FLICKR / CREATIVE COMMONS

With its high density, limited parking, and soon-to-be-launched public bicycle share program, downtown Portland cannot afford to be intimidating for bicyclists.

Downtown Portland

The inner east side of Portland has a usable network of streets safe for bicycling. Even the bridges across the Willamette are increasingly comfortable for people on bicycles. But bicycle facilities disappear at the west ends of those bridges.

In downtown Portland, the region's primary travel destination, the streets are busy, and there is little physically-protected space for bicycles. With its high density, limited parking, and soon-to-be-launched public bicycle share program, downtown Portland cannot afford to be intimidating for bicyclists.

In order to match the safety and comfort levels of the east side's network, there must be significant changes made to downtown's traffic signals and streetscape, including bus islands that ensure safe pedestrian and transit access and physically separated bicycle lanes.

Foster

Southeast Foster Road is a desirable route for travel because it is one of the few diagonal streets in Portland and has multiple commercial areas that serve the surrounding neighborhoods. As popular as it is, Foster has also been designated as a High Crash Corridor by the City of Portland.

The width of Foster Road currently encourages speeding among motor vehicles, but it also allows room for many creative street designs, which would improve the street for people walking and bicycling. Physically separated bicycle lanes, improved lighting, enhanced crossings, and access to transit on this high capacity corridor are critical to improving safety and growing the local economy.



WIDE STREETS, LIKE TV HIGHWAY IN WASHINGTON COUNTY, HAVE PLENTY OF SPACE FOR CREATIVE SOLUTIONS THAT PROTECT ALL TYPES OF TRAFFIC. PHOTO: ABOUTMOVIES / FLICKR / CREATIVE COMMONS



PHOTO: GREG RAISMAN / FLICKR / CREATIVE COMMONS

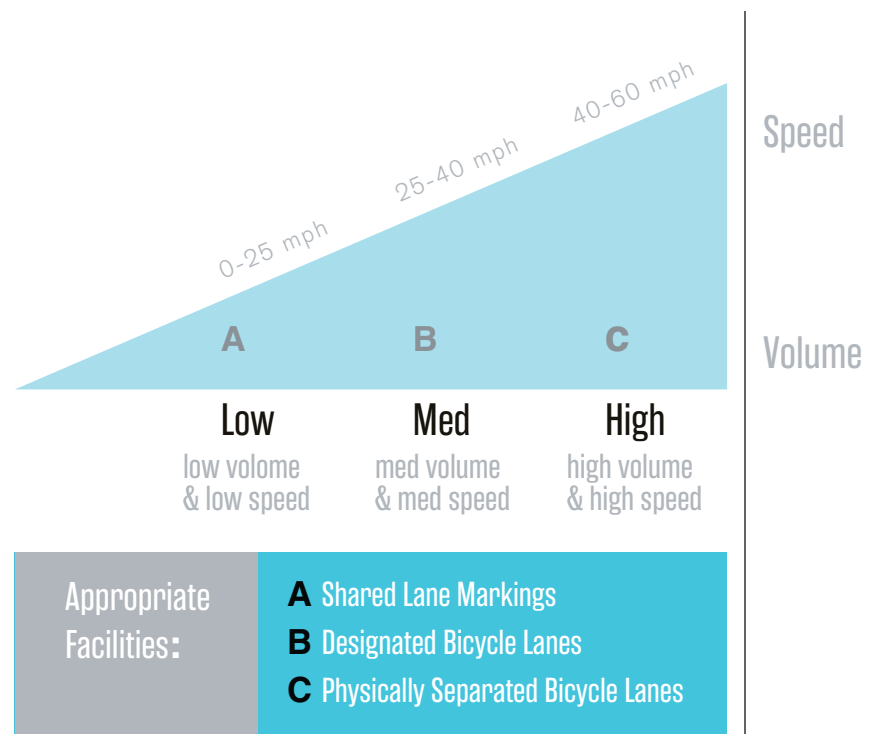
Tualatin-Valley Highway

The Tualatin-Valley (TV) Highway, with five to seven lanes of motor vehicle traffic, is one of the few east-west connectors between Beaverton and Forest Grove. TV Highway is also a key commercial corridor without safe space for people to walk and ride bicycles. As a result, many businesses miss out on some of the traffic that helps support the local economy.

