

To: Portland Sustainability commission, PBOT  
From: Terrence and Krystofer Dublinski-Milton  
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Here are our personal comments on the Comprehensive Plan,

Our personal property at 6111 east Burnside should be zoned R1 as it butts up to a commercial, mixed use zone and is on a bus and bike corridor.

**The transportation hierarchy, and keeping freight included I enthusiastically support**, do NOT separate freight out. Biking and walking safety should always take precedence, so if that means central distribution centers that move deliveries to smaller trucks, nighttime deliveries or bike cargo hauling, the private sector will adjust accordingly.

**20 minutes neighborhood town centers**, and the active transportation requirements to get to them, should be prioritized all the times in the planning process and implementation.

The City should have a plan for developing the **substandard roadways** that run throughout the outer neighborhoods, but only in VERY targeted manners. Short residential roadway connections of substandard roadways should FIRST be studied for bike-walkway connections and park/ community garden needs before a full build out. The residential roadways that SHOULD be targeted are those directly next to main corridors intended for mixed use development and higher density affordable housing.

82<sup>nd</sup> or Woodstock for instance. The roadways directly north and south of Woodstock are perfect places for higher density but the roadways currently cannot support it. Either vacate the road and plan for full developments that includes large amounts of workforce and low income housing, or find a way to allocate funds to build out the street grid so SAFE development will follow. Personally, I would prefer large workforce housing developments with central plazas and have the city vacate the ROW assuming full bike and pedestrian connectivity.

Inclusionary Zoning: Portland should include as much workforce housing as economically feasible without damaging environmental building standards. We need workforce housing...and lots of it. Rents need stabilization or Portland will become unaffordable. If only wealthy people, with cars, can afford to live in the inner neighborhoods then we will never reach our 2030 bike mode share goals: we will not come even close.

There should be an **overlay where Tiny houses, garage conversion and cooperative ownership** of homes can be made easy. Parking requirements should be eliminated in favor of conversion for no car household and younger individuals who bike as their priority mode of transport. We should be building ONTO houses already there.

### **My Personal Top Five Projects of Support for PBOT**

- 1) East Burnside #70010.** This Project, in my view, should be the PREMIER Bike Highway to and from Downtown on the east side. Everything from the Burnside Bridge to the city limits should be redesigned over time to make bicycling the primary mode. We should start with the bike lane gap between 68<sup>th</sup> and 41<sup>st</sup> where parking could be limited or completely eliminated through much of it and make Burnside less of a speedway, and more of a bikeway. Please, take

our parking away. I have seen too many accidents in front of my house. Nine out of ten neighbors on my block agree that parking should be removed in favor of high quality bike facilities.

- 2) **60's Neighborhood Greenway 70071.** My neighborhood east of 60<sup>th</sup> does not have a safe way to get south to our only close park: Mount Tabor, this would build a South active transportation alternative to 60th in a cost effective way. Long term, a path could be built to connect 62<sup>nd</sup> and Belmont to Yamhill and the Salmon and run just east/over the lowest reservoir. Short term, the alignment in the comprehensive plan would work well due to its gentler grade past Stark.
- 3) **The 70's and 80<sup>th</sup> Greenway In Montavilla and central East Portland #70052.** This neighborhood is ripe for bicycling improvements and we should have a north-south Greenway based on PCC SE. This greenway starting at 79<sup>th</sup> and Division should continue south to Brentwood-Darlington so there is a clear route to PCC SE. Long Term a northbound crossing of the gulch from 80<sup>th</sup> north to Madison High School should be part of the plan to connect our lowest income school district together. This would pay for itself long term in workforce development through access to PCC SE.
- 4) **the North Portland Greenway Trail from Downtown to Kelly Point Park (Multiple Projects).** This not only would provide much needed access to Swan Island from each direction currently lacking, Once the Willamette Falls Legacy Project develops Oregon City, this would become part of a World Class bikeway running the length of the Metro area. The TOURISM DOLLARS long term will pay for the project, not to mention the local benefits.
- 5) **Inner Barbur Improvements #90016,** solely because I spent five years commuting this stretch of Babur and this is where I came the closest to death in my entire life. If the bike lane was eight feet wide or had a buffer that tree limb that knocked my off my bike would NOT have thrown me into traffic. I got out of the lane just seconds before a car would have run me over at 50 MPH. My helmet saved my life in this case, by luck...others have not been so lucky. This is the most dangerous stretch of roadway in the city and needs to be road dieted NOW, with the added space devoted to a wide buffered bike and pedestrians space including the bridge overpasses.

