

Background:

I am a resident in Portland since 2011, although originally from Catalonia (Barcelona is the main city in our region). I believe my input can provide a fresher approach to the enormous effort you are taking on planning for a vision for the city. Where I come from cities are places where people live, work, play, go to school, etc. without the need of owning a car. This makes citizens very happy. I am now very proud to be living in Portland where there is an effort to move towards a “Happy City”.

Notes:

Policy 5.5 Housing in centers. Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

Revise zoning codes to allow for developing buildings that do not only provide homes for a range of households (studios, 1, 2, 3 and even 4 bedrooms), but that they have mixed uses (coffee shops, restaurants, shops).

Goal 8.H: Parks, natural areas, and recreation

Revise zoning codes to allow for development of squares and parks that have mixed uses, especially in the city core (Jamison Square). Areas with active impermeable membranes around the edge (shops, bars, bistros), activating the center of the place and making it a place where people want to hang out.

Policy 9.20 Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Policy 9.21 Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

→ Current advances in bike technology (e-bikes) allow for riding a bike in commutes longer than three miles, while carrying considerable cargo, including 2 children (cargo e-bikes designed with a very strong torch power). There is a strong potential for Portland citizens, especially parents carrying children, to benefit from these advances while reducing car traffic. However, incremental steps should be made to tweak bike lanes in heavy traffic areas to make them safer for these bikes because they can't take sharp turns quickly.

Based on my experience riding an electric cargo bike with children for 5.3 miles each way (NE 38 Ave to 1515 NW Thurman St), one of these areas are the lanes leading towards the Broadway Bridge for downtown commute. Footnotes 1), 2)

Footnotes:

1) E-mail sent to PBOT

- America Grau <americagrau@yahoo.com>
-
- 10/27/15 at 10:28 PM

To

- dylan.rivera@portlandoregon.gov
- Shamir Karkal

Message body
Dear Mr. Rivera:

I have been crossing the Broadway bridge with my electric cargo bike and two children while it's been closed for cars.

Starting from tomorrow we will be sitting on a gas guzzling SUV again because I believe that putting the kids on the cargo bike to cross the Broadway Bridge is going to heavily jeopardize their safety. There are sections leading towards the bridge that force riders to cross car lanes just as those are trying to turn -if making dedicated lines for bikes is too complicated, would a synchronized signaling system on the East side for bikes solve the puzzle?

I wonder if the City of Portland is already looking at measures to make it safer for people like me that would love to carry children on the bike while traffic for cars is open in the Broadway Bridge. The bike versus car commute makes a lot of sense in terms of time. Also, the cargo bike technology is taking a turn with e-bikes that have a center engine that delivers a lot of power to carry cargo -Yuba and Xtracycle just launched their models during the summer. Thus, longer commutes with children on a bike are now feasible and more people like me are becoming aware of it.

Regards,

America Grau/

2) Cargo e-bikes with the potential to transform urban transport
<http://electricbikereport.com/electric-cargo-bike-guide/>