A bicycle lane exists along some of the corridor, but it is inadequate even for some of the strongest and most fearless of bicycle riders due to unsafe intersections, key gaps in the bicycle lane, and frequent driveways to large developments. Pedestrian and bicycle traffic on this corridor is currently low because most people choose to go far out of their way to avoid compromising their safety on TV Highway.

There are many opportunities to transition this auto-focused road into a multi-modal corridor that safely accommodates all types of traffic. Physically separated bicycle facilities, better street lighting, more crossings for pedestrians, and improved access to bus stops will reduce congestion while improving safety.

Daily Traffic & Suggested Bicycle Facilities





WE NEED TO FIX EXISTING CONDITIONS ON OUR REGION'S POPULAR ROUTES IN ORDER TO PROTECT PEOPLE WHILE THEY'RE TRAVELING. PHOTO: CAFEMAMA / FLICKR / CREATIVE COMMONS

THE CURRENT DESIGN OF BARBUR BOULEVARD (ABOVE) FORCES EVERYONE TO SHARE THE SAME SPACE, NO MATTER WHAT VEHICLE THEY USE OR HOW FAST THEY ARE TRAVELING. PHOTO: BTA / FLICKR / CREATIVE COMMONS

LET'S FIX IT

We need to redefine our expectations for our streets. Everyone deserves a safe and direct route to where they're travelling.

It is time to fix the bicycle lane that goes nowhere, or suddenly sends people into unsafe conditions. The route between two locations is only as safe as its weakest link, or its most dangerous intersection. No one would accept an uncontrolled intersection on a freeway, a dead-end travel lane for motor vehicles, or a major street that was too narrow for opposing directions of car traffic. All types of transportation deserve the same basic considerations that motor vehicle traffic already enjoys.

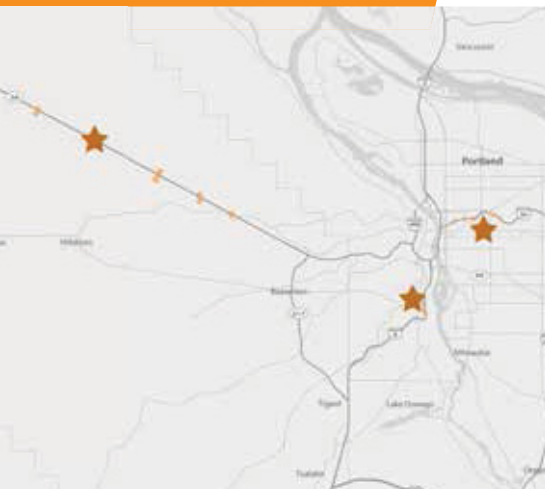
Throughout the Portland-Metro region, we have narrow bicycle lanes that used to be considered adequate, but with more and more people using a bicycle for daily transportation, these areas carry a volume of bicycle traffic that warrants larger, safer infrastructure.

We need to redefine our expectations for our streets. Everyone deserves a safe and direct route to where they're traveling. We want to improve on the work that's already been started by making our existing street network safer for everyone.

Barbur Boulevard

Barbur Boulevard, home to fast-moving motor vehicle traffic, has many characteristics of a great route for bicycle traffic: a direct route to important destinations, a gentle grade, and a wide right-of-way. Barbur has also been the focus of energy and frustration by residents, institutions, and businesses that have been clamoring for a safe route to and through the SW Portland metropolitan region for years.

Repurposing underused motor vehicle lanes at the northern end of Barbur will allow for safe, protected bicycle lanes. The commerce and freeway-oriented southern end, stretching 5 miles into Tigard, will require a combination of buffered and physically separated bicycle lanes and bicycle-specific signals.







