

Hello,

My name is Erinne Goodell, and I live at 3241 NE Holman Street, Portland, OR, 97211. The following is my testimony for the update to Portland's Comp Plan:

Transportation Hierarchy

The best part of Chapter 9 in the current Comprehensive Plan draft is the transportation hierarchy. This policy will allow the city to make the important (and necessary) choices for a better, more sustainable, more livable future. We need the hierarchy in place in order to responsibly grow Portland over the next few decades and maintain/improve our quality of life.

Additionally, I'd like to see **safety as the #1 item in the hierarchy**, above all specific modes. Safety is the most comprehensive way to contextualize the rest of our prioritization.

Diverters on Local Service Streets

The Transportation System Plan's local service street is missing a bullet point:

- **Diversion:** Local Service Traffic Streets should feature frequent traffic diverters to discourage motor vehicle cut-through traffic.

This is important to me because my partner and I ride bicycles (with our dog) on Greenways and other neighborhood streets as our primary routes most of the time for commuting to work, to shopping, and to downtown. **There is entirely too much cut-through auto traffic, especially on greenways with their lack of stop signs.** We frequently deal with some form of harassment / threats in the form of vehicular violence by users that feel entitled to the roadway while driving a motorized vehicle. This is becoming apparent that our effort to keep people biking away from traveling along the major streets is turning into a bike backlash, and it is getting extremely stressful / disappointing to bike around town. **We need more physical tools to limit where large numbers of people can drive through neighborhoods**, and implementing diversion is critical to meeting this goal.

Prioritize SEPARATED bike and car infrastructure on Major Streets. I want to be able to ride along Division, MLK, Hawthorne, etc. - and see what businesses those areas have to offer - both comfortably and safely.

In addition to providing neighborhood greenways which provide a comfortable/calm/quiet route next to homes, we need to introduce separated bicycle infrastructure on our major streets so that people are able to observe that biking to the store is possible and attractive. If we shove all of the people biking onto the neighborhood roads, it won't be apparent to the person that drives for most of their trips that biking around town is possible. We want to get 25% of our trips made by bike, but we'll never get there if we don't provide quality infrastructure on our major streets.

Provide calmed shared space bike and car infrastructure on Major Streets.

For roadways that are too narrow to provide separated bike and car infrastructure, the roadway should be calmed as much as possible in order to make the commercial roadway into a 'commercial greenway' of sorts.

Repurposing Street Space

I fully support Policy 9.15, Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

This helps east Portland make the best of the unpaved roads, and gives all neighborhoods more freedom for place-making and community building.

Vision Zero

I am dismayed by the city government's inability to make meaningful changes to improve safety and comfort while focusing almost entirely on paving roads - some that need it, and many that don't. A strong endorsement of Vision Zero, by **putting safety at the top of the transportation hierarchy**, above walking, cycling, and transit, will open the doors to so much low hanging fruit, and anchor the hierarchy in a truly multi-modal way.

Reduce Parking Minimums

Over-investment in parking is un-economical and places a burden on future generations. The Comprehensive Plan should favor drawing down the amount of land dedicated to automobile storage. Reducing minimum parking requirements from new construction, and encouraging the conversion of existing parking lots and structures to more productive use should be a key tenet of our land use policy.

Parking is also an equity issue as the money developers spend on automobile storage is directly passed on to the rent people pay. With a reduced requirement to include as much parking in new developments, we'll end up with more affordable density, a much better state of affairs than the current trend of pushing low-income folks to the suburbs so they end up driving (and parking) in Portland.

Route Redundancy

An important concept in any transportation network is Route Redundancy. It animates many of our discussions when it comes to automobile traffic planning, but is also needed in multimodal planning. By treating bicyclists as equal citizens on our commercial corridors, we'll also mitigate issues that can occur when Neighborhood Greenways are closed for repair or other reasons.

When automobile drivers encounter construction or delay, it's expected that they'll just use the "next best" route. For people walking, biking, and using transit, there frequently isn't a next best route. This is why we should prioritize redundant routes for all modes.

Allowing/Promoting Responsibly Built Alternative Dwelling Units and 'Skinny Homes'

Responsibly built ADUs and 'skinny homes' are our best shot at maintaining neighborhood character. Character comes not only from the style of the housing stock, but also from maintaining the affordability of dense central neighborhoods as places for the types of creative people who made Portland what it is today. ADUs and skinny homes should be encouraged anywhere single family housing is found. Affordability in the central city is an equity issue, so the faster we can create housing the better our chances of weathering our current boom and resulting in a city that's affordable for people who put quality of life before income.

However, in order to create such ADUs and skinny homes, we should do so responsibly. Deconstruction should be prioritized/encouraged/incentivized over demolition. Also, these smaller type of homes should not be required to provide driveways to garages, as the garage doors typically become the entire front of the first floor of the unit - which is definitely NOT within the character of the neighborhood, and furthermore ruin the safety and connectivity of the pedestrian network whenever a curb cut is introduced across a sidewalk. This is in line with reducing our parking minimums, and acknowledging that the people that will be living in these smaller type of units will likely not own as many cars as typical people living in larger single-family homes.

Street Classifications

I support the re-designation of our streets, especially bike routes, to be more in line with the 2030 bike plan. This will help direct development of those streets for better access and safety.

More Cross-Departmental Projects

I support the concept of actively combining water, transportation, parks, etc. money for efficiency in implementation and better design of our city's physical improvements.

Need for Quantifiable Metrics

We need quantifiable metrics to improve the community, safety, and traffic patterns in order to better discuss the issues with Neighborhood Associations, businesses, and the city. For example, bicycle level of stress should be a better metric for designing/improving neighborhood greenways rather than the daily level of car traffic along the roadway.

Inclusionary Zoning

Inclusionary Zoning is a critical tool for maintaining equity as Portland becomes more desirable. Currently there are state-level constraints on what we can do, but a long-range plan like the 2035 Comprehensive Plan should assume those state-level constraints will be resolved in it's time frame. As new zones comparable to existing zones are developed, they should describe inclusionary zoning policies consistent with our values, so that when these tools become available to us, we are ready to use them.

Study I-5 Removal and Removing CRC from the Plan

It's commonly acknowledged in urban planning circles that the 20th century's freeway boom was regretful mistake. Restoring public access and productive land use to areas of the city currently blighted by highways is an investment our future residents will thank

us for. This is a big task, but by 2035 we'll wish we had started studying it earlier. There's no reason not to start now.

Similarly, we shouldn't be expanding the size of our freeways if we ever want to become more sustainable. Let's not repeat our past mistakes, and instead plan for smarter more sustainable bridges. The CRC in its latest form is a failed project and shouldn't be included on the future comp plan.

Thank You!

Thank you for taking the time to read through all of these items. I truly appreciate it.

--Erinne