Items that should be DROPPED from the TSP/ or active planning at this time:

- 1) **The travel/acceleration lanes on I 205 Phases I, II north and southbound #113690, #113990,#113700.** Freeway expansion induces demand, we should lobby for CONGESTION PRICING instead. If this money was spent locally on north-south improvements bike/mass transit improvements including to the I 205 bike path, then the congestion could be relieved through local trips. Instead, using the Main Street Overpass as a starting point, a direct and unbroken Multi-use commuting path could be built that is NO STOP with over or underpasses and connections at Stark, Washington, Burnside and Glisan. Instead of the terrible connections we currently have.
- 2) **West Hayden Island Railyards Expansion #30062. We should protect West Hayden Island as a wildlife preserve FOREVER and DROP this.**
- 3) **Sullivan's Gulch Phase 1 and 2:** Living near there I would prefer to see the railroad VACATE the property instead. We can hold out until the other needed paths in the city are built. This is a multimillion dollar path I used to WHOLE HARDHEARTEDLY support, but have now changed my mind. We need to bring the rest of the city up to snuff first, and I do not think spending 50 million to subsidize on street parking or travel lanes on Halsey and Burnside, which is really what we are talking about here, is worth it. The Red Electric Trail on the west side, the North Portland Greenway trail, connecting the I 26 path to PSU to the Tilikum and fixing the I 205 path like just described are higher priorities as they do not have good alternative

routes. **Leave it as constrained, but combine them into ONE project** (excluding the I 205 under-crossing which NEEDS to be built) and include complete slope restoration and good connections throughout the length, and come back to the public with a real price estimate and railroad buy in.

- 4) **John's Landing Streetcar Extension #116390.** Though I like streetcars, this is not a good choice as they keep saying no. Stop studying this and look into a Multi-Use path instead.
- 5) **Portland Bike Share #113610.** Though I support it, I think that it should be treated as a mass transit system and thus be paid for through the private sector, payroll taxes or general funds....NOT transportation money, Oregon has some of the strictest restrictions on what gas tax money can be used for, so this should not come from Federal grant money....or if it is, then general funds should be used to augment the transportation funding to the same amount....and funnel this money into bikeways in undeserved regions of the city. Bike share should also be expanded to the commercial corridors, MAX stations and ALL 20 minute neighbors as fast as economically feasible. This is how we leverage our MAX investments.

Project NOT on the TSP and should be added:

- 1) **A multi-use path without stops from SE Main north to Gateway paralleling I 205.** This would fix the AWFUL intersection at Glisan and sidewalk riding on Washington and Stark plus the Burnside crossings (least important other than the train tracks there which are scary when wet). The west side path can be left for local access.. If this is not feasible, then upgrade all the I 205 crossings from Main north to Gateway so they are all no-stop for commuters.
- 2) **A multi-use-path from Beaverton through the west hills to Vancouver,** to and through the NW industrial district attached to the railroad bridges, as they are retrofitted one by one, through the NW industrial district to the North Portland Greenway trail then eventually to Vancouver when that project gets retrofitted and the lift span is moved. This would be another critical tourist bike link, especially if combined with the Vancouver system, west Portland Metro's improvements to the Banks-Veronia Trail and eventually the coast. The international tourist dollars would bring in more revenue long term than a Propane export terminal ever could, without the environmental damage.
- 3) **78th-80 Greenway south from PCC SE from Division to the Springwater.** The fact that a 48 million dollar community college expansion was done without connecting bike facilities confuses me. The school had a pedestrian plan, an automobile plan and a mass transit access plan, but no bike plan. This makes me think there is a gap in the law somewhere that needs to be fixed for the next big institutional expansion.
- 4) **A bike/pedestrian overpass at 92<sup>nd</sup> from the end of the 80's Bikeway at Hassalo over/under I 205 to Gateway.** This would connect to the I 205 path, the above connection south to Main and the new 205 under-crossing to Hancock. All of these connections together would make for an interconnected community centered on gateway, and Gateway Green.
- 5) **A Multi-Modal retrofit of 20<sup>th</sup>/21<sup>st</sup>** from the Lafayette Bridge north to Tillamook including protected bike lanes and an inner east bus route. This would require parking removal.

Thank you for your time and work,

Terrence and Krystofer Dublinski-Milton