PASSING THROUGH SULLIVAN'S GULCH, I-84 IS A MAJOR BARRIER FOR TRAVELLING NORTH AND SOUTH THROUGH INNER EAST PORTLAND. PHOTO: W.VANLUE / FLICKR / CREATIVE COMMONS

PROTECTED FACILITIES, LIKE THE CYCLE TRACK ON SW MOODY AVENUE PICTURED TO THE RIGHT, NEED TO BECOME MORE COMMON THROUGHOUT OUR REGION. PHOTO: GREG RAISMAN / FLICKR / CREATIVE COMMONS

Improvements to these crossings fall into two categories: improvements to the bridges themselves and improvements to streets connecting to the bridges.

Highway 26 Crossings

Highway 26 is a significant barrier for people bicycling in Washington County. Even where there are rudimentary bicycle lanes on roads to the side of Highway 26, crossing over the limited-access freeway is harrowing.

The dangerous and intimidating crossings over Highway 26 are critical gaps that keep people from accessing the beautiful, rural roads of Washington County and, more importantly, their jobs, homes, and other key destinations.

Key crossings over Highway 26 that need to be addressed as soon as possible include 185th Avenue, Cornelius Pass Road, Bethany Boulevard, and Glencoe Road.

Sullivan's Gulch Crossings

With I-84, freight rail, and MAX light rail running through it, Sullivan's Gulch is impossible to cross without a bridge. Some bridges across the gulch accommodate bicycle traffic, but the ones that do vary in quality. Improvements to these crossings fall into two categories: improvements to the bridges themselves and improvements to streets connecting to the bridges.

Providing dedicated space for people on bicycles or adding signals to freeway on and off-ramps, such as at NE 33rd Avenue, will help create safe access for people walking and riding bicycles. Other crossings, like NE 28th Avenue, provide comfortable bicycle lanes over Sullivan's Gulch but connect to narrow neighborhood collectors on either end.

I-205 Path Gap

The I-205 Path runs 15 miles from the Marine Drive Path along the Columbia River south to Gladstone, near Oregon City. It is continuous except for a one-mile gap south of the Clackamas Regional Center.

The "I-205 Gap" cuts most Clackamas County residents off from this valuable transportation and recreation facility. Residents and visitors are also denied non-motorized transportation options for reaching Clackamas Regional Center. The area, including a large shopping mall, is not just a major retail hub; it's also a key transportation hub served by 10 bus lines, plus trains leaving for Gateway, downtown Portland, and Portland State University. Now is the time to complete this regional connection.





FAMILIES SHOULD FEEL SAFE TO WALK AND RIDE BICYCLES ON THEIR NEIGHBORHOOD'S STREETS.
PHOTO: ANOMALY / FLICKR / CREATIVE COMMONS



CHILDREN DESERVE TO SPEND TIME ON THE STREETS OF THEIR NEIGHBORHOOD AND TRAVEL TO SCHOOL SAFELY.
PHOTO: BTA / FLICKR / CREATIVE COMMONS

CREATE NEIGHBORHOOD GREENWAYS

It is time to take a region-wide approach that covers our neighborhoods with efficient, safe networks.

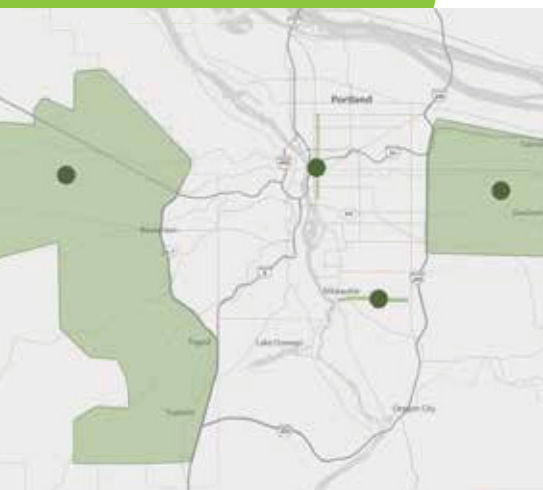
Imagine streets where people have first priority. You see people walking and playing, talking and strolling with bicycles passing by and motor vehicles travelling safely. Now imagine a network of these safe neighborhood streets that provides low-stress, efficient connectivity between neighborhoods and destinations. We want to build on the success of Portland's neighborhood greenway network. Everyone should have access to safe streets with a mix of traffic control such as speed bumps, bulb-outs, and traffic diverters.

It is time to take a region-wide approach that covers our neighborhoods with efficient, safe networks of neighborhood greenways that connect to destination-rich, commercial corridors from Gresham to Forest Grove, from Kenton to Milwaukie.

Monroe

The City of Milwaukie will soon have a multi-use path and a light-rail line running through its downtown, providing connections to the north and south. The bulk of Milwaukie residents live east of downtown, and there are no quiet routes for those wishing to bicycle from their homes to downtown businesses or these new transportation and recreation amenities.

Monroe Street is parallel to busy SE King Street in Milwaukie and connects with 82nd Avenue, the MAX Green Line, and the I-205 Path. With neighborhood greenway treatments, Monroe could become the much needed east-west route for families and less-experienced riders. Connecting residential Milwaukie to the businesses, schools, trails, and trains of downtown Milwaukie is common sense. The BTA will help catalyze neighborhood greenways through this project to carry over to areas throughout Clackamas County.







PEOPLE WANT SAFE, LOW-STRESS ROUTES
THAT CONNECT PLACES AROUND OUR REGION.
PHOTO: BTA / FLICKR / CREATIVE COMMONS

Many of the neighborhoods in Washington County can be connected through neighborhood greenway-style improvements.

NE 7th & SE 9th Corridor

A bicycle and pedestrian bridge across I-84 could provide the continuous north-south route that inner Portland needs. NE 7th Avenue would provide a safe route north from the highway, and NE/SE 9th Avenue would provide a safe, low-traffic route to the south.

We predict that this corridor — connecting the Lloyd District, burgeoning inner eastside industrial district, neighborhoods from King to Brooklyn, and newly built streetcar and light-rail stations — would quickly become one of Portland's most heavily used and important neighborhood greenways.

Washington County

According to the 2009 National Household Travel Survey, 41% of Washington County trips are under three miles. With a neighborhood greenway network, many of these trips could easily be made by bicycle rather than in a motor vehicle.

Many of the neighborhoods in Washington County can be connected through neighborhood greenway-style improvements, connections through cul-de-sacs, and wayfinding signage in neighborhoods. Such facilities are an inexpensive way to compensate for the gaps in the non-motorized transportation network on major streets in Washington County.

We want to see Washington County build at least 15 miles of neighborhood greenways by 2018.



A REGIONAL NETWORK OF NEIGHBORHOOD GREENWAYS WILL ALLOW PEOPLE OF ALL AGES TO TRAVEL STRESS-FREE BY BICYCLE.
PHOTO: BTA / FLICKR / CREATIVE COMMONS



NEIGHBORHOOD GREENWAYS PROVIDE AN ALTERNATIVE TO FASTER, HIGH-TRAFFIC STREETS.
PHOTO: RADWORLD / FLICKR / CREATIVE COMMONS

East Portland

The Portland Bureau of Transportation is planning nearly 30 miles of neighborhood greenways in East Portland, but this will not achieve the goal of the Portland Bicycle Plan for 2030 which calls for 80% of Portland's population to live within half a mile of a low-stress street.

East Portland is home to over a quarter of the population of Portland, but the rates of walking, bicycling, and transit use in East Portland are far lower than the city average. Many places in Portland east of 82nd Avenue lack features that make walking and bicycling an option. We must prioritize building neighborhood greenways in East Portland to provide transportation options that are desirable and affordable.



Emily MacGregor
Beaverton Resident

While Beaverton and Tigard have improved many bicycle lanes, it's still a chore to plan a safe route with our daughter. Low-traffic streets able to offer direct routes to common destinations will help us to promote an active lifestyle for our children. Running our usual around-town errands would also be more enjoyable!



Sam Alexander
Portland Resident

I love Portland's neighborhood greenways! More greenways in more neighborhoods will mean better, safer access to all the places I need to be.



Lenny Anderson
Portland Resident

I love the 20 MPH signs and the sharrows on our Neighborhood Greenways. It's great to see more and more commuters using the Tillamook Greenway in NE Portland; and nothing makes a street safer for all users than lots of people on bikes!



TRAILS CONNECT OUR URBAN CENTERS AND GREEN SPACES, AND PEOPLE TAKE TO WALKING AND RIDING ON THEM SHORTLY AFTER THEY'RE BUILT.
PHOTO: W.VANLUE / FLICKR / CREATIVE COMMONS



A COMPLETE TRAIL NETWORK WILL CONNECT REGIONAL DESTINATIONS LIKE THE ST. JOHNS BRIDGE.
PHOTO: ALLISONK PARK / FLICKR / CREATIVE COMMONS

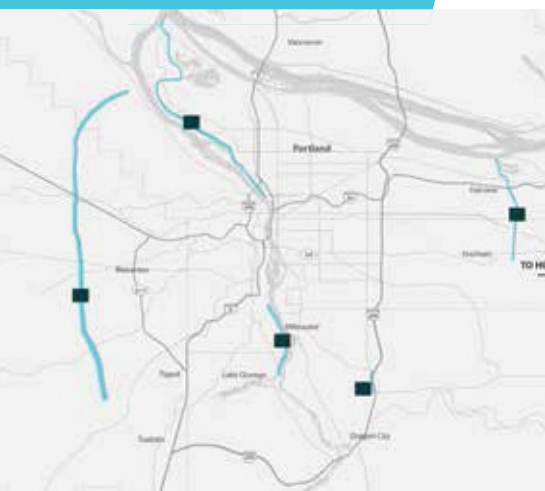
BUILD INSPIRING TRAILS

An inspiring network of trails will connect town centers, residential neighborhoods, and outdoor destinations.

One of the most popular regional trails is the Springwater Trail. It is both a recreational destination and daily transportation corridor. The trail helps people get from their homes and through the southern part of Portland to jobs downtown and destinations across the city.

The Springwater Trail, and trails like it, are very popular with residents and tourists. We need to learn from this type of trail. We need to recognize their popularity and potential and plan accordingly by offering dedicated space for people walking or rolling more slowly.

An inspiring network of trails will connect town centers, residential neighborhoods, and outdoor destinations with smooth, paved space for everyone including daily commuters, families headed to the park, and senior citizens on a stroll.



North Portland Greenway

A safe, flat, scenic, and direct route between St. Johns and downtown Portland would serve thousands of commuters and connect residents throughout the area with jobs in downtown and on Swan Island. The Swan Island Industrial District alone is home to over 11,000 jobs, yet bicycle access to the area is currently restricted to one narrow sidewalk and a steep climb up N Going Street.

Construction of the North Portland Greenway Trail, including an alignment with the Ash Grove Cement Road, will continue the popular eastside waterfront trail from Kelly Point Park and St. Johns down to the Steel Bridge and the Eastbank Esplanade, creating a regional trail over 12 miles long.

The completed route will also be popular with families wanting to reach Pier Park skate park and the beaches of Kelly Point Park and will provide an important connection between downtown and Forest Park via the St. Johns Bridge.





TRAILS FROM PORTLAND TO LAKE OSWEGO WILL PROVIDE A SAFE CONNECTION WHERE CURRENTLY NONE EXISTS FOR NON-MOTORIZED TRAFFIC.
PHOTO: M.O. STEVENS / WIKIMEDIA / CREATIVE COMMONS

Building inspiring trails just makes good sense.

Not only is it a justifiable cost, it aides both home to work commuters and weekend warriors.

Portland to Lake Oswego

Less than four miles south of the Sellwood Bridge, Lake Oswego is Portland's most difficult suburb to reach by bicycle. The most direct route, Highway 43, is so unpleasant that many people opt to ride further and climb twice as high on SW Terwilliger Boulevard. There is a 3.5-mile route that would allow easy, flat access from Lake Oswego to the Sellwood Bridge.

By converting the old Lake Oswego Trolley line and tunnel into a multi-use path, the trip between the Sellwood Bridge and Lake Oswego would turn from a grueling climb to a safe, pleasant, family-friendly trip by bicycle or a mere hour-long walk.

North of the Sellwood Bridge, there is also work to be done on the existing Willamette Greenway trail. Sharp turns, narrow paths, and rough pavement will not safely accommodate the high volumes of bicycle and foot traffic expected after the new Sellwood Bridge is complete.

Gresham-Fairview Trail

As a key north-south connector in east Multnomah County, the five-mile trail will ultimately connect the Springwater Trail and the Marine Drive Trail, two existing trails with regional significance. Three miles of the Gresham-Fairview Trail have already been built, and only an additional two miles north of the existing trail need to be constructed.

Once this missing gap is completed, people will be able to ride a 40-mile loop around east Multnomah County, providing access to the natural areas along Johnson Creek, Fairview Creek, the Columbia Slough, and the Columbia River.



THE GRESHAM-FAIRVIEW TRAIL IS ALREADY A POPULAR DESTINATION. COMPLETING THE TRAIL WILL ALLOW IT TO LIVE UP TO ITS FULL POTENTIAL. PHOTO: INTERTWINE



EVERYONE DESERVES THE OPTION TO ACCESS NATURE'S BEAUTY WITH A BICYCLE. PHOTO: OREGON'S MT. HOOD TERRITORY / WIKIMEDIA / CREATIVE COMMONS

Westside Trail

Washington County residents are hungry for off-street opportunities to ride bicycles for transportation and recreation. There is a plan for a much-needed off-street, north-south connector in Washington County known as the Westside Trail.

Nine non-consecutive miles of the 24-mile trail have been constructed, but the plan is to extend the existing trail segments to connect the Tualatin River to the Willamette River at the St. Johns Bridge. The completed trail will connect nearly 120,000 residents to jobs, services, schools, natural areas, and public transit hubs.

We need to build all 24 planned miles of the trail and anticipate its wild popularity by building separate bicycle and pedestrian paths and safe mid-block crossings.



MAP: OREGONMETRO.GOV

An inspiring long-term trail vision: Hood to Coast Trail Network

While not specifically one of our Blueprint projects because of its broader scope and timeline, the Hood to Coast Trail Network offers a bold vision for cyclists and pedestrians alike.

In 2011, the Portland metro area welcomed close to 8 million visitors who generated nearly \$4 billion in direct spending. Portland's bicycle-friendliness is a well-known part of its identity, and many tourists visiting Portland ride bicycles during their visit.

We envision a trail network where people can ride bicycles the 130 miles from Government Camp to the Oregon Coast. By linking together existing trails and providing the missing pieces, people will travel to Oregon for this destination trail as they do for Missouri's Katy Trail or Quebec's Route Vert.



PHOTO: ANOMALILY



PHOTO: NIM

Conclusion

For the coming weeks, months, and years, our job as residents and advocates is to share our vision for a world-class network of bicycle facilities. To build safe and accessible bicycle networks, we must continue to push for the design, policy, funding, and political will required to make our vision a reality. The goals of reducing our health care costs, reducing our carbon footprint, and eliminating fatalities on the road are too important to wait; we must get to work now in order to achieve these benefits in the future.

In conclusion, **we need your help!**

Now is the time to join us as a member, volunteer, or supporter. Now is the time to share these ideas with your neighbors and friends, city counselors, and county commissioners. Now is the time to talk with people about how important it is that we reduce the amount of money we spend on transportation while we increase the amount of physical activity in our daily lives.

By ensuring that people who want to ride a bicycle can do so safely and easily wherever they want to go, whatever their comfort level, we can build the future we want to create.

We need your help as we make this vision a reality.

Become a member

of the Bicycle Transportation Alliance today
by visiting btaoregon.org/join



PHOTO: GREG RAISMAN



PHOTO: TRIMET

BOARD

Dr. Chris Achterman
Theresa Carr
Nick Ehlen
Martina Fahrner
David Forman
Stephen Gomez
Lanny Gower
Rep. Val Hoyle
Adnan Kadir
David Kottkamp
J.S. May
Randy Miller

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BICYCLE RIDES AND INFECTIOUS SMILES GO HAND IN HAND
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